

#123 AUGUST 2020

# N SCALE RAILROADING

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## Karl Andraschko

- Modeling a Wrecked Locomotive Load

## George Hollwedel

- Prepping Rolling Stock

## Bryan Busséy

- Upgrading the BLI Cryogenic Tank Car

## Al Lowe

- Flipping Your Module

## Kim Knight

- In Praise of The Small Layout



# N SCALE RAILROADING WELCOME!

**C**over. A scene from Kim Knight's layout. See page 31.

**T**he digital version has been very interesting. The goals are the same but it is a completely different biz model. I'm finally getting an arsenal of material and I think I've improved the style sheets a bit. There are some exciting articles pencilled in. –Kirk

## AD INDEX

**GREAT BEACH!  
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SURFING HERE!**

Atlas	05	<a href="http://www.atlasrr.com">www.atlasrr.com</a>
Bachmann	11	<a href="http://www.bachmanntrains.com">www.bachmanntrains.com</a>
Blair Line Products	17	<a href="http://www.blairline.com">www.blairline.com</a>
Bluford Shops	17	<a href="http://www.bluford-shops.com">www.bluford-shops.com</a>
Broadway Limited	07	<a href="http://www.broadway-limited.com">www.broadway-limited.com</a>
Digitrax	15	<a href="http://www.digitrax.com">www.digitrax.com</a>
Esther's Hobby Shop	17	<a href="http://www.estershobby.com">www.estershobby.com</a>
Fifer Hobby Supply	19	<a href="http://www.fiferhobby.com">www.fiferhobby.com</a>
Jacksonville Terminal	13,15	<a href="http://www.JTCmodeltrains.com">www.JTCmodeltrains.com</a>
Kato USA	03	<a href="http://www.katousa.com">www.katousa.com</a>
Lombard Hobbies	17	<a href="http://www.lombardhobby.com">www.lombardhobby.com</a>
<a href="http://www.modeltrainstuff.com">www.modeltrainstuff.com</a>	17	<a href="http://www.modeltrainstuff.com">www.modeltrainstuff.com</a>
N Scale Architect	23	<a href="http://www.thenarch.com">www.thenarch.com</a>
N Scale Division	19	<a href="http://www.nscaledivision.com">www.nscaledivision.com</a>
N Scale Enthusiast	39	<a href="http://www.nscalecollector.com">www.nscalecollector.com</a>
N Scale Supply	19	<a href="http://www.nscalesupply.com">www.nscalesupply.com</a>
NTRAK	23	<a href="http://www.ntrak.org">www.ntrak.org</a>
PNP Trains	19	<a href="http://www.pnptrains.com">www.pnptrains.com</a>
Rapido Trains	09	<a href="http://www.rapidotrains.com">www.rapidotrains.com</a>
Streamline Backshop Services	17	<a href="http://www.SBS4DCC.com">www.SBS4DCC.com</a>

**W**elcome to *N Scale Railroading* #122 for July, 2020.

Page 04. **Karl Andraschko** is back with a great article on how he modeled a flat car load.

Page 16. **George Hollwedel** shares how he preps new rolling stock. Note how great looking the car is that is ancient tooling.

Page 21. **New Products.**

Page 20: **Bryan Busséy** really likes the Broadway Limited's Cryogenic Tank Car but wanted to add new trucks and body mounted couplers.

Page 28: **Al Lowe** shares the clever way sets up modules to work on the bottom of his modules.

Page 31: From NSR 001 we wanted to show that N is the right choice for any size of layout. **Kim Knight** shares thoughts about the advantages of building a smaller layout. In Observations I share some additional thoughts on large and small layouts.

Page 40. **NCalendar, NHorizons, and Observations.** ▀

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PUBLISHER & EDITOR

**Kirk Reddie**  
[nscalerailroadn@aol.com](mailto:nscalerailroadn@aol.com)  
Mr. Answering Machine  
206•364•1295

ADVERTISING SALES MANAGER  
(ADVERTISING ONLY)

**Denny Hamilton**  
**262•347•1068**  
[nsrdennyads@aol.com](mailto:nsrdennyads@aol.com)

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## Transcontinental Train



▲ *Seen above, the Canadian National "Transcontinental" train includes two of the most striking cars that the railway used in its long distance trains - the ex-Milwaukee Super Dome and Skytop lounge. The Lounge car comes equipped out of the box with interior lighting for the rear seating area!*

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In the 1960's, in direct competition with the Canadian Pacific, the Canadian National introduced a number of "Continental" trains, designed to service the Montreal to Vancouver route, a more than 2900 mile trip that ran without changing locomotives thanks to the all-diesel power servicing these trains. Built up using equipment from other railroads, including the striking Skytop Lounge and Super Dome cars acquired from the Milwaukee road, these trains allowed riders to traverse the full length of north america in style - a true "Transcontinental" route. This set from Kato USA includes an assortment of prototypical cars that were used on many of these trains, set to operate as-is or in conjunction with your existing CN cars. Order yours from your local hobby store today!

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# Modeling a Wrecked Locomotive Load

by Karl Andraschiko/ Images by author



**Above.** ES44AC gets a ride on QTTX 131379 through Afton Canyon on Union Pacific's Cima Subdivision. The engine is probably headed for repairs back at NS's home shops.

**I**t is possible to model so many unique loads in N Scale. A while back I was watching the rail cams at Horseshoe Curve in Altoona, PA. A train carrying three wrecked locomotives was being taken to the Norfolk Southern Juniata Shops for rebuild. The locomotives were too damaged to ride their own wheels for the distance, so they were loaded onto heavy duty flatcars to transportation. I decided I wanted to try to recreate one of these wrecked loads. The project ended up being much easier than I thought it would be. Follow along as I take you through this quick and easy build.



Image 01. I started with an N Scale Kits (NScaleKits.com) 70 foot 8-axle flatcar.



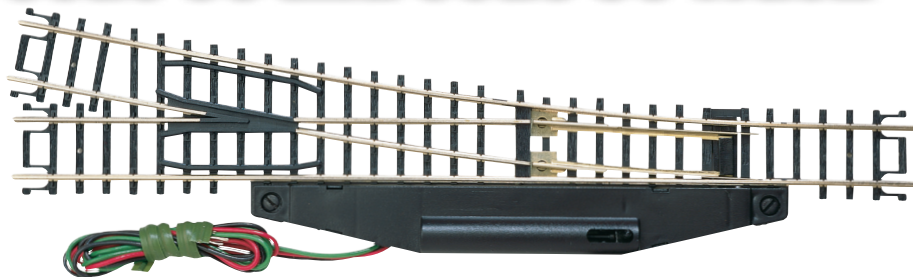
Image 02. These kits come with the main components needed to build the car. You do need to supply your own trucks and couplers.

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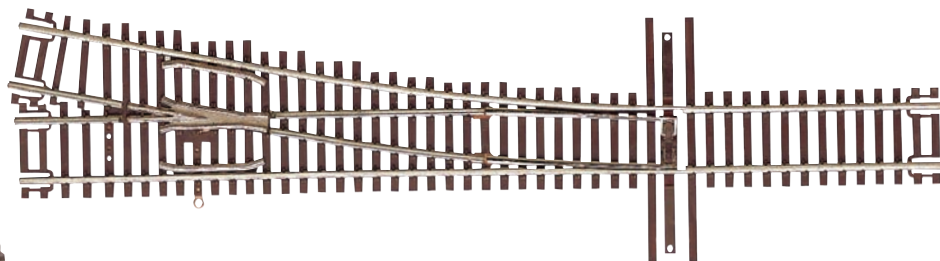
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Image 03. The casting may have some small imperfections, these can be filled with some putty.



Image 04. Next this should be sanded smooth.



Image 05. Next, glue the etched stirrups to the end platforms.

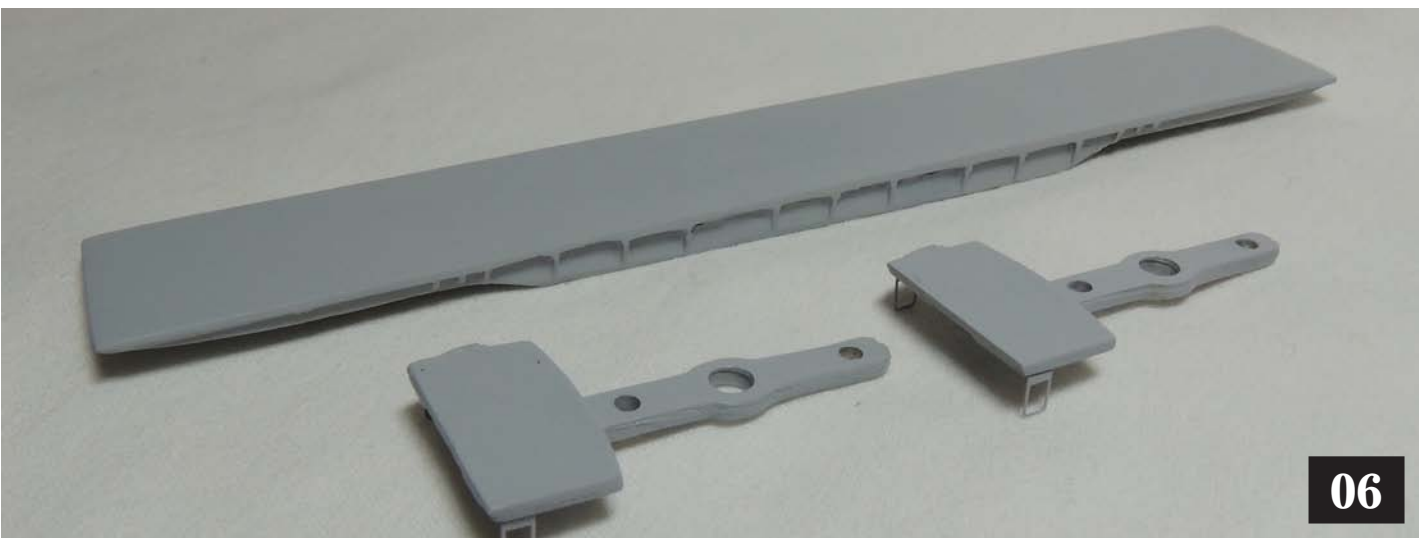


Image 06. At this point the car is ready for paint. I like to start with a coat of Tamiya Fine Grey Primer.



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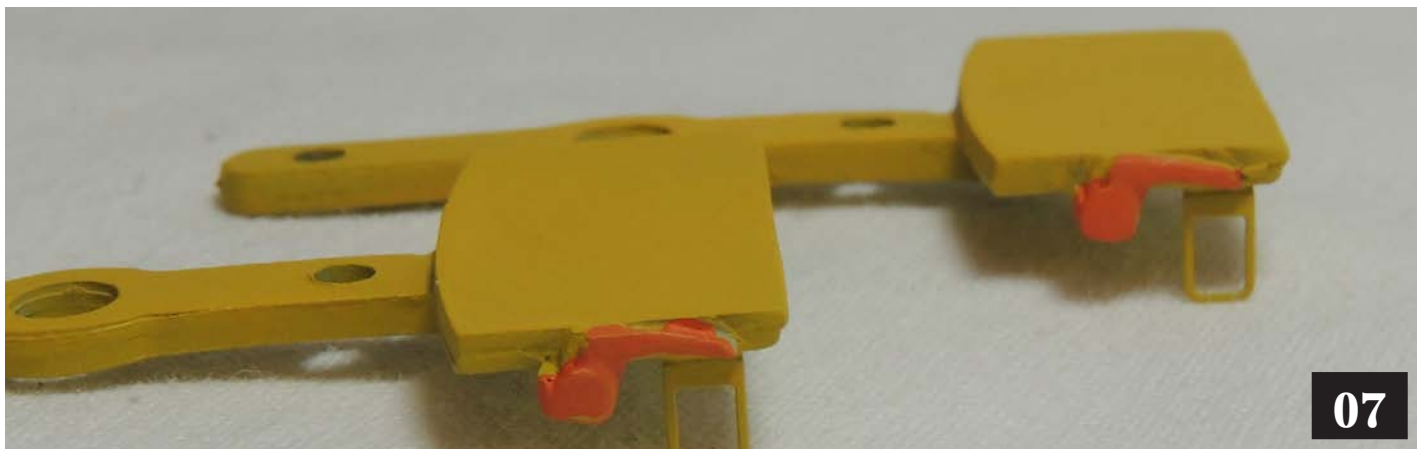


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07

Image 07. I paint the body TTX Yellow, and painted the hand brakes with some BNSF Orange.



08

Image 08. Per prototype photos I painted the top of the end platforms and the sides of the main body black and sealed the paint with some clearcoat.



09

Image 09. Then the car was ready for decals and another coat of clear.



10

Image 10. I glued on Micro-Trains #905 couplers. Tangent cut levers also add a nice detail to the end platforms. BLMA 100 ton trucks give the car the means to roll down the tracks. With the mechanical parts on, a little weathering. The weathering I use is a combination of an air-brushed brown wash, Tamiya Panel Accent, and Pan Pastels. At this point the car would be ready for service, but empty flat cars are not as fun as ones with loads.



# DRAPER'S FAMOUS TAPER

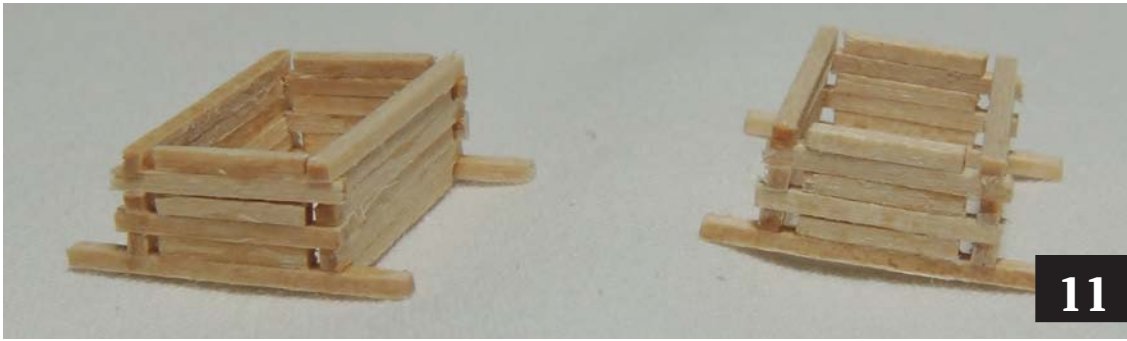


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11

Image 11. Using some .0416" x .0416" basswood I made the cribbing the locomotive will sit on.



12

Image 12. I weathered the cribbing with my brown wash so it wouldn't look too new.



13

Image 13. Then I glued the cribbing to the deck of the flatcar.



14

Image 14. For the load itself I used the shell from a Fox Valley Models Norfolk Southern ES44AC.

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15

Image 15. These are beautiful locomotives, and it did hurt a little to relegate this one to life as a load. Feel free to use whatever shell you may have sitting in your parts box. I added the details that come with the FVM locomotive (grab irons and cab shades) as well as a spare fuel tank I had from a Kato ES44.



16

Image 16. As this was all for looks, I also swapped the couplers for Micro-Trains True Scale couplers, added TrainWorx wipers, and hit the locomotive with the Tamiya Panel Accent Fluid to start the build up of grime.



**JACKSONVILLE TERMINAL COMPANY**  
Model Trains

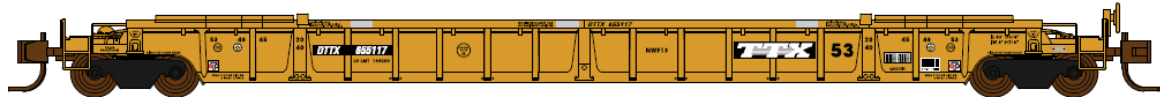
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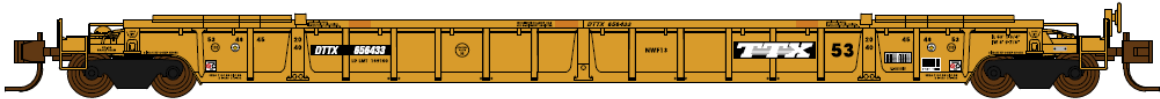
JTC # 772013- 17-Post 53' well car – TTX Car number 655117 Silver conspicuity 3-stripes



JTC # 772022- 17-Post 53' well car – CP Rail Car number 527578 CP RAIL



JTC # 772020- 17-Post 53' well car – TTX Car number 656573 Yellow conspicuity 3-stripes



**JTC # 772017 TWO PACK (not shown)**

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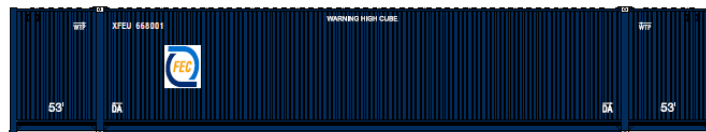
17-Post 53' well car – TTX Car number 656443 Yellow conspicuity 3-stripes

**National Steel Car (NSC)** is the largest manufacturer of rolling stock in Canada, based in Hamilton, Ontario.

**MODEL FEATURES: Design and Engineered for modeler's use**

- Metal detailed body for weight and tracking ability, loaded or empty.
- JTC has made the end grabs, foot-step, and walkways out of etched stainless steel, with see thru grating. The SS will generally bend, instead of breaking like plastic. The SS will also hold up to general handling much better than plastic. The etched metal is painted to resemble a dull galvanized metal.
- This model is designed to accept other brands of containers; We have test fit the following: All JTC products of course; These 53' containers; Atlas, Deluxe, KATO, Micro-Trains, Scale Trains. Also 48 footers by; Deluxe, Micro-Trains, Walthers.
- The Interior has 'PIN' location holes for proper fit of the JTC 20' and 40' containers, for easy placement/alignment of the containers on top of these.
- The Design of the interior 'PIN' holes at 40' locations are oval shaped to accept a proper fit in the well, of the other brands.
- Engineered for the 9-post NSC versions to come with 100T trucks, and M-T couplers -body mounted at the Factory in a unique method to have the smallest coupler box profile.
- Precise painting & decorating as per prototype photos.
- JTC suggested minimum radius is 18" for the length of car. However, on the Test layout, they constantly traversed 15" curves, and 's' switches loaded and empty, push or pull, in model Intermodal trains connected to various other brands of intermodal cars.

Also New 53' 8-55-8 containers Due 4Q 2020; including JTC# 537005: XFEU FLORIDA EAST COAST \$33.95 set of 2



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Image 17. I laid down a heavy coat of brown wash (1 part brown paint to 10 parts 70% isopropyl alcohol) before gluing the locomotive to the cribbing.



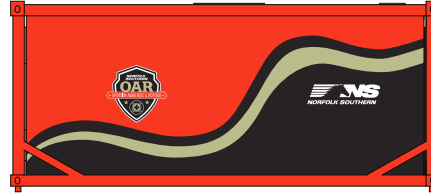
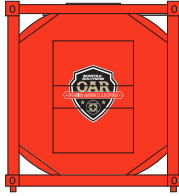
Image 18. Some black EZ Line from Berkshire Junction would replicate tie downs well. At this point the car is ready to haul this load back to its home shops for repair.

This project was easily finished in a weekend. A little work and you have a unique load that can add some spice to your layout or ops sessions. It is also a great way to get some of those spare shells you have lying around back onto the layout! ▶

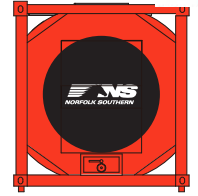


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## Norfolk Southern OAR Container Set - JTC # 205079

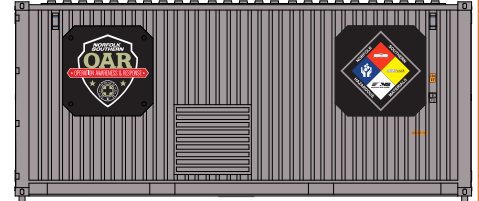
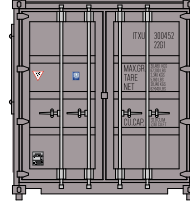
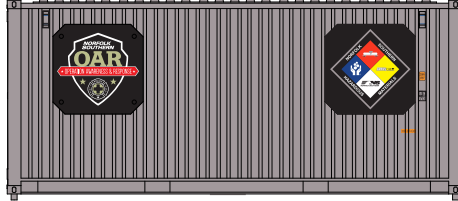
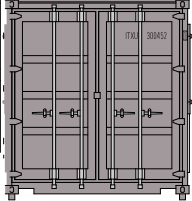


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# Quick Layout Prep for Rolling Stock

by George Hollwedel/ Images by author



Image 01. Here is a stock Atlas 42' gondola with a container load, Rapido truck mounted couplers, and plastic wheels.



Image 02. The first thing I did was get rid of the container load. It just doesn't look very real to me.



Image 03. Next I shoot a coat of Tamiya Flat Clear on the car. I don't do much heavy weathering but I do like to get rid of the gloss finish.



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**04**

Image 04. Now I cut the Rapido couplers off of the trucks. I use a jeweler's saw. It takes less time to do it than it took me to type this text.



**05**

Image 05. I use metal wheels. The Intermountain 60070 wheels fit the Atlas trucks.



**06**

Image 06. I installed Micro-Trains 1015 couplers. The car looks much better than when I started!



**07**

Image 07. Last step was installing a load. These coils are heavy, so four per car placed over the trucks is the way to go.



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# Upgrading the BLI Cryogenic Tank Car

Adding body-mounted couplers and 100-ton trucks

by Bryan Bussèy/ Images by author



**T**he cryogenic tank car first built in the early 1960s is one of my favorite prototypes, and I was very pleased when Broadway Limited announced they would be offering one in N scale. When the model was released, I was happy with the overall appearance. The free-standing detail is more delicate than usual on N scale rolling stock, but the model can be handled without fear of breaking something. I was surprised to see that the model had truck-mounted couplers. Even more surprising was the presence of the undersized trucks. Given that the BLI HO model is equipped with body-mounted couplers and 100-ton trucks, I had expected the N scale model to be similarly equipped. I set out to remedy the situation on the two models I had purchased, and it ended up taking less effort than expected.

I found that the underside of end walkway of the model already was at the correct height for body-mounting Micro-Trains couplers, so it was simply a matter of drilling and tapping holes for #00-90 screws. Conveniently, there is a mold punch-out mark perfectly placed underneath the walkway, as it is centered side to side and inset the exact distance for the mounting hole of a #1015 coupler box that would position the front of the coupler box flush with the walkway. I used the sharp point of an X-Acto #2 blade to mark the center of the punch-out mark (Image 1), then drilled through the walkway with a #62 bit and threaded the hole with a #00-90 tap (Images 2 and 3). The new holes are just behind the walkways so they are inconspicuous. Since both of my models were painted black, I assembled two sets

of brown couplers in black coupler boxes. A #16 blade was twirled in the hole of the box bottom to provide a recess for flathead screws to sit flush. I used 3/16" length brass screws and test-mounted the couplers (Image 4).

The next step was to prepare for upgrading the trucks. Atlas ex-BLMA ASF Ride-Control 100-ton trucks were used to lower the ride height in addition to providing the proper truck. The better-looking wheels also were a factor, as they are very visible on open-frame tank cars. The bushing diameter of the existing BLI bolster pins were too narrow for the new trucks, so the model had to be prepared for new bolster pins. The Micro-Trains bolster pins have the correct bushing diameter for the ex-BLMA trucks. But the pins are fatter than the BLI pins. I opened the bolster pin holes on the model with a #50 bit to accommodate the Micro-Trains pins (Image 5), which now fit snugly in the model (Image 6). With the model now sitting lower, some additional clearance was needed for the outer axles. The top rear edge of the coupler box was beveled at a 45-degree angle, back to edge of the coupler screw head (Image 7). This provided enough clearance for the truck to pivot fully (Images 8 and 9). The model now rides on proper trucks with body-mounted couplers (Image 10) and stands at a better ride height above the rails. It took less than an hour to modify two cars.

The upgraded BLI tanks look extremely good traveling in freight consists.

# N SCALE RAILROADING NEW PRODUCTS



Ohio Central System 7220, a low nose Alco C420 Phase 2b is Atlas 40 004 007.

Click on New Product images to go to their website.





Image 01. Making the dimple for drilling the coupler screw hole.



Image 02. Drilling the coupler screw hole.



The Texas Special - Albert Martin- Mail Baggage Car was produced by Micro-Trains for Lowell Smith Signature Series. This cars distinctive 'shadow-line' paint scheme is stunning. <https://lowellsmith.net/product-category/railsmith/the-mkt-the-friscos-texas-special/>



**Left.** 50' Stock car Wabash 16510 is Atlas 50 004 425



40' Stock car Union Pacific 47414D is Atlas 50 004 157.

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

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03

Image 03. Tapping the coupler screw hole.



04

Image 04. Micro-Trains #1015 coupler installed.

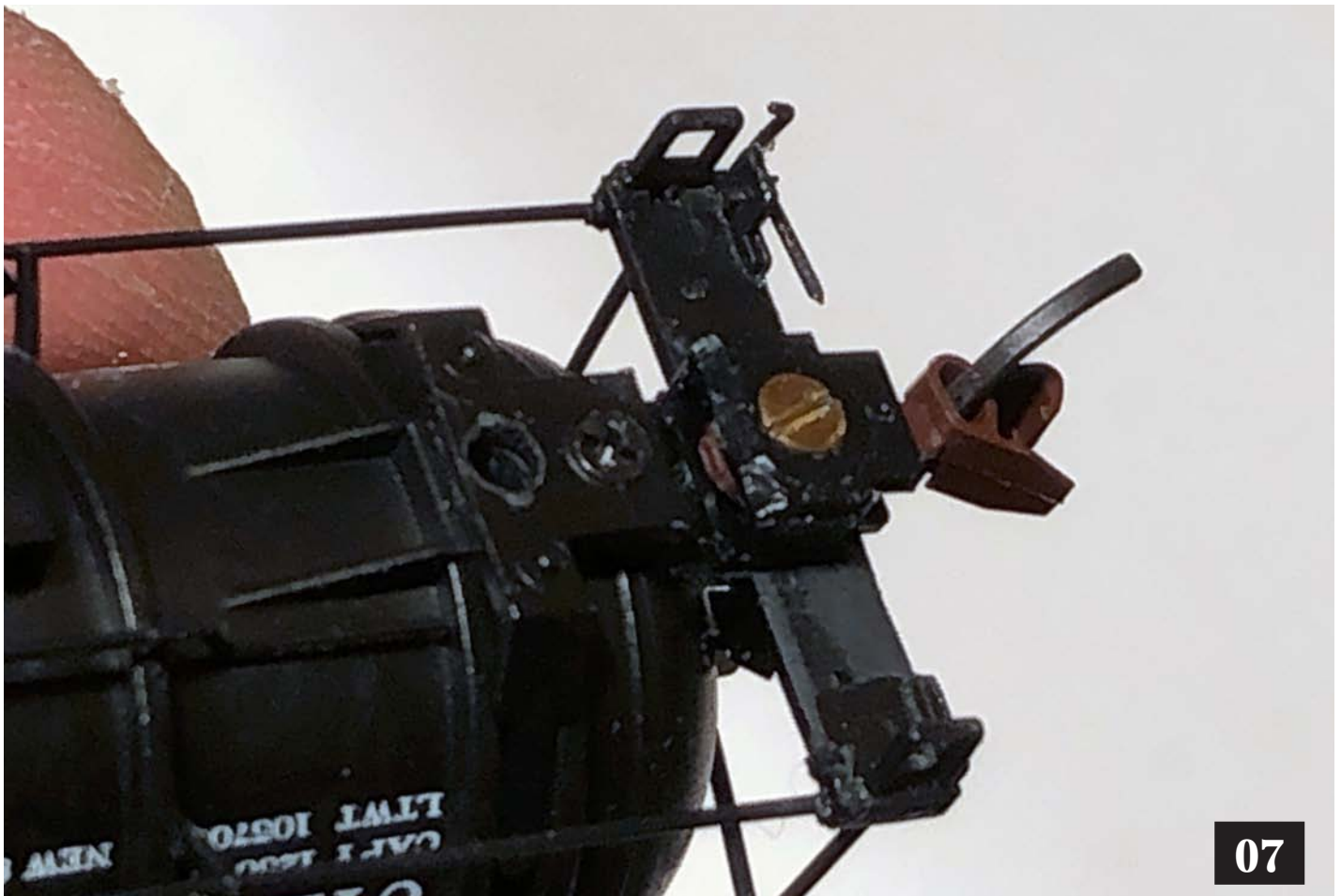




Image 05. Increasing the clearance of the bolster pin hole.



Image 06. Test fitting the Micro-Trains bolster pin.



07

Image 07. Adding the bevel to the coupler box to clear the outer axle.



08

Image 08. The BLMA trucks are installed.

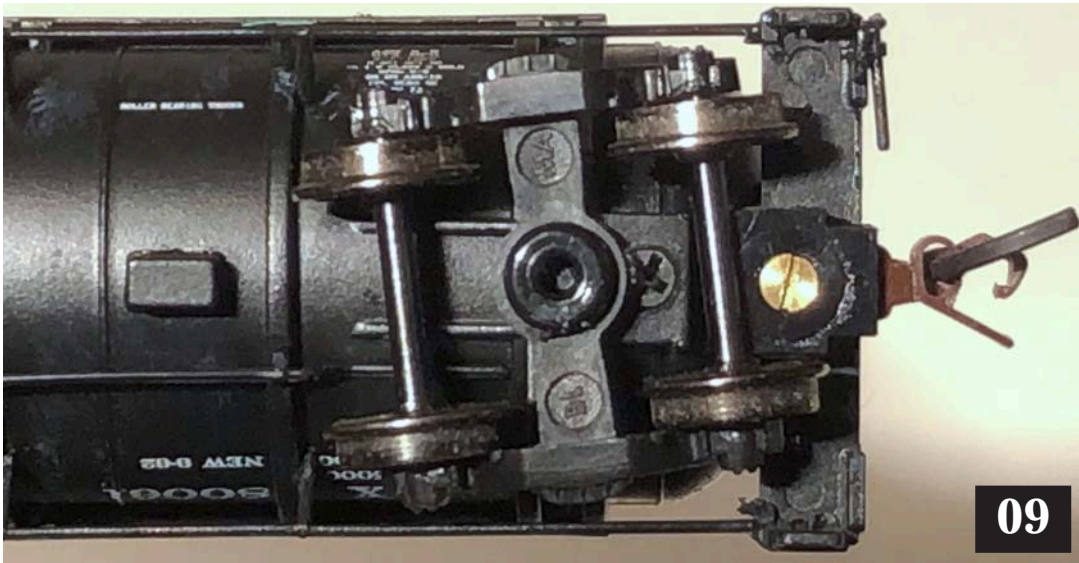


Image 09. Truck has the necessary room to pivot.

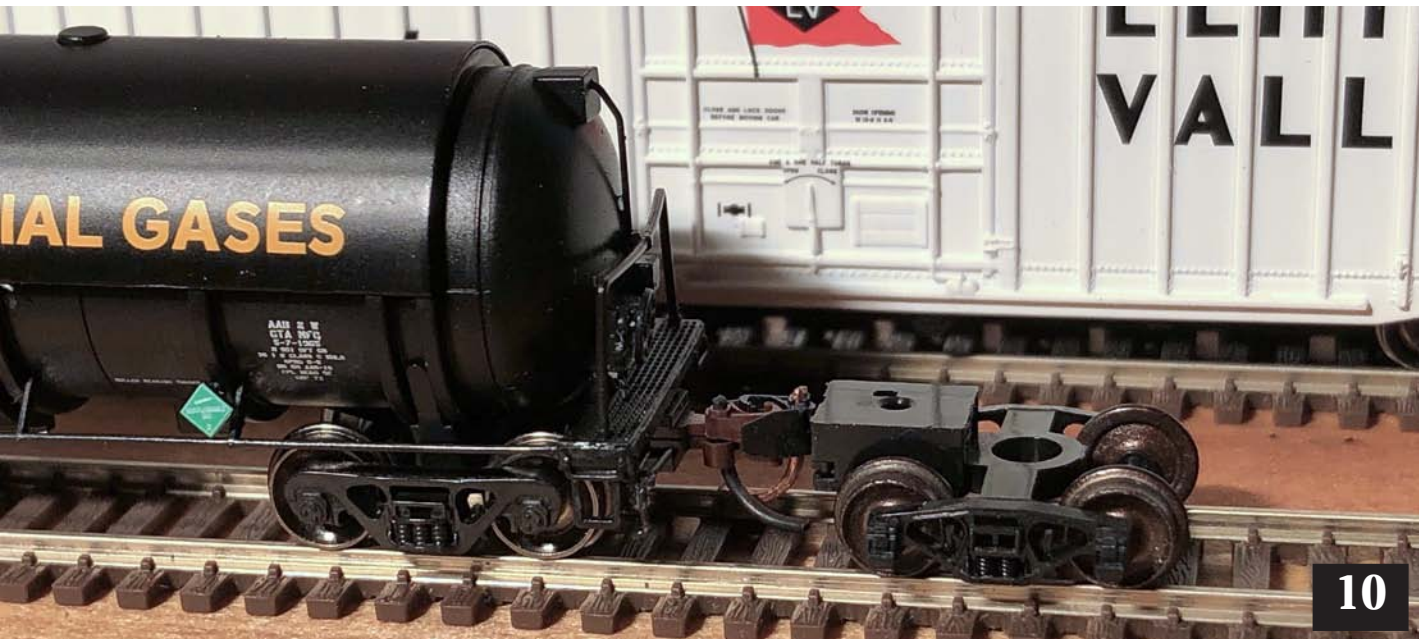


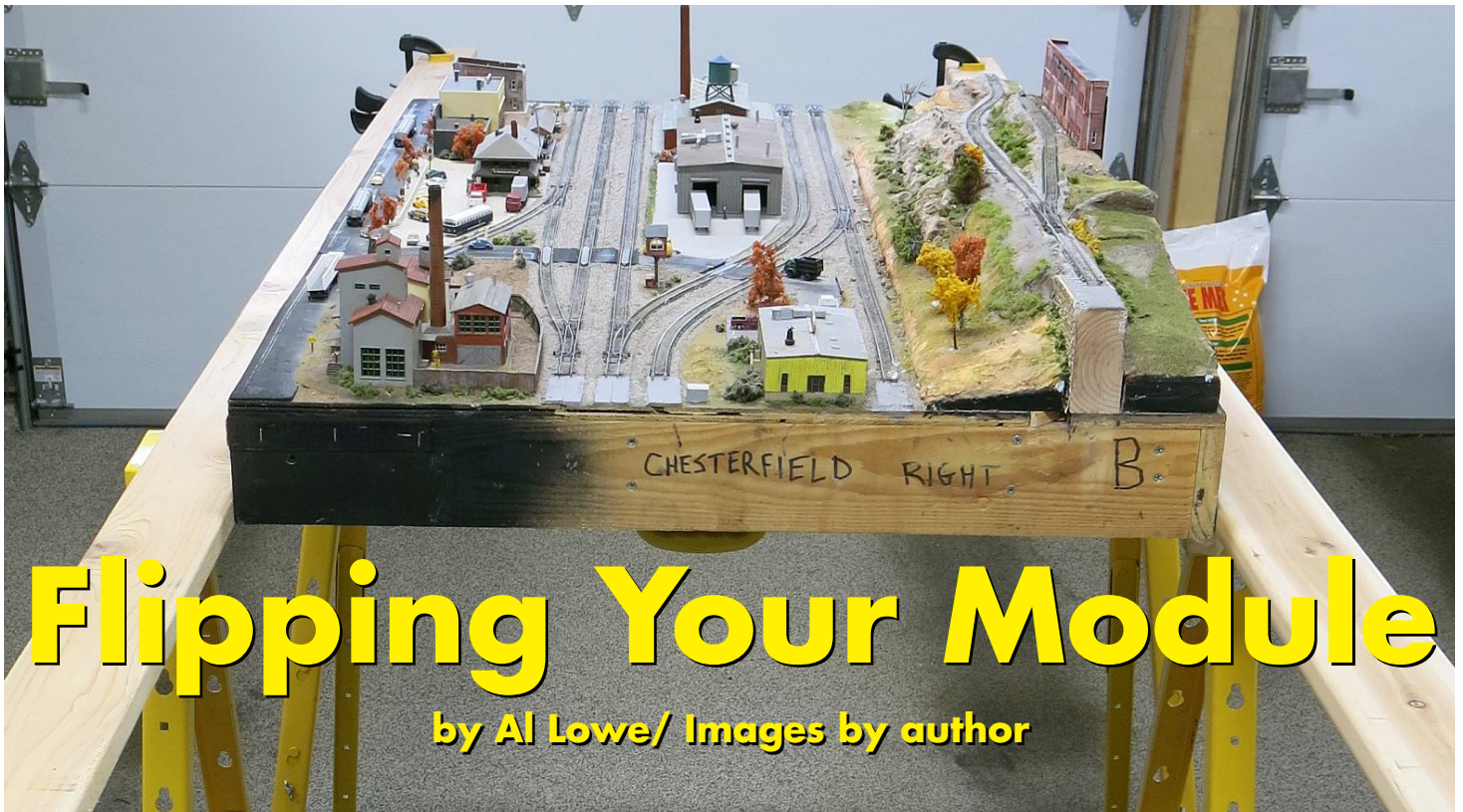
Image 10. The model now has proper trucks, body-mounted couplers and stands at a better height above the rail top.

**BILL OF LADING**

- (1) Broadway Limited #3821 through #3834 Cryogenic Tank Car, assorted
- (2) Micro-Trains #1015 (#001.02.000) Body-mounted couplers, standard short shank
- (2) Atlas #BLMA9005 ASF Ride-Control 100-ton trucks with 36" low profile metal wheels
- (2) Micro-Trains #1086 (#003.12.032) Standard truck bolster pins
- (2) #00-90 3/16" flat head brass screws



Image 11. The finished model on the workbench.



# Flipping Your Module

by Al Lowe/ Images by author

Above. Place the module on two sawhorses about 3' apart. Lay an 8' 1x4 on either side.



**H**ave a finished module but need to work on the underside? I did. First, I tried clamping the frame to a workbench so the module stood vertically on its back. But that made clamping and gluing wooden blocks impossible. Here's what to do instead.

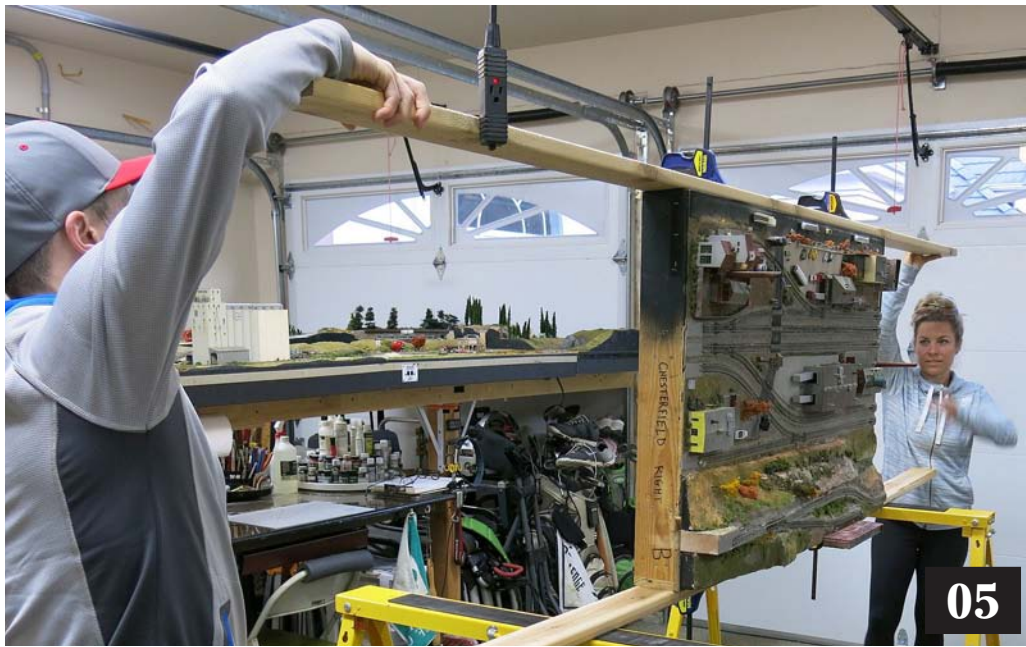
Image 02. Clamp the 1x4s to the module's sides.



Image 03. Raise one end and move that sawhorse until it's outside the module's length Ditto the other end.



Images 04, 05, 06, 07. After the module is suspended between the 1x4s, coerce your daughter and son-in-law to invert the module while you take pictures.



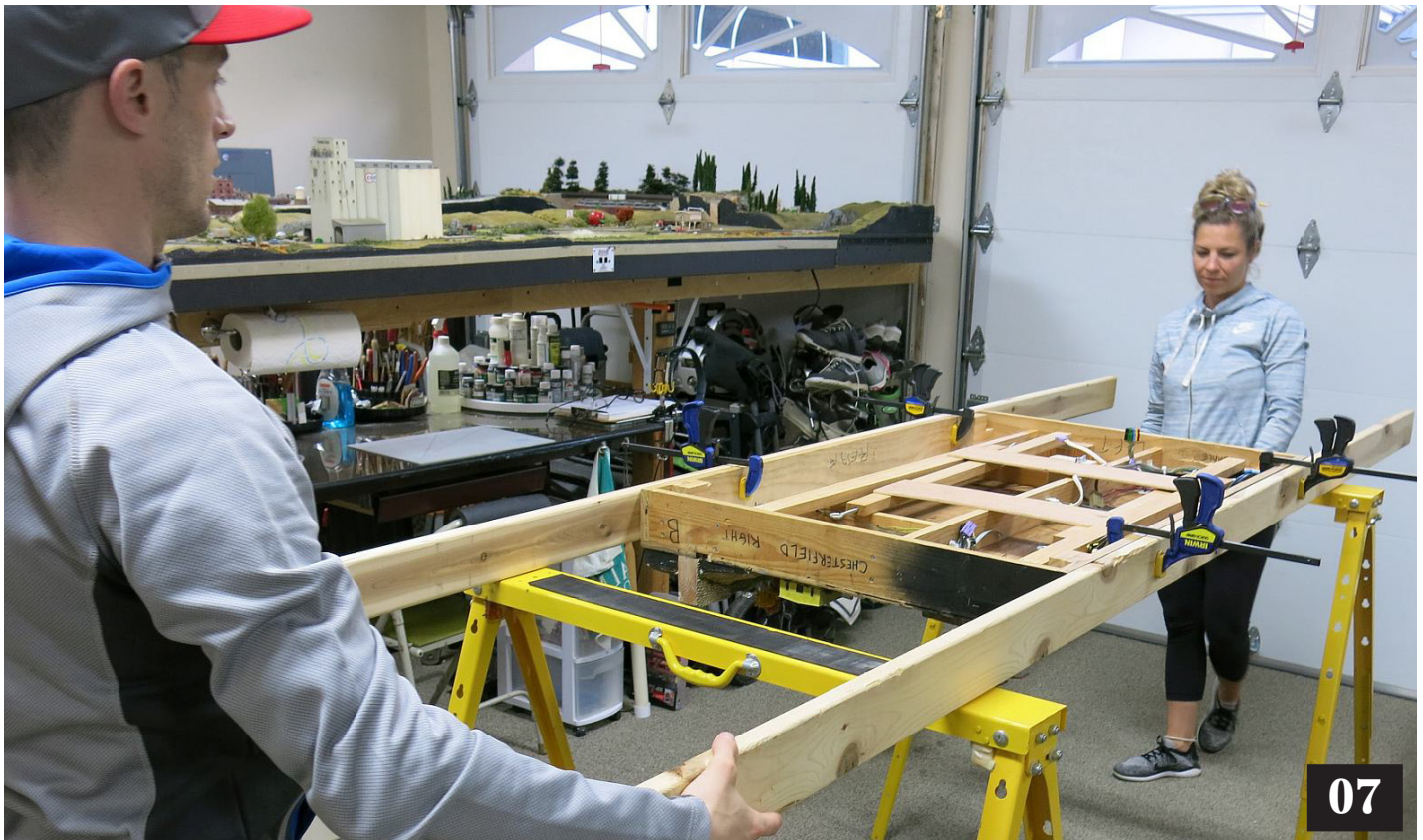


Image 08. Do your work. When you're done, reverse the steps. Then unclamp the 1x4s and save them for the next time you need to work on the bottom of your module. ▶

# In Praise of "The Small Layout"

by Kim Knight/ Images by author





Previous page. A pair of GP 35's leads a local freight over one of a pair of mainline trestles on my 8'X5' N scale layout patterned [very] loosely on the High Sierras in and around Donner Pass. The river was made using Woodland Scenics water system products and the trestles are Blair Line.

Image 01. SP GE C44-9W's lead a string of freight cars out of a tunnel on the Mountain Line.

**L**et me begin this article by stating that, like many if not most of you, I have always had dreams of building and operating a large, multi-faceted model railroad empire in a basement, attic, garage, spare room—wherever my wife would have allowed it. From the outset of my re-introduction back into model railroading after an absence of many years of adolescence, college, the start of a career, and marriage, I had hoped to create a modest empire, something akin to Allen McClelland's Virginian & Ohio Railroad, that would grace some portion of my home. I became mesmerized by a cover of the V&O on a Railroad Model Craftsman at a local newsstand shortly after I got married and somehow convinced my wife that a hobby like scale model railroading would be “good” for us (. . . unlike golf or tennis which would take me away from home and obligations and siphon much needed funds away from our new home).

Once I gained her approval, I began in earnest to design a layout that might fit in one of the two spare bedrooms that graced our first house. Unfortunately, my wife had other plans for the rooms and, two daughters later, I was forced to shelve my empire while carting my two charges to periodic afterschool and weekend activities. I did join a local NTRAK club that had

recently formed near me and enjoyed the benefits of learning skills and techniques from knowledgeable and helpful fellow members that I knew would be invaluable while I built a pair of NTRAK modules, and once we moved into a larger home on a quieter street.

As my children came into adolescence and we secured our current residence (this one with four bedrooms and a three-car garage! . . . but still just the two daughters) I felt that my dreams were about to come true. Imagine my surprise when my wife calmly claimed imminent domain on our older daughter's bedroom as her craft room, told me the office was to remain inviolate and when the younger daughter moved out her room was to become the “guest room” . . . I was officially relegated to the garage to try and build a layout there while still keeping the cars (at least her car) permanently domiciled within. She softened the blow by providing funds to drywall and insulate the garage, put in a room air conditioner, and purchase a workbench and numerous cabinets in which to store equipment, tools, and “train stuff”.

So, now twenty years after returning to the hobby, I realized that the vast railroad empire I had initially envisioned wasn't likely going to materialize.





Image 02. This pair of truss bridges are modified Kato units. Micro Engineering Code 70 bridge track replaced the original Kato track with guard rails added. New end supports at the

top of each bridge entrance were made with styrene to accommodate intermodal traffic.

But in the interim a rather curious thing happened.

I had started, as a compromise, a much smaller layout (5' X 8') with the help of a train buddy. We got track and DC electronics installed, and the basic scenery completed. Over many years it remained in limbo, suspended in the rafters of my garage with a boat trailer winch and pulleys while I devoted time to my NTRAK club and our daughters grew up and left the nest.

While I still dreamed of a larger layout, I recognized that the commitment of time, finances, and expertise to such an enterprise was no longer a viable option for me, but the desire for a home layout remained. So, I lowered the small layout and placed it on "my" side of the garage and started working on it in earnest . . . again. One of my NTRAK club members volunteered many hours of his time to help me re-lay new track, install new DCC electronics, and get the resurrected layout up and running. Then, in a matter of a few more months (thanks to the pandemic), I had it completely scenicked, operational, and running smoothly with 30-car trains.

And I discovered an important lesson . . .

Small layouts can be very much a viable option to their larger counterparts, and I became one of their major fans. For me, once reality set in regarding what I could realistically accomplish with all of the other personal and professional commitments I had and what little "real estate" I could commandeer in my own home, it started to make serious sense to build something I could actually complete (well, we all know layouts are never "finished" . . .) and enjoy while still keeping some peace in the family.

Small layouts have some notable advantages:

- They take minimal space
- You could spend significantly less money on track, electronics, locomotives, cars, buildings, scenery
- It takes significantly less time to get trains up and running, troubleshoot problems, and maintain/clean track



03

Image 03 and 04 (next page). These two scenes show the layout (8' X 5') pretty much in its entirety. There is a two-track mainline loop with two reverse loops—a Mountain Line and a Valley Line—that stretch the layout's mainline by a factor of two ad-

ditional sections. It takes close to four minutes to traverse the two loops and a significant portion of the attached mainline at scale speed. (It's not the V&O, but this works for me, and I get to park both cars in the garage!)

- The amount of scenery you need to install is significantly less, allowing for greater focus on specific scenes/aspects you want to highlight
- It's easier to throw money at some problems, like buying versus building hundreds of trees in a forest, when the problem is decidedly smaller than a room or garage layout-sized issue
- They can be somewhat portable so working on wiring, switch motors, DCC components may only require turning the layout on its side
- It allows you to learn about construction/electronics/scenery on a smaller, more manageable scale before you may want to tackle say the Shasta Division of the Union Pacific and the intricacies of an eight-switch yard ladder later in life
- They can be winched up into the rafters of a garage allowing automobiles to cohabitate
- The layout can be completed without getting burnt-out or feeling overwhelmed thinking you might never get it finished or even operational

I readily admit that there are numerous concessions that must be made when choosing to “downsize” your dream layout—shortened mainline, little or no yard space, scene compression issues, diminished operations, the list goes on and on. But having a manageable, operational layout in reasonably complete status has made me a magnet for kids and their parents/grandparents who are walking by when I have the garage door up and the trains running (with masks and appropriate social distancing). It has sparked a number of conversations, questions, interest, and an appreciation of the hobby that being buried in a spare room would never have created. Plus, my wife has come to appreciate the Zen of watching trains traverse over my modest depiction of high Sierra railroading and sharing it with others as well.

So, before you commit yourself to that major layout project, consider the option of a small layout and the satisfaction that it can bring to your desire to control your own railroad empire—albeit decidedly smaller but equally satisfying.



**04**

Image 04. See the previous page for caption 03.



**05**

Image 05. This is my “storyboard” for the layout. One of my NTRAK club buddies got me hooked on putting up a bulletin board on a wall in my garage where I could place photos and reference pictures of the various scenic points I wanted to include on my layout. This board became a constant reference guide for all aspects of scenery, water feature(s), bridges, trees and foliage. Pictures could change depending on what I was working on at the time.



Image 06. A pair of fishermen (Woodland Scenics Fly Fishermen) are testing the river in one of its quieter stretches.



Image 07. A family of deer rest by a California scrub oak tree in a meadow at its east end.

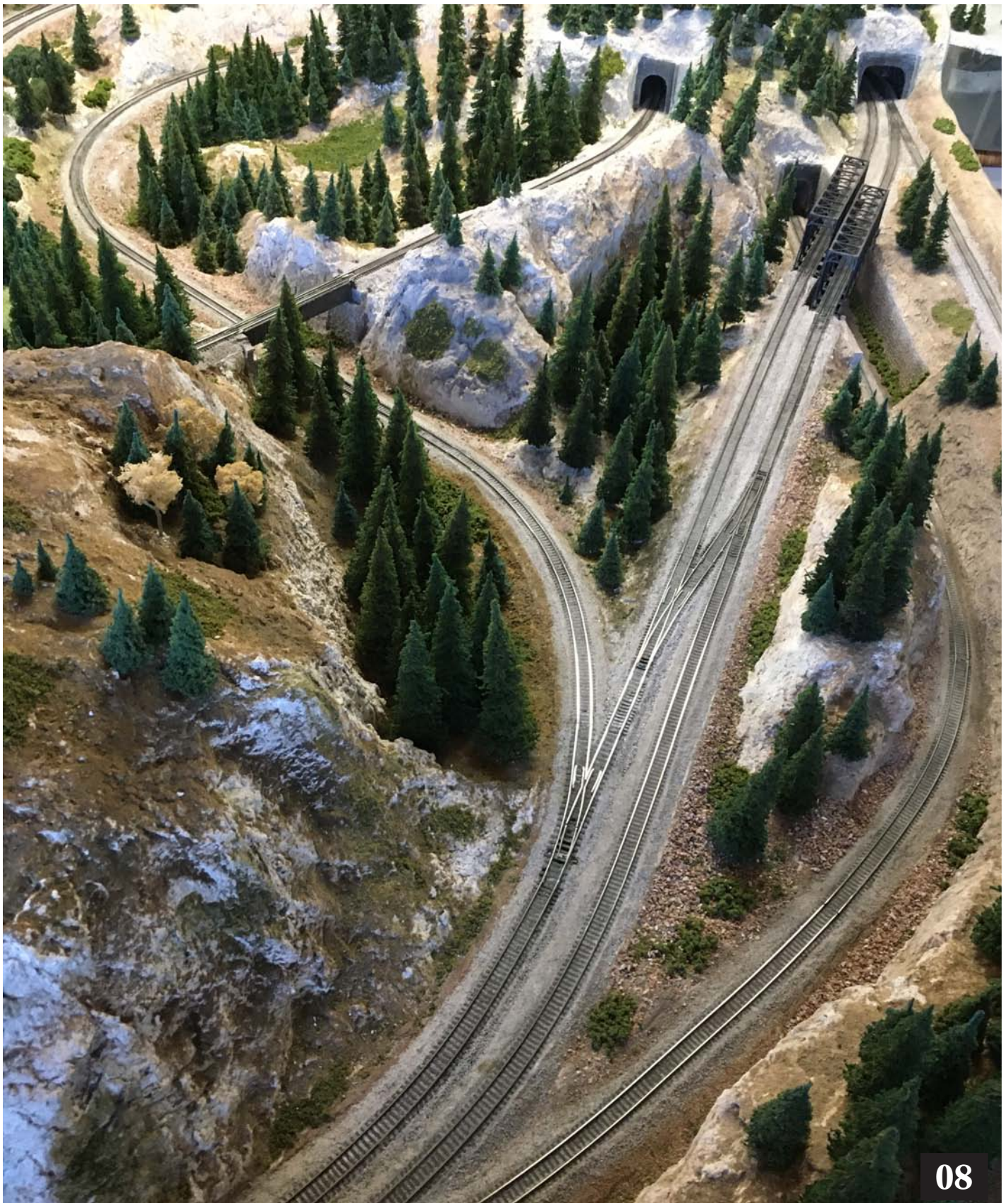


Image 08. I personally placed nearly 900 trees on this “small” layout and still have a few more to add here and there. I decided on Micro Engineering Code 70 weathered flex track and #6 turnouts in order to keep my fleet of hundreds of Microtrain-equipped rolling stock with their original wheels. My only track modification was one left-handed Code 70 Shinohara #4

LH turnout (in the middle of this picture) to accommodate the radius of the entrance curve into the Valley Line. I have been running a variety of freight traffic around the layout in consists of up to 30 cars with minimal disruption (still working on one or two “issues” with some temperamental six-axle locomotives).



09

Image 09. One of the tricks I learned with this layout was to keep straight stretches of track to a minimum—something you can see with the left (west) side of the layout. The mountain top at the far right side lifts off for ease of cleaning and the occasional derailment.

This view also shows off some the cabinets my wife provided me for storage and “train stuff”. She has been my biggest fan in the hobby and I am deeply indebted to her for her support and encouragement in getting me to continue work on the layout this past year. ▾

28th Annual



**RENO ATTRACTIONS:**

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- NATIONAL AUTOMOBILE MUSEUM
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- RENO RIVER WALK
- RENO AIR ASSOCIATION - STATIC AIRPLANE DISPLAYS
- NEVADA HISTORICAL SOCIETY
- W.M. KECK EARTH SCIENCE AND MINERAL ENGINEERING MUSEUM
- NEVADA MUSEUM OF ART
- FLEISCHMANN PLANETARIUM
- RENO ARCH
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## TRAVEL GUIDE N EVENTS

**2021 JUN 22/23-27 NV** Sparks/ Reno area.

28th Annual National N Scale Convention hosted by the N Scale Enthusiast. The main venue is the Nugget Hotel that has free parking. An early bird visit to the Western Pacific Railroad Museum in Portola is planned for June 22. The plan for the convention includes layout tours, Convention Banquet, Welcome Reception, Manufacturer's Breakfast, Live Auction, Swap Meet, and more!  
See Page 37

Expected:

**2022 JUN ??-?? TN** Nashville. 29th Annual National N Scale Convention hosted by the N Scale Enthusiast. The 2020 convention at Nashville had to be cancelled

# N HORIZONS

**Jacksonville Terminal Company.** I exchanged emails with Stan from JTC.

All JTC's products are their original tooling that represent the prototype as close as possible. They also try to make their products compatible with the products of other N companies. In three years JTC has the largest variety of N containers and offer them in more schemes new to the market. Roadnumbers will not be repeated.

Stan reports that there are a lot new tooling in the pipeline of new tooling of prototypes not offered before.

Some of JTC's products and tweaks have come from customer's input.

**Bachmann.** For years, gray market Thomas the Tank Engine and Friends have been crowd pleasers at model railroad shows. Get kids' attention with Thomas and many will remember seeing the rest of the modules and layouts. Now the models will be available from Bachmann. See their ad on page 11.

**ScaleTrains.com** has announced a new UP turbine: The first generation of GE Union Pacific Standard Turbines #51-60. As they do, each locomotive will have details specific to each prototype number.

A quick summary of turbines lettered for Union Pacific:

#01-02. 1939 Never entered regular service on the UP. (Though both ran on the GN during 1943 between Spokane and Wenatchee. They were painted dark gray and numbered GE 01 and GE 02)

#50 Double ended 1948 Tested but never owned by the UP B+B-B+B

#51-60 First Generation. 1952-1964 B+B-B+B (Just announced by ScaleTrains.com)

#61-75 Second Generation. Veramda 1954 -1964 B+B-B+B (ConCor model)

#01 - 30 Third Generation. 1958 - 1970 C-C (ScaleTrains.com model)

#80 (later 8080) Experimental coal burning turbine A1A-A1A+2-D+D-2 (Alco PA-1 + GN W-1 electric + tender). ▸

# OBSERVATIONS

Thoughts by Kirk Reddie

**K**im Knight's article praising small layouts hit home with me. Though one of the reasons NSR was created was to show that no matter how much space you have, N should be one's first choice. This isn't an option for everyone. I am fortunate to be able to be working on a relatively large layout. But to be practical, one should gain experience with other layouts. I was able to avoid moving. Over the decades I

accumulated supplies such as track and wire and so far I haven't had make any large purchases. My cohorts and I are having a blast. Do I like to build small layouts? Yes. Building the small layout we built for issue 105 was a blast. I took some shortcuts but it was completed in less than 5 weeks. If I ever have to move I plan to continue helping others but I figure I will have T-TRAK modules in the Old N Folks Home. There are ~infinite ways to enjoy N. ▸



# SEE YOU NEXT ISSUE!



**Kim Saign**

- Northern Pacific Sand Cars

**Al Lowe**

- Transportble Module Lighting

**Duncan Cabassi**

- Locomotive Wheel Cleaning Tool
- ...And More!