

The background of the cover is a detailed model train layout. It features a yellow and black locomotive pulling a long white freight train through a hilly, semi-arid landscape. The terrain is covered in dry grass and scattered green trees. In the foreground, there are more trees and a road with a blue car. In the background, there are rolling hills and a small town with a water tower and a red building.

N SCALE RAILROADING

#121 JUNE 2020

Sandy Smith

- An Unlisted Gem From Kato

Mike Pagano

- Resilient Rock Casting

Jim Reising

- A Visit to The Oakville Sub

N SCALE RAILROADING WELCOME!

Welcome to *N Scale Railroading* #121. I hope everyone can enjoy the hobby during these uncertain times.

A question I suspect many of us have about these times is the long term effect on hobby retailers. Like all retailers, will consumers get used to shopping without shops or will we consumers miss hobby shops more than ever? The limited feedback I have received is that we miss walking into our hobby shops.

I'm sorry 121 is a bit late. Some unforeseen circumstances kept me away from the main computer.

Page 13 has the **New Products** section.

AD INDEX

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Cover. UP MWCFR in dynamics with 30 reefers passes the iconic Keene (CA) Cafe. The cafe and surrounding structures was scratchbuilt using Google Maps and Street view as source material.

Page 04: **Sandy Smith** stumbled upon a Kato (Japan) forklift that he loves. Even though this product is not available from Kato USA, the internet has shrunk the world and it is easier to purchase products marketed only for domestic modelers.

Page 12: **Mike Pagano** shares how he created rock castings for a couple of scenes on his layouts.

Page 23. **Jim Reising** has a large railroad with long modern trains that run through full sized scenes with custom built uncompressed structures. He had an idea for a different way to present his The Oakville Sub that sounded interesting and this evolved into this issue's cover story. I ran out of time to redraw the layout so that should be in a future article.

Page 50: Observations: Follow up to Railroad Colors in Spray Paint cans. ▀

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An Unlisted Gem From Kato

by Sandy Smith/ Photos by author



While perusing the Walther's website one night, I ran across this forklift. Always on the lookout for industrial equipment, I had not seen it listed anywhere on the Kato website listings but I liked what I saw. I have been bouncing around N Scale over 50 years (see what happens parents when children are

left unattended) and when you see something, a new release, a new old stock item or any desired inventory, you attack it like a great white shark on a feeding frenzy because you may not see it again. A quick call to my favorite hobby shop of record got the little wheels in motion.



Much to my surprise, in the package there were TWO forklift models. (Photo 1) There was no indication that more than one forklift was enclosed since the photo only had one shown (Photo 1A).



I should point out that this is a Kato, non-North American model that found it's way here by chance. Note the directions with complete Japanese directions. There are a few bits to add to the lift located in the enclosed sprue. A couple of mirrors/lights, a strobe pole and exhaust stack. The yellow painted arm in the back is also a mirror but factory installed. The pieces all went on with ease for me with a dash of some adhesive. Add a bit of paint for the lights and mirrors, sharpens it up quickly and gives it that premium look.

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I included a view of a factory fresh unit just arriving on a center depressed, flatcar. The tie downs were taken off right before I got there, no really, they were...



But I couldn't resist and I weathered one lift by giving the mast some dark grey streaks of grease, lightened tire color and a black India ink wash. Every one of these I have seen in the industrial plants look filthy. Most early models were not air conditioned and when it got warm the operators would simply knock out the glass windows. Ta-Da, Flow through ventilation. Having owned some similar units, the fact that this may be a 1:150 scale model does not bother me, nor should it bother you. Forklifts of this scope just get a bit bigger without much reference to other things. Many of these are tasked with handling everything from 20 foot long container boxes, lumber, precast concrete pieces, other pieces of machinery, steel coils, steel plates, literally anything they can get their forks under. The prototype usually runs out of counterweight capacity, meaning the rear wheels will come off the ground before the lifting capacity is exceeded. Trust me on this one as I once watched two of my employees with two large forklifts use one lift to hold the back end down while the other one lifted the piece. It wasn't pretty.



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Above shows loading a container box on a Peterbilt tractor and flat bed built by George Wolfrum. Early on in the intermodal game just about anything was used to handle small boxes as well as transportation of them. Most containers of this vintage had slots cut into the bottom for forks as well as reinforcement underneath the container. So this lading on a simple flat deck trailer isn't far off prototype in the 1970's or early 80's.



On the previous page I mentioned the rear wheels. The models' rear wheels steer, a very nice touch.

1:160
scale



GROOVY



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This is a model of a TCM FD-100 lift with the optional counterweight for a hoist capacity of about 35,000 pounds, which would be enough to move any 20' container boxes. Note how the Kato unit detail level compares well with the older model at the scrap yard. I especially like the black window seal around the glass.



I would love for Kato to bring more of these to the U.S./North American market as these models are very at home everywhere whether factory fresh or soiled a bit.

COMING
SOON



1:160
scale

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Resilient Rock Casting

By Mike Pagano/ Photos by author.



N SCALE RAILROADING NEW PRODUCTS



Rio Grande 3027 is Atlas 40 003 788. The EMD GP-30 was a major step from first generation to second generation diesel power. Like all Atlas locomotives, their GP-30 has evolved with more detail, multiple road numbers, and options with DCC and sound.



Pullman/ Milwaukee Road *Yellowstone* is in the 1947 scheme. (*Olympic* is also available.) This was before the Pullman company was broken up and these older sleepers were often painted to match railroads's schemes. Like the prototype, the Dulux lettering is small and hard to see from a distance. The Milwaukee Road sleepers were produced by Micro-Trains for Lowell Smith's "Pullman Park Series" and are \$68.00 each. Click on the image above to go to the website.

Making rock castings from rubber mold is a simple process that is not hard to achieve. Rubber rock molds come in all shapes and sizes. Once you find the size and detail your looking for, the next step is to create a rock outcropping from plaster. This craft does take a little finesse when casting a rock mold from plaster but the results can be very realistic. When modeling in 1:160, the mold details are usually smaller due to the scale and detail relationship. If you do fine a mold with fine details that fits your needs, you might find that the casting will be fragile and can be susceptible to damage due to the smaller size of the cast.

I have found another casting material sold by Bragdon Enterprises that will cast just as good as plaster and will resist damage. This product is called Cast Satin™ and is part of the Geodesic Foam Scenery system. This resin and hardener can be purchased separately and comes as a two part white odorless polymer resin that yields great detail from a rubber mold. Let take a look at some my results from this product that I used on my layout.

One Example of a Casting

Opening image: The tunnel scene on my former layout was all made with Cast Satin resin and applied to layer Styrofoam scenery. This scene is almost 15 years old and it was applied on a portable layout that had extensively traveled to train shows traveling in a trailer. The rock casting was resilient to cracking due to the constant vibration and handling from traveling and set up. The strength of the casting material provided me the means to have a great looking outcropping that is mostly seen from fragile plaster castings. My outcropping needed to be a lift-out in order to access the track in the curved tunnel. I made this pop out section to be connected with of my rock mold in order to hide the separation lines through the strata in the rock.



Above. I experimented this type of lift-out in the corner of the layout to create the illusion that the curvature of the track is broader than the actual sharp radius is used in the hill.

Rebuilt War Emergency Hoppers.

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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Above and below. The seams of the lift-out are cleverly worked into the rock strata and the details of the Cast Satin™ material are strong enough to handle the constant handling of the lift-out section.



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Above. I even added a vacation scene on top of the lift-out to complete the scene.



Making a Casting from a Mold

The first step in using the Cast Satin™ is preparing the mold with a release agent. The manufacture recommends a petroleum jelly or a silicone spray followed by a White lacquer paint coating. I am using one of the Bragdon silicon molds that roughly measures 10"x 27". I will only apply casting material in one location that is close to the size of outcropping I will need for my scene. The next step is to mix the materials in a 50-50 ratio and completely blend the mixture together.

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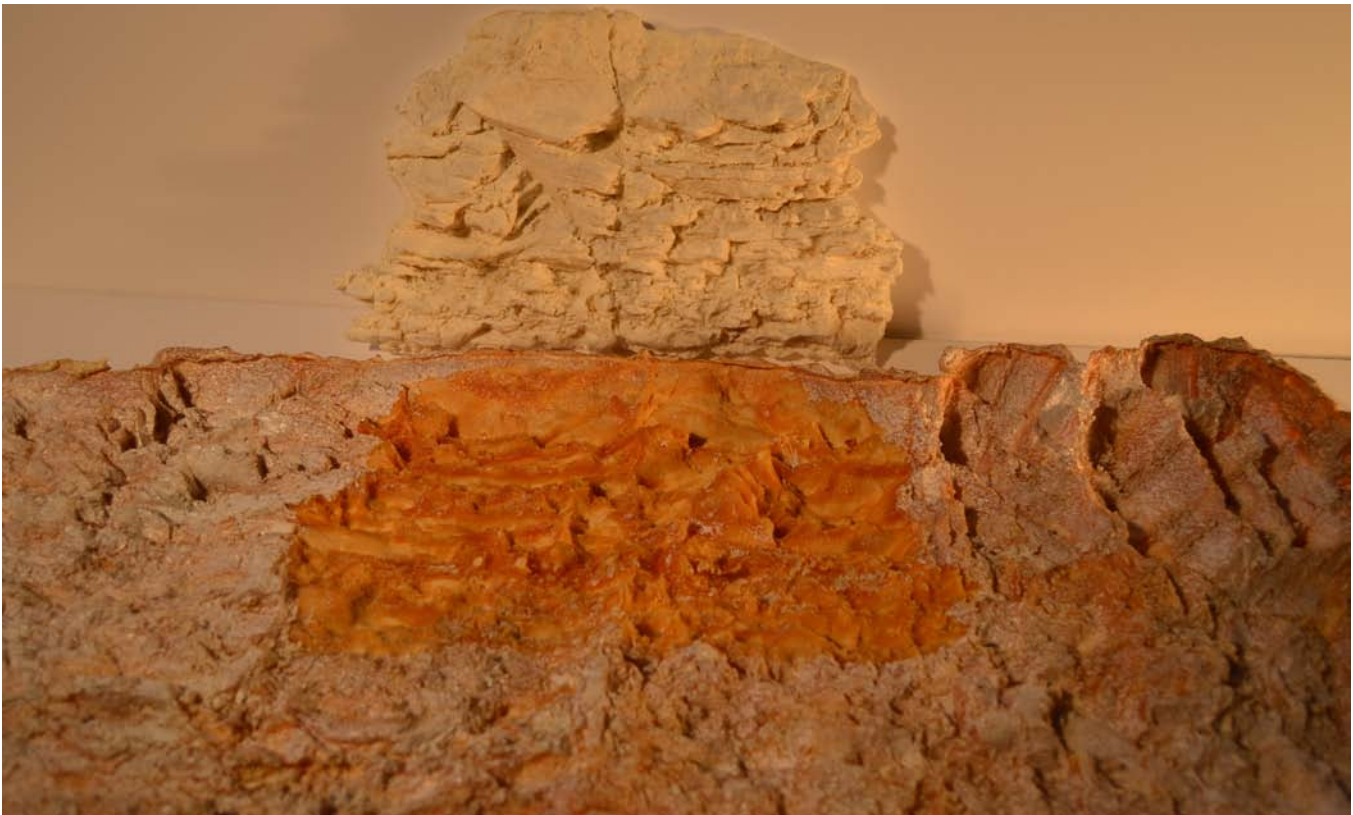


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Above. I poured the Cast Satin into the mold area that I chose to replicate. I waited for the material to expand into the mold and waited for the material to set to a soft state. (5-7 minutes) I carefully started removing the cast from the mold and let it continue to harden before I started coloring the cast.



Above. Unlike plaster, the Cast Satin material will not take acrylic pigment paints well due to its composition. Bragdon recommends priming the surface with a coat of artist gesso before adding any color. I colored this rock casting with Payne's Grey and Raw Sienna followed by a dusting of black powdered tempera paint. I dry brushed the surfaces with titanium white to bring out some of the details.



Above. The last step is to fit the mold to your scene. I used a razor saw to cut the bottom half off and trim the sides.



Above. I cut the side of a Styrofoam hill out with my razor saw and attached the cast to the module next to the tunnel portal.



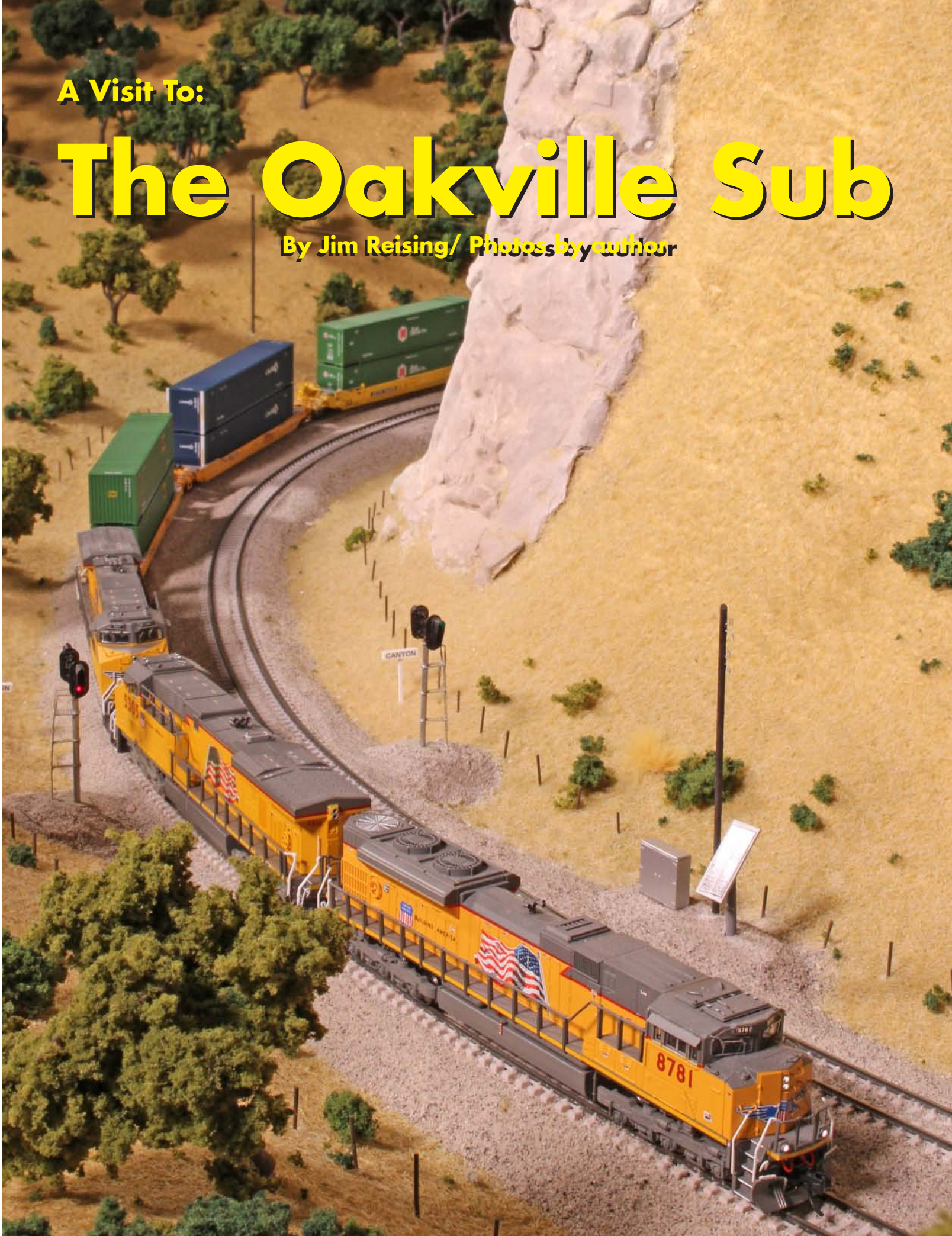
Above and below. I later filled in the back of the casting with scenery material to blend the outcropping into the hill. Using this type of resilient casting on the end of this T-Trak module will insure the details will not get damaged from handling or during transport. ▶



A Visit To:

The Oakville Sub

By Jim Reising / Photos by author



Previous page. SD70ACe 8781 leads as Z-BRWC passes CP Canyon north of Caliente. The heavily powered train has 28 wells and 6 reefers enroute to West Colton.

Train QSTOCHI6:



Above. Tier 4 GE 3786 leads QSTOCHI6 with 26 wells and 30 trailers past the Bealville ranch crossing. The ranch house is scratchbuilt with the garage and barn from kits.



Above. QSTOCHI6 passes Keene. The loco consist in addition to the Tier 4 leading has one of the Citrail leasers and a matched set of GP60s in Heritage 3 paint. All structures were scratchbuilt from Google Maps and Street View. The compound on the left can be seen on the Tehachapi-Woodford Road.



Above. QCHISTO6 bound for Stockton, CA approaches CP Canyon westbound, meeting VRICLPC3 enroute to Chicago with 24 articulated auto rack cars.

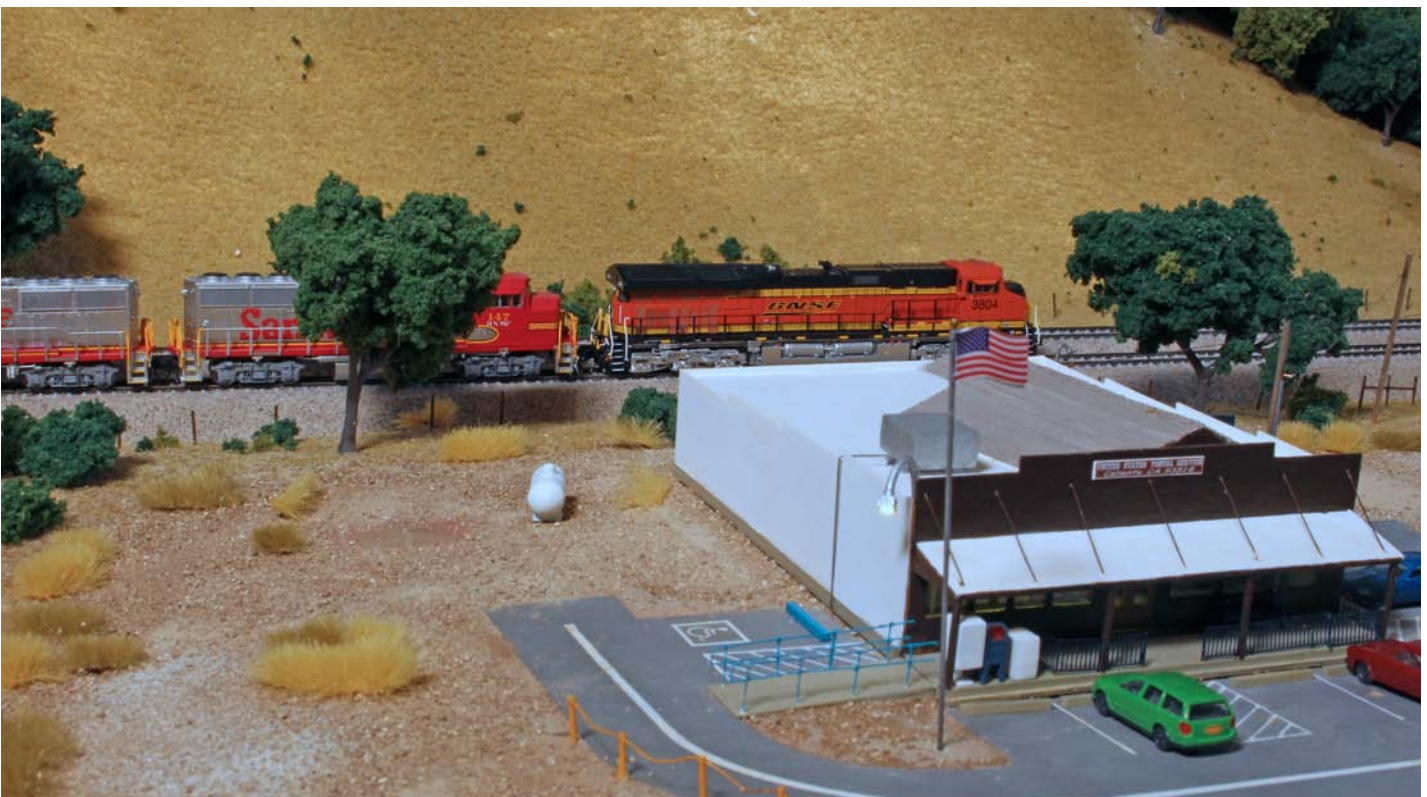
Train QRICCHI6



Above. QRICCHI6 with 23 wells and 28 trailers has passed CP Canyon and meets Z-WCBR enroute to Portland OR with priority traffic.



Above. QRICCHI6 passes the Caliente crossovers. Warbonnets!



Above. QRICCHI6 (Priority, Richmond CA to Chicago) passes the scratchbuilt Caliente Post Office. Again, Google Maps and Street View provided the information.



Above. QRICCHI6's Tier 4 GE lead #3804 is running flat out as it climbs the hills out of Caliente.



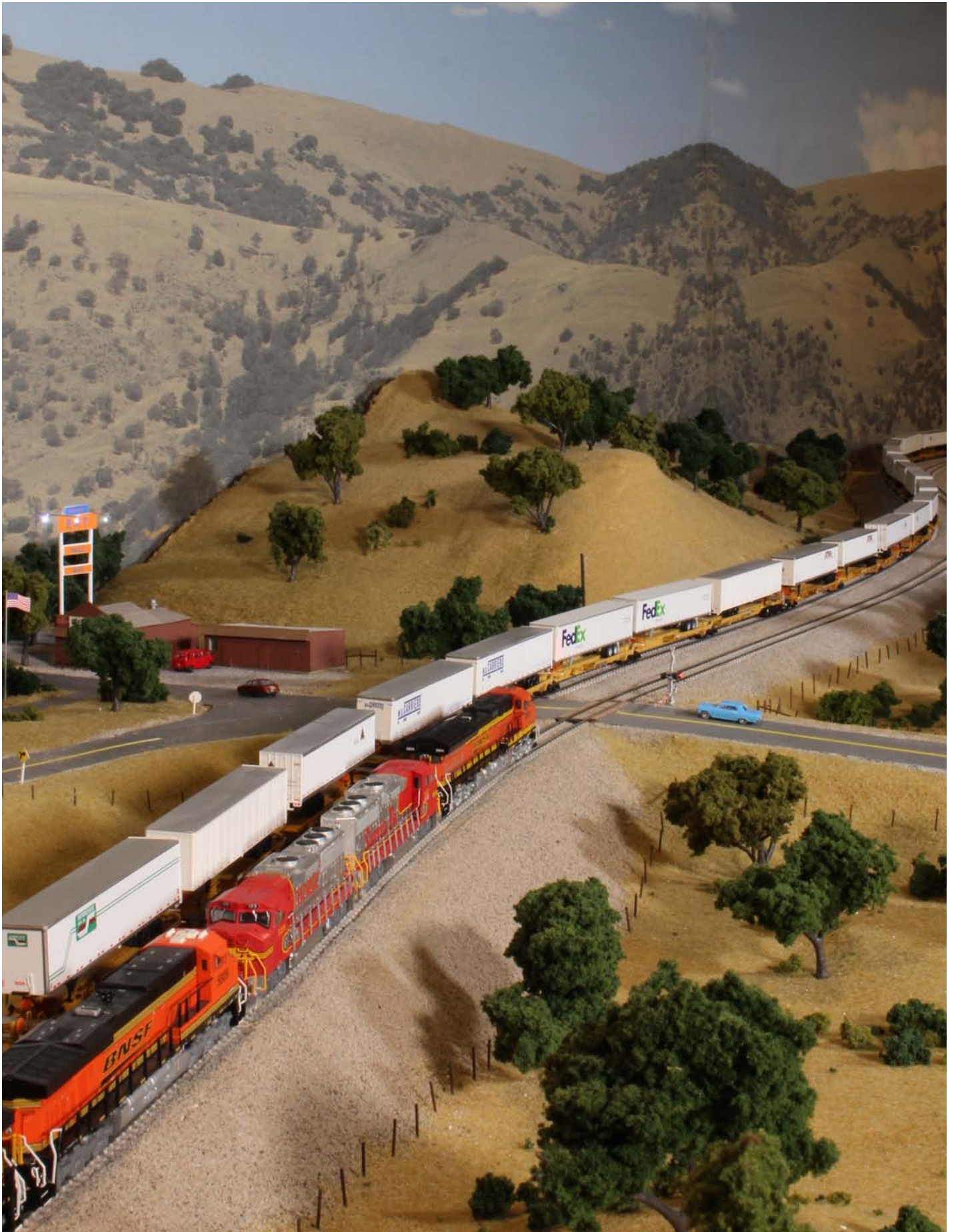
Above. QRICCHI6 is pulling hard as it goes through the Bealville crossovers and passes empty ballast hoppers in the siding.



Above. QRICCHI6 passes the Bealville ranch.



Above. QRICCHI6 goes under California Highway 58 past Bealville as it continues it's uphill slog.



Above. QRICCHI6 is blowing for the crossing as it meets another Z train at Keene.



Above. QRICCHI6 is passing the Oakville Yard throat behind the local Dairy Queen (which has full interior and lighting including menus and a drive through menu in back no one can see) and the local water tower and the water company's equipment yard.



Above. 3804 passes the Oakville yard office – a very busy place!



Above. The Tier 4 and its train approach the yard entrance.



Above. QRICCHI6 passes the yard entrance. The camera has a good view of the ladder track of the classification yard.



Above. Our train is approaching CP East Oakville.

Train VKCKRIC3 :



Above. VKCKRIC3 with EMD SD70ACe 8771 in the lead passes the Oakville yard throat as it continues its journey from Kansas City, KS to Richmond, CA. The train has 24 articulated auto rack cars and is equipped with Micro-Trains' True Scale Couplers.



Above. Dynamics howling, 8771 blows for the Keene crossing.



Above. VKCKRIC is passing Keene. The Woodford-Tehachapi road is on the left.



Left. Another view of the train passing the Keene crossing.



Above. 8771 has a high green at CP Cliff. Note the PTC folding tower. All Sub trains and track are equipped for PTC per federal regulations



Above. VKCKRIC is behind the Caliente, CA post office and nearby building – both of which were scratchbuilt using data from Google Maps and Street View



Above. 8771 exits the Caliente crossovers as it continues westbound.



Above. VKCKRIC meets OKBCR, an oil train lead by GE Tier 4 2610 just south of CP Canyon.



Above. 8771 nears CP Canyon as it continues passing the oil unit train.

Train MWCPT :



Above. VMWCPT – A merchandiser from West Colton to Portland, OR with 5341 leading 29 cars passes Keene with dynamics howling.



Above. MWCPT passes CP Cliff.



Left. MWCPT just past Wedding Cake curve. 5341 is blowing for a rural crossing.



Above. MWCPT nears the Caliente horseshoe as it passes behind the post office.



Above. A good overview of the 5341 passing through the Caliente crossovers. This area is frequently used for reworking trains delayed by heavy traffic on the hill.



Above. MWCPT is at CP Canyon, about to enter the sharpest curve and ruling grade enroute to staging.

Train MFRWC :



Above. MFRWC, a reefer unit train from Fresno to West Colton with Tier 4 GE 2610 leading 30 big refrigerator cars exits a canyon as it approaches CP Canyon.



Above. We're now past CP Canyon and are meeting a BNSF Q train with double stacks and trailers.



Above. MFRWC is passing the Bealville ranch as it meets VKCKRIC, an articulated auto rack train from Kansas City going to Richmond CA.



Above. 2610 is blowing for the Keene crossing as it makes it's way toward Oakville.

Train OCRKB :

Left. Here we see OCRKB with 2587 leading 60 cars westbound out of Oakville behind the local Dairy Queen.



Above. The unit oil train is now at Keene. It came from Carr, CO and is heading to a refinery at Bakersfield.



Above. OCRKB is alongside California 58 and will shortly duck under the highway as it approaches Bealville.

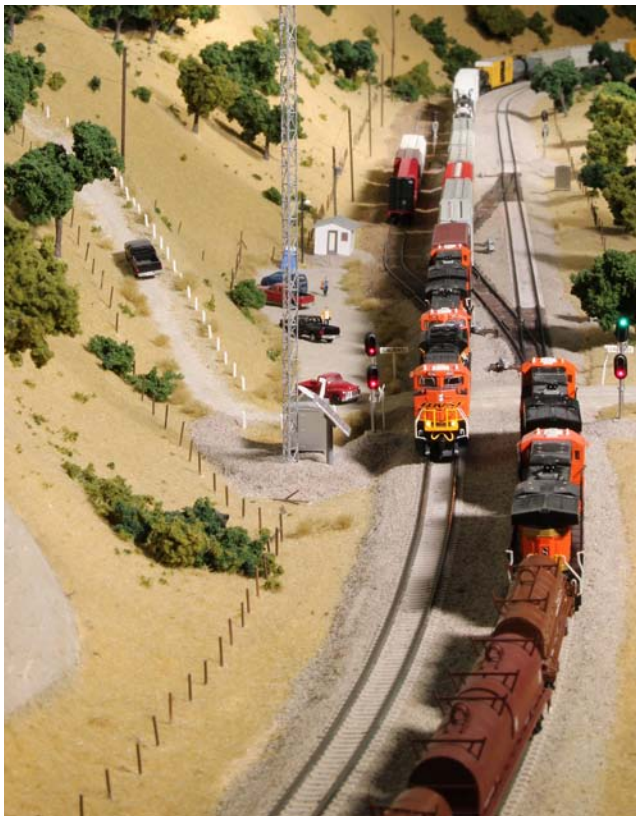


Left. The oil train is at CP Canyon as it meets a hot eastbound Z train.

Train HBARPAS1 :



Above. HBARPAS1, A westbound merchandise train led by SD70ACe 8532, consists of 3 units and 53 cars between Barstow, CA and Pasco, WA. The train approaches CP Bridge as it passes the DPU (Distributed Power Unit) on the rear of east-bound “earthworm” XFRSLUB3 running between Fresno and Lubbock, TX.



Above. Here's the reason PLCBL needed to cross over – as HBPAS1 exits the crossovers, eastbound UPITSTL, a steel train with 43 cars between Pittsburg CA and St. Louis MO approaches.



Above. HBPAS1 is approaching Caliente as it is passed by PLCBL, a passenger special running between Los Angeles and Portland, OR.



Above. UPITSTL continues to pass HBPAS1 as it exits the Caliente crossovers.



Above. Westbound USTLPIT is a steel train with 43 cars.



Above. The DPU of XFRSLUB is met by priority train ZWCBR – West Colton CA to Brooklyn yard in Portland OR.



Above. XFRSLUB passes the Oakville yard throat. This train is 112 cars with three diesels up front and one pushing in DPU mode. The train is equipped with the Micro-Trains True Scale Coupler.



Above. Lead engine 7505 passes the busy Oakville yard office. A couple of UP locos can be seen behind awaiting their next run.

Train ZWCBR :



Above. ZWCBR a hot Union Pacific Z train running between West Colton CA and Brooklyn yard in Portland OR. Here we see the train about to pass under California 58. This hotshot has only 28 wells and 6 refrigerator cars. It must be needed badly in Portland.



Above. ZWCBR passes under busy California 58.



Above. Lead engine 8781 passes the Bealville ranch.

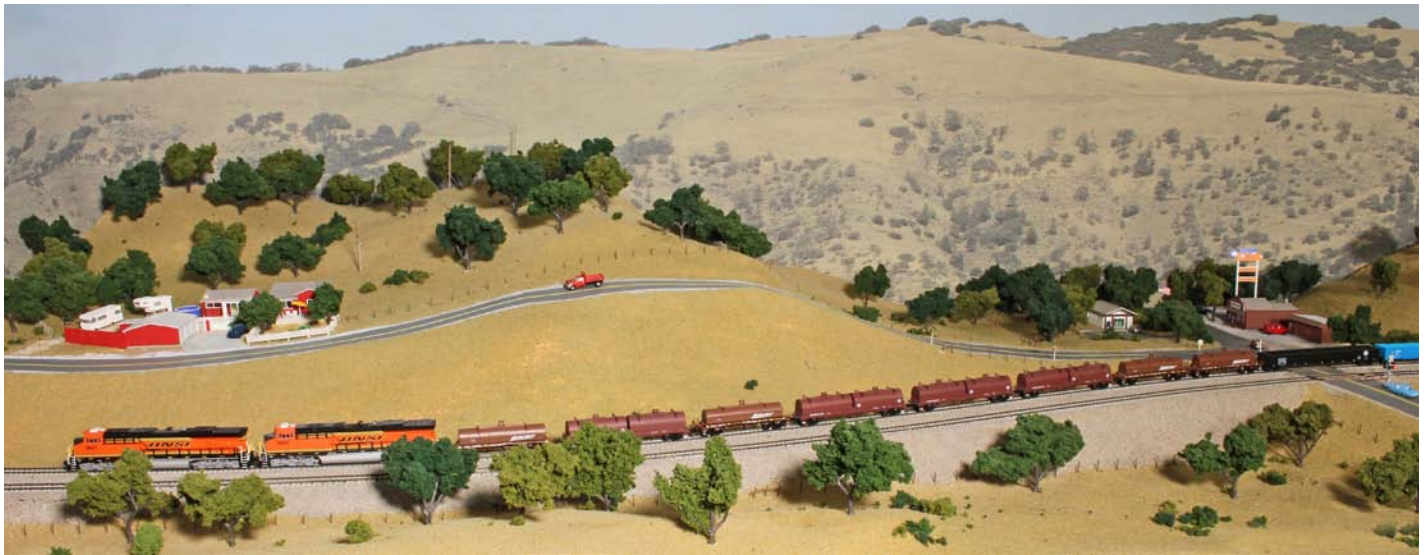


Above. ZWCBR nears Caliente, passing behind the building to the west of the post office.



Above. The hotshot approaches CP Canyon.run.

Train USTLPIT :



Above. USTLPIT cruises along the Tehachapi – Woodford Road as it approaches CP Cliff.



Above. Loco 6641 leading USTLPIT from St. Louis MO to Pittsburg CA with 43 cars of steel passes a maintenance crew at Wedding Cake curve, once the site of a tunnel. The tunnel was daylighted when the line was double tracked. The shorter of the coil cars are from 3D printed kits made by Briggs Models of Canada.



Above. 6641 Blows for the rural crossing while the cell tower repairman waits for a lull in traffic.



Above. USTLPIT traverses a canyon heading west from Caliente.

Train PLCBR :



Above. PLCBR a passenger special lead by engine 944 leaves Oakville yard after a brief stopover.



Above. 944's engineer blows for the Keene crossing. The 3 unit 23 car train left Los Angeles this morning and will terminate tonight at Brooklyn yard, Portland OR.



Above. PLCBR is at CP Canyon as it meets UPITSTL steel train bound for St. Louis MO.

Train 11/14 :



Above. There will very occasionally be an Amtrak detour on the Sub. Here we see a Coast Starlight train with three units and 17 cars approaching CP Canyon eastbound.



Above. The detour at Keene. The detouring train is seen south of CP Bridge.



Above. The detouring train is seen south of CP Bridge.



Above. The Amtrak detour passes the Oakville yard throat.



Above. A little later the detour gives us a look at the Oakville fueling pad.

The Oakville Sub A brief description

The Oakville Sub is a “proto-lanced” layout – it represents a real area but does not conform to the real thing exactly. Location of the prototype for this layout: Bakersfield to Tehachapi California.

The layout was built high because it gives me a “railfan’s view” of the trains.

Construction began July 2008. The layout was basically complete in April 2010. I add points of interest as the spirit moves me.

Track is Micro Engineering code 55 weathered in both standard and concrete tie versions. Switches are Atlas code 55. Cross-overs are #10 with the rest being #7. Ballast is from Arizona Rock & Mineral. Minimum radius is 22”, maximum grade one and a half per cent into and out of staging. There is a continuous upgrade from CP Canyon to Oakville.

Control is Digitrax DCC, wireless. I use four power districts: eastbound main, westbound main, Oakville yard, and staging yard. JMRI is used for loco programming. The signaling system is standard block type with the signals built from TrainCat kits and modified with the “Darth Vader” snowshields.

The Sub has an online presence at <http://theoakvillesub.itgo.com> which shows the early days and a long running thread at Trainboard.com chronicling up to date events: <https://www.trainboard.com/highball/index.php?threads/the-new-oakville-sub.36519/> Earlier photos in the thread have been covered with Photobucket’s logo but the more recent section after I switched hosts is fine.

I’d like to acknowledge the assistance of Gary Hinshaw in the preparation of train symbols.

Gary’s layout, Tehachapi B.C., has a lengthy construction thread on therailwire.net’s Layout Engineering Forum

Trackplan squares (the smaller ones) are one foot. There are six tracks in staging and eight in the Oakville yard (not including the mains on either side). It’s a big layout.

Jim Reising Biography

All my life I’ve been into trains.

I can remember Gary, IN in the 1940s seeing the Pennsy trains cross Broadway, the trolleys down Broadway, and of course the South Shore. I had toy trains at an early age, and got a Lionel setup for Christmas.

We relocated to Kankakee IL around 1947 (IC and NYC/Big Four). Modeling went to American flyer with a half basement layout (which sounds grander than it was) which was taken down in favor of HO.

After marriage I built my first N layout for our son.

After job related relocation to Northbrook IL (Metra, Soo, UP) I finally got all the honeydos out of the way and built the first Oakville Sub in a basement room.

Then there was the retirement relocation to Spring Hill TN (CSX) I had retained all the rolling stock and after getting the house the way we wanted it proceeded to finish the basement and build benchwork for the current Sub.

Other than modeling I have had a varied career with the best parts being an audio engineer with a specialty area of high quality audiocassette duplication. I finished my working life as a system administrator.



N SCALE RAILROADING OBSERVATIONS

Last issue I wrote that I think accurate railroad paint is a tricky part of the hobby for most of us. So many of the hobby paint companies have left the market. I am still hoping that we can identify Krylon colors that match railroad colors.

So I was very surprised when folks emailed me that Scalecoat is still being manufactured and available. I remember when they closed but Scalecoat has been available direct for awhile. It is now available from MinuteMan Scale Models in 1oz and 2oz bottles and 6 oz spray cans, in both Scalecoat I and II. Besides a huge num-

ber of railroad colors they have scenery colors.

They are at
MinuteMan Scale Models
472 Amherst St
Suite 21
Nashua, NH 03063
603-921-5139

Visit their website at <https://www.minutemanscalemodels.com/category-s/127.htm>

Their website isn't searchable as it could be but I did find almost all of the railroad colors I mentioned last issue. I am hoping to get a paint booth running this fall and try this paint! ▀



Member benefits include:

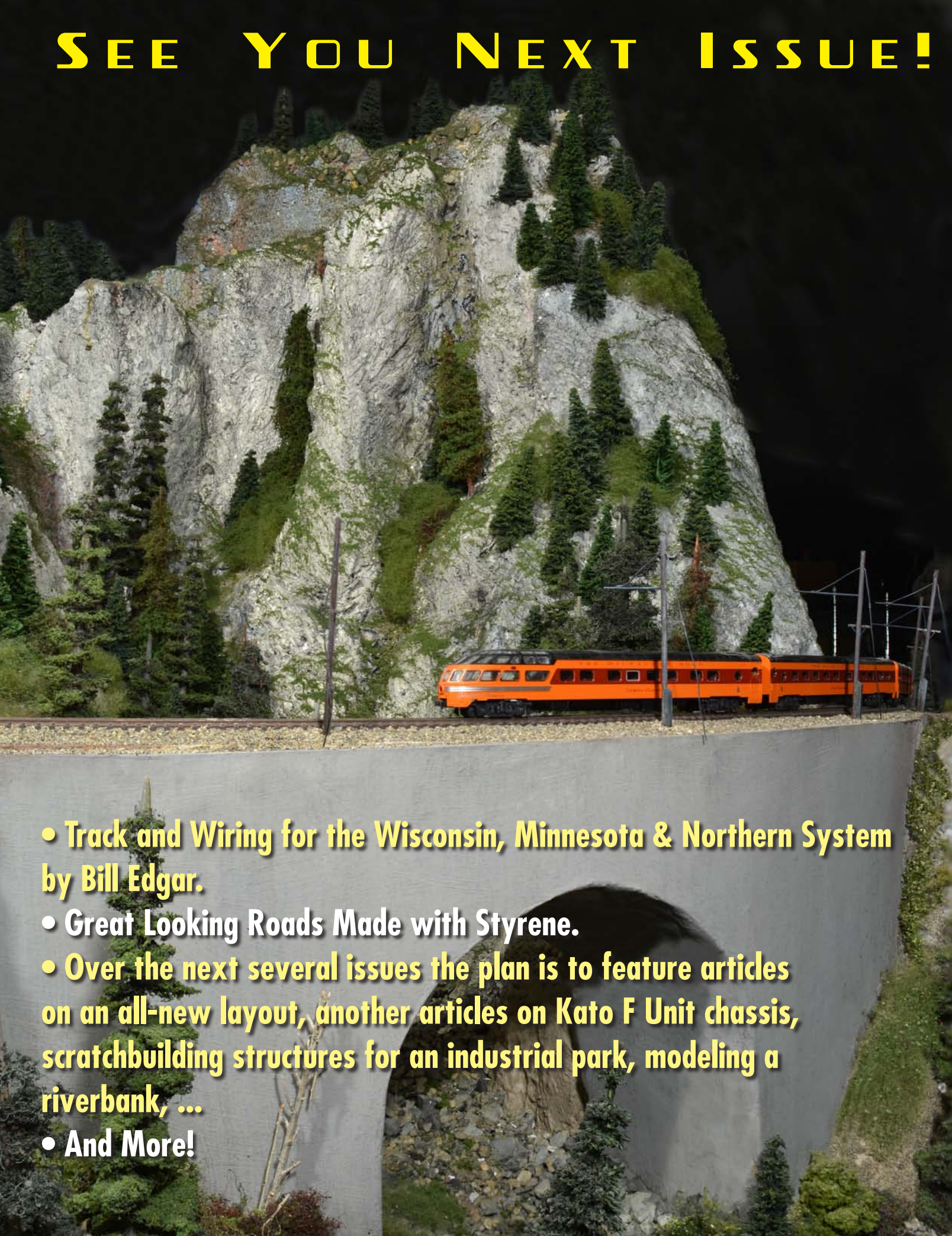
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SEE YOU NEXT ISSUE!

- 
- A detailed model train scene featuring a bright orange passenger train with black accents, traveling on a track that runs along the top of a grey concrete viaduct. The viaduct has a large, dark, arched opening. The background is a rugged, grey rock face with several tall, dark green evergreen trees scattered across it. The sky is dark, suggesting a night or twilight setting. The overall scene is highly detailed and realistic.
- **Track and Wiring for the Wisconsin, Minnesota & Northern System by Bill Edgar.**
 - **Great Looking Roads Made with Styrene.**
 - **Over the next several issues the plan is to feature articles on an all-new layout, another articles on Kato F Unit chassis, scratchbuilding structures for an industrial park, modeling a riverbank, ...**
 - **And More!**