

The background of the cover is a detailed model railway scene. It features a large, multi-story building with a sign that reads "BALKY MULE YARD". The building has several windows and a gabled roof. In front of the building, there are various pieces of equipment, including a red tractor, a blue forklift, and a small structure labeled "SCRAP". The scene is lit with warm, yellow lights, creating a realistic atmosphere. The magazine title "N SCALE RAILROADING" is prominently displayed at the top, with "N" in a green circle and "SCALE" in yellow. The issue number "#133 JUNE 2021" and the tagline "THE BEST OF 1:160 SINCE 2000" are also visible.

N SCALE RAILROADING

#133 JUNE 2021

THE BEST OF 1:160 SINCE 2000

John Corky Whitlock

- Tool Box 2
- Irving Flapp and Sopwith Gas

Mike Pagano

- Kitbash a Freight Transfer Structure

Sandy Smith

- Workbench Time with George
- Select Scenes on George Wolfrum's Balky Mule

N SCALE RAILROADING WELCOME!

Cover: “The work never stops at the Bally Mule engine house. Third shift is trying to get #112’s tender in shape for the run in the morning.”

A scene on George Wolfrum’s layout shot by Sandy Smith. I’m very impressed with a night time shot of a scene that shows so much details.

See page 29.

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∞
AND SEE WHAT
HAPPENS!**

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Welcome to *N Scale Railroading* #133, the June, 2021 issue.

Page 04. **New Products.**

Page 10. More tools from **John Corky Whitlock.** Last issue’s mention of an inexpensive generic Dremel drill as a big hit!

Page 18. A lot of ‘reality’ is rather uninspired so photographers and modelers often emphasize the unusual. **Corky** shares a gas station with personality.

Page 20. **Mike Pagano** found a prototype structure he could kitbash from a Walthers structure. Note: Part 4 of the Z-21 DCC article is scheduled for #135 the September 2021 issue.

Page 26. **Sandy Smith** called in George Wolfrum to show him how to assemble a kit Sandy needed. And Sandy documented this.

Page 29. Sandy documented some of the scenes on **George Wolfrum’s** layout.

Page 35. **NCalendar** and **Observations.** More conjecture on the hobby prior to N scale hitting the market. ▶

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

ADVERTISING SALES MANAGER
(ADVERTISING ONLY)
Denny Hamilton
262•347•1068
nsrdennyads@aol.com

PREVENTOR OF GARBALANCHES
Elaine R. R.

SUBSCRIBER #133
Eric Robb

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

PHILOSOPHER KING OF HUE
Spencer Rossman

SLAYER OF UNINTENTIONAL
GRAMMATICAL ATROCITIES
Dennis Hartnett

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Black Diamonds on the Move

New release Bethgon Coalporters with SD70M and ES44AC locomotives

It's never been a better time to build a model railroad! Kato USA is working to steadily supply your home rail empires with the best in rolling stock and motive power - with the latest release coming in the form of brand new number sets of N scale Bethgon Coalporters, EMD SD70M Flat Radiator locomotives, and GE ES44AC "GEVO" locomotives! Enjoy Kato's smooth operating drive mechanisms and effortlessly rolling all-metal wheel designs and get the most of your railroad hobby!

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-DCC versions of all above locomotives available, featuring Pre-installed Digitrax DCC - Additional \$80 Inquire with your preferred hobby shop for details or visit the Kato USA website!

N SCALE RAILROADING NEW PRODUCTS



NJ Transit GP40 4301 is Atlas 40 004 178 and a match for Atlas' NJT commuter cars.



Articulated Auto Carriers BTTX #880176 is Atlas 50 005 179. Each half of this double car has its own plastic box, and both are packaged in a cardboard box. The articulated truck and diaphragm and the connecting pins are included in a pocket in the plastic insert. Right. There is also the instructions that show how the cars are pinned to the diaphragm, which can be varied based on one's minimum radius.



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N SCALE RAILROADING NEW PRODUCTS



Rebuilt 40' Well Car TTX "Next Load Any Road" 59175 is Atlas 50 005 298. The body is metal and tracked well when I took these shots.



Rebuilt 53' Well Car TTX 471436 is Atlas 50 005 305. The body is also metal and also surprised me how well the car tracked when I took these shots.



Atlas 50 005 443 is four pack Southern Pacific set #1 of 20' high-cube municipal solid waste (MSW)

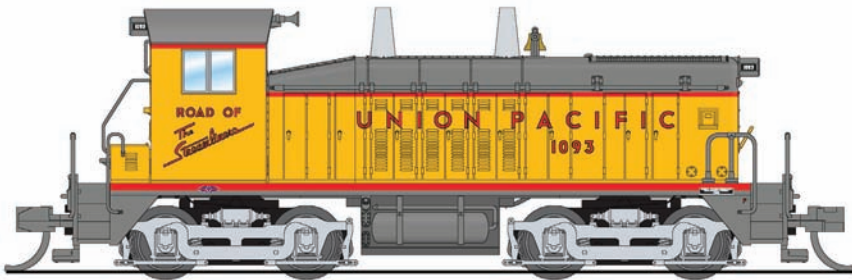


The MSWs usually ran 4 to an 89' flatcars, which Atlas also sells. I'm not sure if it is prototype but they do fit in the well flats.



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Chicago Great Western NE-6 caboose 622 is Atlas 50 005 340.

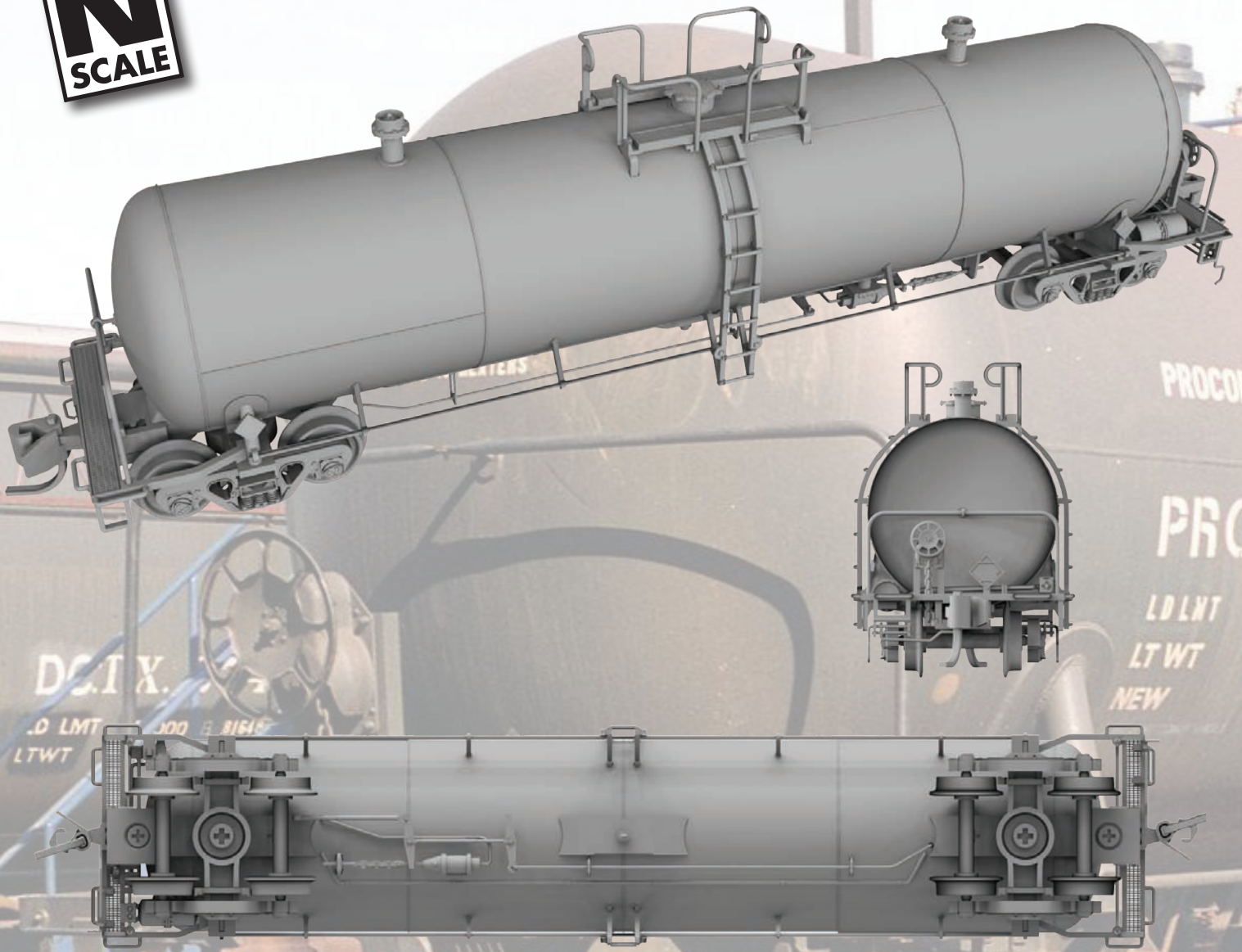


These 1973 Ford F-150 decorated for the British Columbia Railway is Atlas 60 000 132. I hadn't realized that any of the Atlas pick up trucks had working tailgates. Stare at the center image below. Is there a steering wheel and instrument clusters? A very nice model. See your dealer.



WE GOT THE TANKS

N
SCALE



CLICK HERE!

WHAT'S IN YOUR TOOLBOX

By John Corky Whitlock/ Images by Author

? #02

We continue from Part One from last issue:



The Cutting Edge.

Hobby knives are essential to the model building process. I have an assortment of blade holders, most of which sit in a drawer. My every day modeling knives include a comfortable knurled plastic handle version that holds a #18 blade as well as these funky looking knives that hold a #11 blade along with two extra blades in storage at the rear of the knife. I don't remember where I got these knives, (I have a bunch of them,) but they are very handy and easy to operate. Keep your eye open for them.

The good old Atlas Snapsaw is still sold and I have a couple in my tool box. They used to be dirt cheap, but that doesn't seem to be the case anymore. If you break off a handle, don't pitch what's left as the remaining piece still comes in handy on occasion. I have an Excel wood handle saw with various blades, but just don't ever seem to use it.



THE YEAR WAS 2009 . . .

KATO produced the Union Pacific Heritage Locomotive Fleet and they sold out almost immediately. The six stunning SD70ACe locomotives are among the most colorful ever to run on the UP. Analog versions are due this December with DCC and LokSound versions to follow a month or so after. Reserve yours today on our website.



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“A Weighty Matter”

Weights are pretty much indispensable for holding stuff down on your modeling surface. I have an assortment acquired over the years, but seem to return to the same weights time and time again. My versions include 3 x 3 inch milled steel blocks, some homemade weights and the odd's and ends in the photo that I bought in a local surplus type store. I think they were made for some sort of advertising samples. Again, very handy items for “squaring” and weighting down projects.

The hexagonal shaped steel block has a series of graduated holes as well as the different sizes of kerfs.

By the way, and back to my opening sentence regarding your modeling surface, I do most of my assembly and modeling on piece of plate glass that's sitting on top of my workbench. It's flat, and easy to keep clean.

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Measuring Up”

My styrene layout tools include steel rulers (i.e. straight-edge,) and steel squares in 2 inch, 3 inch, and 6 inch sizes. I think everyone knows the “score and snap method” for working with styrene sheet, but I always try to keep one good straight edge on my original piece, so before I cut into a new sheet of Evergreen I’ll usually put a piece of masking tape along the best edge and mark it as such so I’ll have at least one perfect edge for a good start for that next project.

For measuring, I’m particularly fond of my old Walther’s metal multi-scale ruler which I use quite often when scratchbuilding. You may want to keep your eyes open for one of these when you are visiting MRR flea markets.





South East Coal Company 14-Panel Hoppers are available NOW in 12 road numbers with two data arrangements. South East Coal had a hard time getting enough empty hoppers from L&N so they bought 800 cars on the secondhand hand car market and painted them in company green. Click here to see both versions.



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"What's the Hold-up?"

I covered alligator clips and mini-clips in a previous article, but an alligator clip tool (i.e. helping third hand) will hold stuff at almost any angle during assembly, or for soldering, and will free up your hands during the process.

I'll add my tweezers to this photo. One pair is older than the hills, and I'm not sure what I'd do if they got lost. The other pair is recent. Tweezers need to feel correct in my fingers. Can't describe it any other way.



"Smooth Operator"

Files are indispensable for cleaning up parts. I use both hobby files and standard mill files. The "score/snap" method for sheet styrene leaves a raised edge on styrene that you'll most likely want to remove. This is where the 6 or 8 inch mill file comes in handy. Ditto the emery sticks / boards.

Some smaller hobby files come with plastic coverings on the ends. They're easier to pick up and use with that covering on them. If your small files don't have that covering, just put a piece of heat shrink tubing on the non working end and heat the tubing up.



“Drill Me On This”

My drilling stuff includes pin vise, hobby drill bits size #61-80, beeswax, and a drill index gauge also size #61-80. Also few inch size drill bits (1/16, 5/64, 3/32, 7/64, 1/8) handy to my workbench with an inch size drill index (1/16 - 1/2) as well. Beeswax will prolong the life of your 61-80 drill bits.

I like the round, domed plastic bit holder rather than a flat metal or plastic drill bit box. Put a piece of tape around the bottom of that bit holder so you don't accidentally drop half of your bits on the floor when you pick up the bit holder incorrectly!



Paper punches are handy item for nibbling out window openings when using .010 or .020 sheet styrene. You can find 1/8 and 1/4 inch hole punches easily, but you may also want to track down a punch that makes a square hole. Although there are punches that make other cutouts, many won't stand up to punching styrene.

I'm still pulling stuff out of the tool box for your edification. (You'll need to wait for the next episode of "What's In Your Toolbox.") Keep on model building! 📌



Irving Flapp and Sopwith Gas

By John Corky Whitlock/ Images by Author



Irving Flapp spent his years during WW2 flying cargo planes over the Burma Hump which was under the auspices of the US Army Air Forces. (USAAF)

Following the war Irving returned to Minnesota and managed a gasoline station / garage for the Sopwith oil company. He eventually bought the property outright. The station was rather nondescript until he purchased a surplus fighter plane to display at his business. This advertising gimmick proved highly popular with tourists as well as locals. Irving never became rich, but his service station was successful and provided him an adequate income.

The urge to build / kit bash a gas station from an airplane fired me up after I saw this black and white photo.



The idea had lain dormant with me for some time. After visit to one of our local hobby shops during one of our (train partner Ray and me) day trips in the Twin Cities area. I found a series of airplane models at a local hobby store and the spark to build something comparable in 'N' returned. My inspirations don't happen overnight, and I'd been thinking about an airplane station something like this for some time.

Gotta' tell you that I once again did a heavy raid on my parts boxes / storage drawers to move this project to completion. In an earlier time, (40 years ago,) my bride probably said: "and you need those (parts) for?" In retrospect I'm really glad I still have this sort of stuff in my storage boxes!

I built the small gas station building from styrene some years ago . I think it was originally intended as a gas station project, but it never came to completion. I used evergreen styrene, some window castings and some printed roof shingle material for that project. What? You don't have this stuff in your parts supplies?

The plane model (die-cast,) is a Stearman biplane. No scale given, but it just looks correct. I removed the landing gear and used the body as you see it. I know the wings need some supports down to ground level, but don't know if I'm up to putting more clutter into the scene over the pump island!



So it was obviously time to put all this stuff down on / in a scene. The plane and building were joined in eternal matrimony! I had piece of foamcore signboard material which became the base for the project and it was off to the races. Initial ground cover was very fine decomposed granite, (from our Colorado place no less), and after the white glue / water set, I had a warped base! I'll try to make that not so obvious in / thru the photos.

I put the gas station combination down loosely and continued adding details. The building / plane combination would be affixed later. You know how it goes at this stage of a project, and I followed through adding more "stuff" to the scene.

I won't go into all of my detail parts sources used on the project, but you'll surely recognize parts from Micro Engineering, Detail Associates, Wheel Works, Scale Structures, and Cal Freight, among others. One recent addition was the gas pump island itself which I found through an Ebay search. It was a buck well spent!



The Hot Wing packaging.

This project turned out to be quite rewarding, and would have been even more so if glue dried faster! I find it satisfying too know that most of the parts I used here are still available. Perhaps under a different manufacturing label, but still out there for our use.


On to the rest of the story which didn't end well. My reading up on photography said to "Crawl" into a scene such as this with my iPhone camera. It also said to use an increasing amount of light. So 3 reflectors with 200 watt bulbs later, I found some of my styrene details suffering ill effects. No mater, and Modeling life goes on! ▶

State Line Farm Supply Building

By Mike Pagano/ Images by Author Unless As Noted



Kitbashing is one of the many great ways to be creative in the model railroad hobby. A few years ago, I came across an old Garrett Freightlines truck terminal building that looked like it was served by rail along time ago. While researching the area with a back dated map, I found that this freight building had a spur along side the building that was served by the Milwaukee Road. I also noticed that it had some characteristics that were a close match to the Walthers State Line Farm Supply kit. With a little styrene and the Walthers kit, I was off to work building a close prototype of the structure.



Garrett Freightlines started in Pocatello, Idaho as a transfer freight company moving freight from the railroad to the consignee. By the mid 1960s, Garrett Freight lines became the fifth largest freight carrier in the western United States.

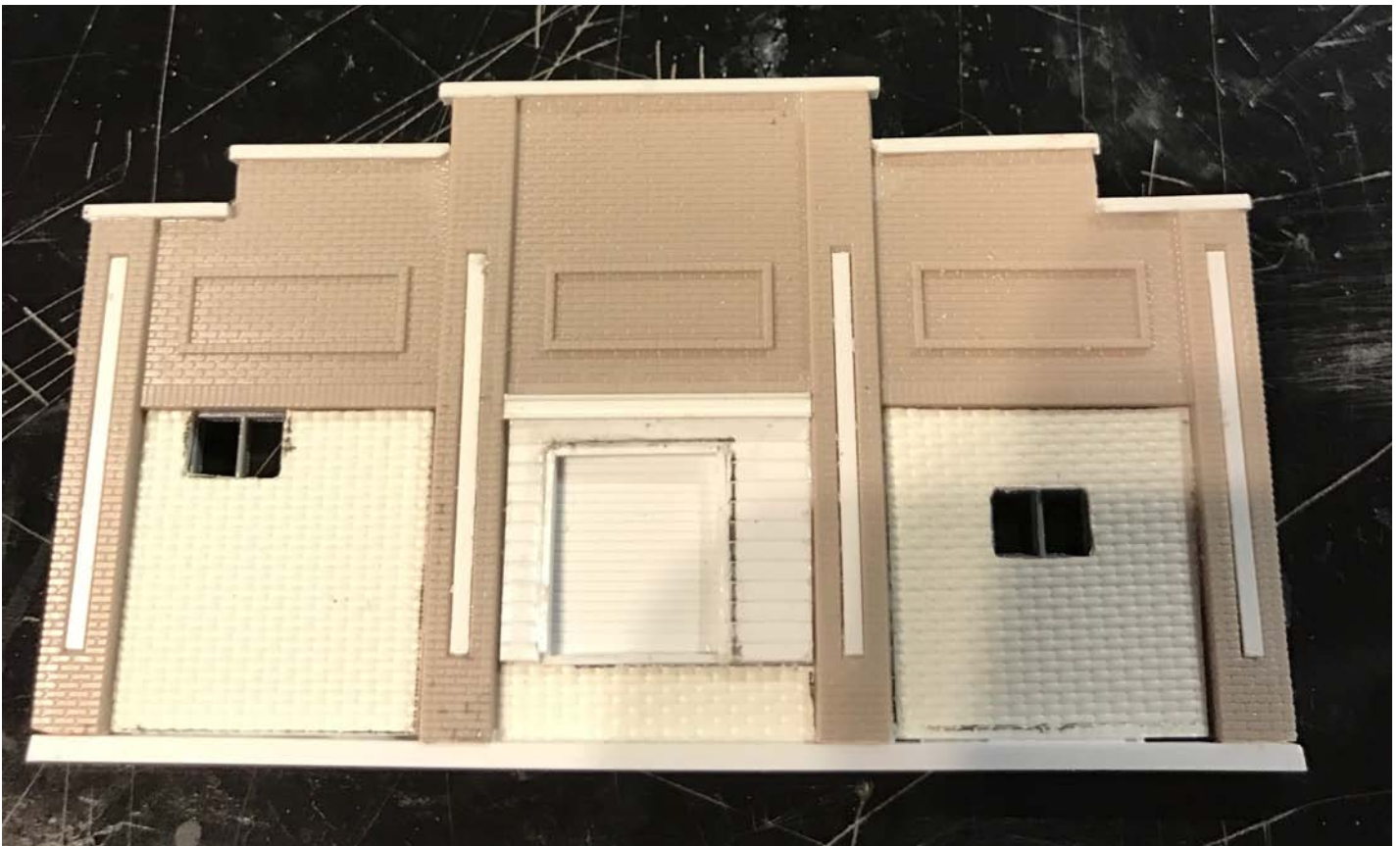


Image 01. The first order of business is to get the front of the Walthers building to resemble where boxcars were once unloaded on the side of the prototype. I modified the front end of the State Line building wall to resemble the prototype picture. Styrene strips made of .020" x .030" filled the recesses in the brick while brick embossed styrene made by N Scale Architect filled in the stock window openings. I added .060" channel along the top of the roll up freight door that was used to support a sliding door in an earlier era. I added some .040" x .080" as stone caps along the top.

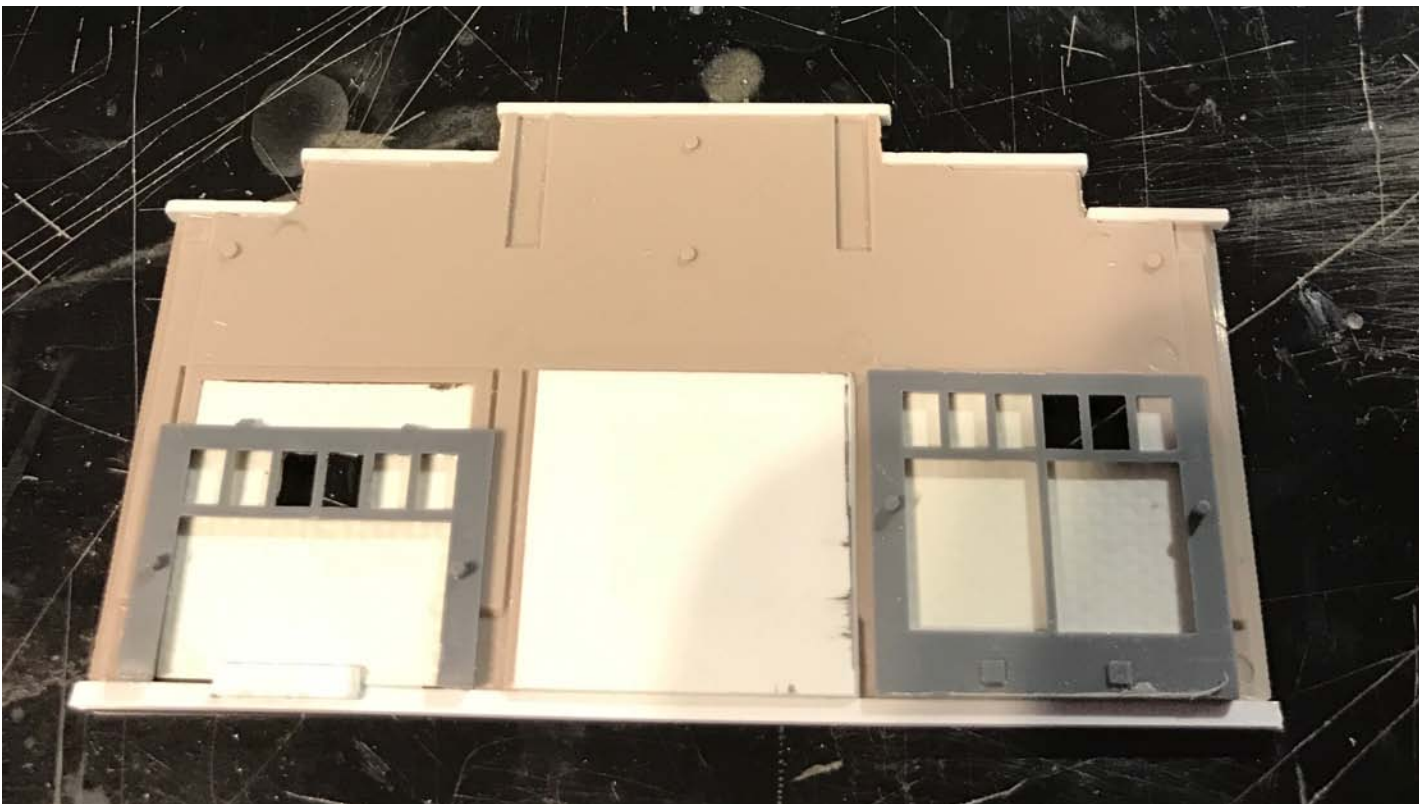


Image 02. I used parts from of the front window frames of the kit to be used as the two small window frames along each side of the freight door.



Image 03. Once I had the boxcar-receiving wall detailed, I then started to set the front walls of the kit together to make up the freight dock. Note that the wall sections are flush with the top of the boxcar-receiving wall, which gives the dock a four-foot elevation.

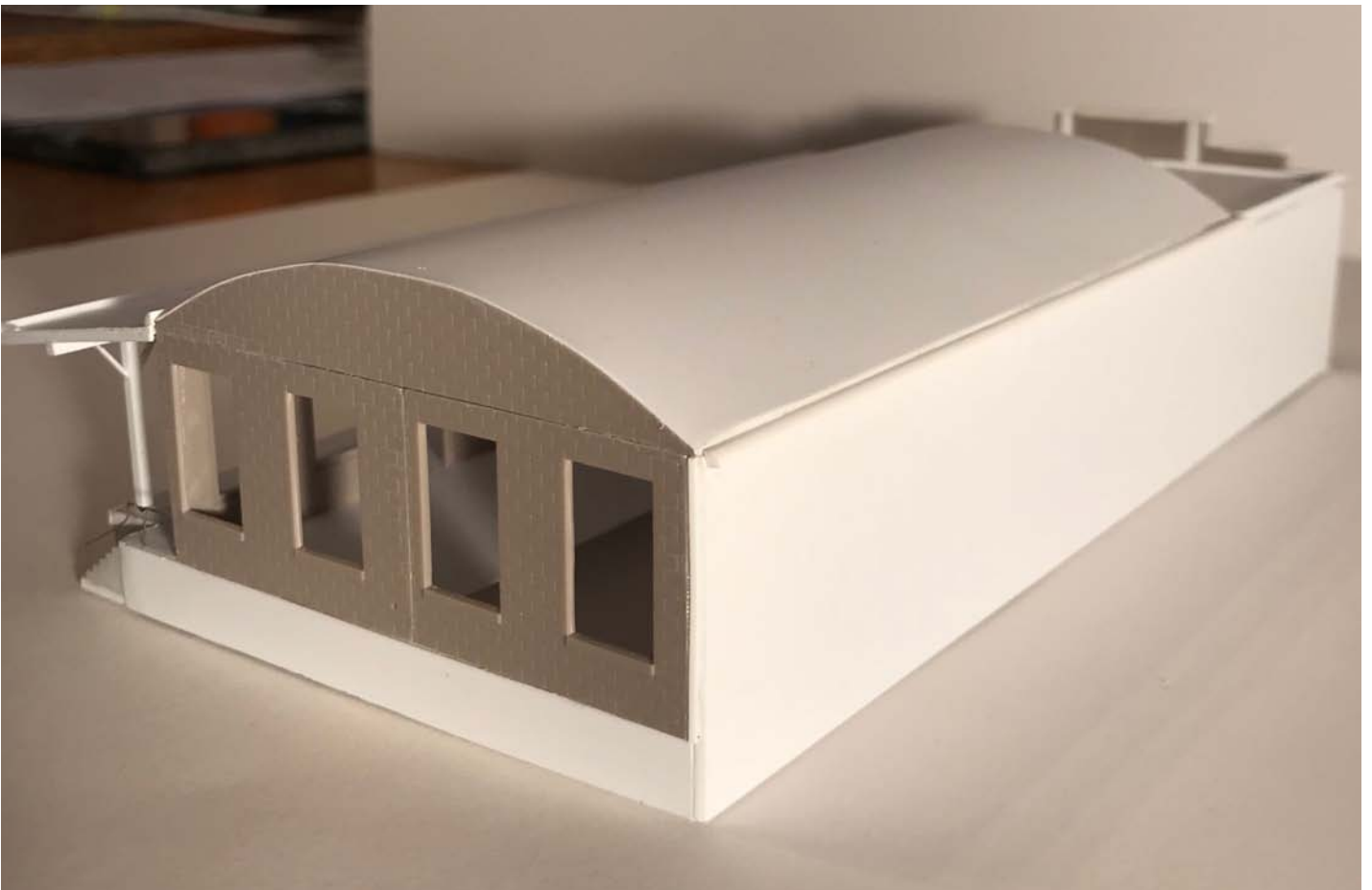


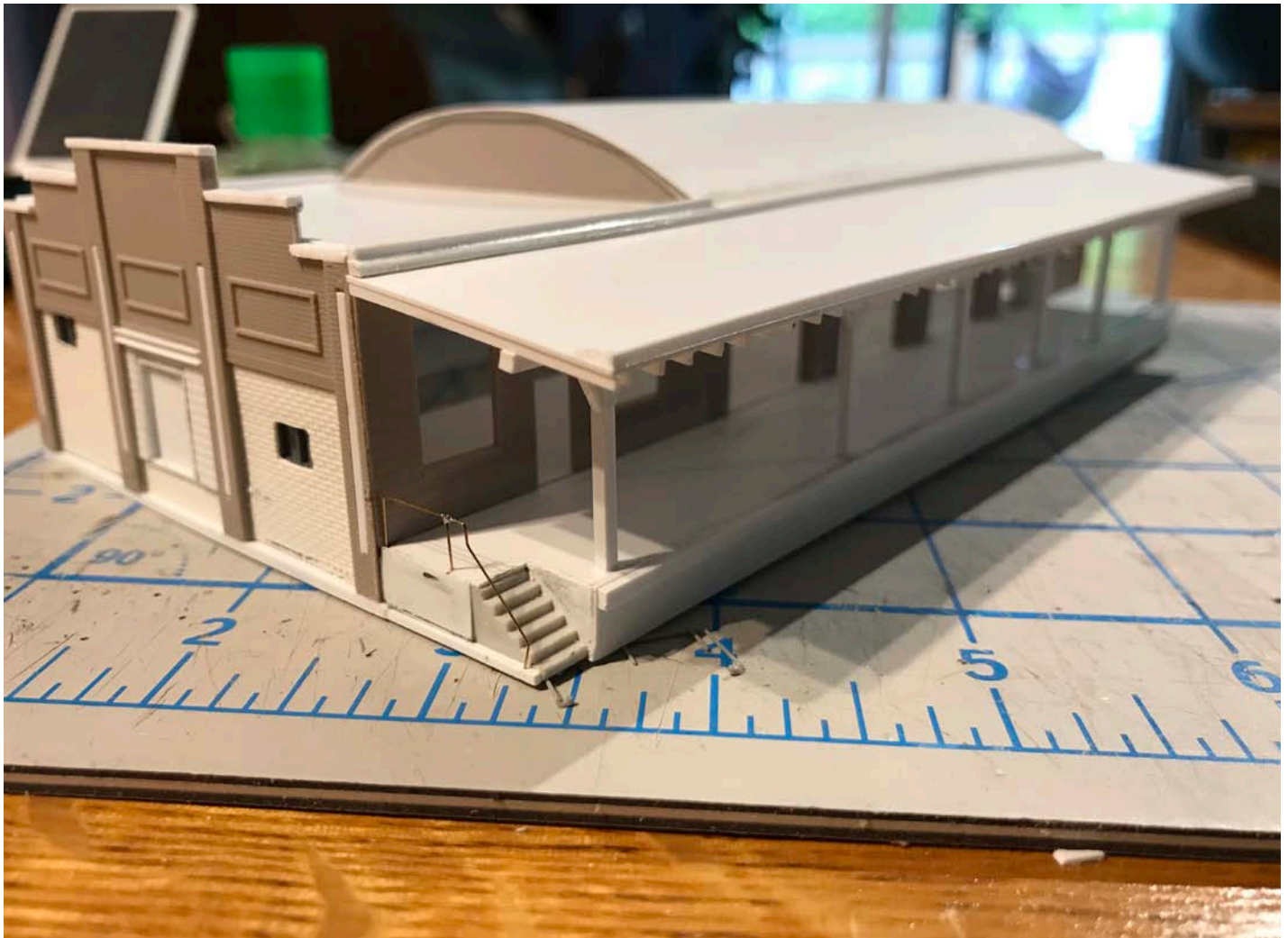
Image 04. I finished up the other side of the building with the stock end of the kit. The back end of the building is closed up with some .020" styrene sheeting. The curved roof follows the kit's curvature of the two ends. The new curved roof is 75' long and uses a new sheet of .020" styrene.



Image 05. After the all the exterior walls are all connected, start building up the loading dock with .020" styrene. I had some concrete stairs left over from a Micro-Engineering structure that was used on each end of the loading dock.



Image 06. The six posts are made from .060" x .060" styrene each at 11' feet long that holds up the rafter along the edge of the dock. Each ceiling joist is made of .020" x .040" styrene with a spacing of 5/32". Note that the posts are strategically placed in between door openings.



7. I finished up the loading dock stairs with some .012" brass rod used as a handrail.



Image 08. I finished the model with brown and red acrylic paints along with weathering chalks before the model was airbrushed with Testors Dullcote.



Image 09. The Walthers kit comes with building details, like the electric meter that can be used on the kitbash version. I added some .020" x .030" styrene for down spouts on each side of the building.



Image 10. The back of the structure is designed to face the backdrop at an angle and sandwiched along another building so the back of the building is bare. And the structure is ready to be placed into service. ▶



Image 01. The completed project and George Wolfrum is without a hint of blood or BBQ sauce.

Workbench Time With George

by Sandy Smith/ Images by Author

As mentioned previously I have been floating around N scale for over 50 years and I am constantly learning from others in the hobby. A wise man once said, “If you learn something new everyday, you will never be bored.” Sounds like good advice to me.

George Wolfrum is an expert at assembly of structures, vehicles and accessories used in N scale as evidenced by his work on his layout and the things he has built for others, including me. George is 73 and his techniques are superior when it comes to the deadly duo, fine and delicate. We face a penalty in N scale by having to keep the dimensions in the range of believable for all our models.

For this article I am showing the assembly of a Blair Line Santa Fe sign. The kit seemed simple enough but after a disastrous first attempt by me at building this kit, I bought two more of the same sign kit and enlisted George’s help.

Sometimes it is the little things that get the project together. To begin with George uses a #5 blade in his knife to separate the shapes from the carrier. **Image 02.**

After separating the parts he applies the paint to the parts. Relying on the tack from the paint to hold it in place. Super light sprays, (from a rattle can) as to not send the parts into oblivion at the first puff of vapor from the can. **Image 03.**

Then he uses a chisel blade to separate the letters/parts from the newspaper and place them on something else so they don’t dry hard and fast to the news print (my mistake #1: Leaving it in place after painting).

After about an hour of drying time, assembly begins. I have glued more pieces to my fingers with ACC than I care to think about. He begins by discharging a bit of glue onto a scrap piece of cardboard then he uses a toothpick to transfer the ACC glue to the sign parts. This is a far better way to glue than straight from the bottle or tube. **Image 04.**

Tweezers to place the pieces on to another using more tooth picks to get the alignment just right. Sometimes rotating the part to have the letters upside down helps with the alignment.

Once the letters are on the herald he uses another toothpick to apply pressure between the two parts. Make sure to use a different toothpick than the one you used to apply the glue with.

Since George applied minimal paint in the first steps he will go back and add some touch up where the ACC shows shiny. You don't need to make the first coats absolutely opaque but the paint does help with the adhesion of the ACC glue from one piece to another. **Image 05.**

Another tip was to take some of the paint out of the jar, in this case with a Q-tip. Seal the jar back up (keeps from spilling) and putting this paint on a separate surface. Since we usually need such small amount of paint and it is difficult to see into the bottles/jars (especially black) you can touch your brush onto the Q-tip to load it with color and not do what I usually do which is to put it too far into the jar and make a mess out of the brush handle.

The completed signs each took about an hour (not including drying time for the first spray paint and trip to a Bar-B-Que place) and I have two fantastically delicate, perfectly scaled Santa Fe signs. One for a building roof and another for a structure wall. **Image 01.**



Image 02. George Wolfrum separates the delicate shapes from the carrier piece.



Image 03. Spray the cut pieces to add some strength to the parts.



04

Image 04. Tooth picks are cheap so use and toss once they get contaminated with glue.



05

Image 05. George uses a cap from a sauce container to dispense the paint more neatly than a jar dip. ▶



Select N-Tense Scenes on

George Wolfrum's Balky Mule

by Sandy Smith/ Images by Author

George Wolfrum is one of those guys in the hobby that can turn projects fast and perfectly constructed with what seems to me, minimum effort. I have spent years farming off assembly projects to George Wolfrum for him to complete that were beyond my abilities. He scratch built from a photo one of the Santa Fe railroads converted forklifts that they used to wash their passenger trains in mid trip in Albuquerque.

My one complaint of N scale models is that the camera doesn't get that the subjects are half as big in physical dimension as H0 rendering our attempts to capture modeling greatness in close-ups rather lacking. George Wolfrum has bent back that axiom of with his superlative work. The photos that follow are just a sampling of his talent, on display, on his layout. These are not cultivated, diorama sections but what I saw through my lens. To see his layout in person is a feast for the eyes. Everywhere you focus your gaze there is another, "oh wow, look at that" moment.



Sandy Smith Enterprises has full shop bays as everyone is hard at it today. The roof has been removed for a better view. Note the small bits and pieces that make up a busy garage. Tools on the bench, the chain fall overhead, air compressor and oxygen/acetylene tanks. Difficult to imagine this is still in 160:1. Yes, the Galloping Goose runs quite well.





This is a tribute to George's father, Gene and his garage. The tool box with drawers, items on the shelving, spare hose coiled on the roof, and a floor jack. It is all there.



In an area near the saw mill, the side boom, wrecker Cat is out helping the track toads make a repair. The back of the truck is filled with stuff and the logs are cabled to the flat car.



A day at the lake sees fishermen casting their lines and folks canoeing. Note the detail on the freshly fallen tree on the far side.



The pier at Northport, Washington along the Columbia River, sends another load of cut lumber shuttle to Keller's Ferry while a repurposed landing craft carved from a block of balsa wood, hauls the supplies back up river.



No kit building here. An unusual floating hangar for seaplanes, complete with a jib boom hoist for lifting the venerable de Havilland Beavers out of the water. Most of these types of hangars are located in Canada but without room for a land runway this will do nicely.



Just in case you thought this was a larger scale, I had George pause as he replaced the roof. To get this shot I was down to 3 seconds of shutter opening at f22 at ASA of 400. Three seconds is a long time to hold your thumb still, hence the movement.



One of my favorites, the half-burned stock car, just the right amount of char and the poor guy that has to shovel it out. George accomplished this by heating the car and getting it to melt ever so slightly, nice effect



The custom built pile driver is pounding away at some timber piles. Everything works here from the crew working on the blue building, to the stack of row boats on the pier. The Sinclair tanker is from Train-Worx the marine equipment is scratchbuilt by George Wolfrum. ▶

TRAVEL GUIDE N EVENTS

2021 AUG 19-22 WY Evanston. Free-moN show at the old UPRR Machine Shop, 1440 Main St, Evanston, WY 82930. More later.

2021 SEP 11-12 UK The International N Gauge Show. Warwickshire Event Centre, CV31 1XN
<https://www.meridiennexhibitions.co.uk/events/the-international-n-gauge-show>

Expected:
2022 JUN ??-?? TN Nashville.
28th Annual National N Scale Convention

2023 JUN ??-?? NV Sparks/ Reno area.
29th Annual National N Scale Convention. ▶

OBSERVATIONS

Thoughts by Kirk Reddie

Slices of History II



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Last issue I babbled about scanning *Model Railroader* magazine on Trains.com. Fascinating. I'm up to 1954 and no N yet but I am interested in the context of the hobby before N arrived.

Looking at the advertising, I was guessing that elder OO (1:76) and H0 (1:87) were neck and neck. The January 1954 issue has a brief history of the hobby. Among *MR's* readers O was still the majority in 1940 but by 1948 there were about 3 times as many H0 scalers than O scalers, even though there were a lot more O scalers in 1948 than 1940.

The huge growth of the hobby (probably #2 in the US to collecting stamps) was due to a number of things. With the relief of WWII being over, there was a lot of energy to dedicate by hobbyists as well as manufacturers, and the huge growth of local hobby shops. Most had H0 trains. New processes like stamped

metal and eventually plastics hit the hobby. In O many machine shops could enter the business but not realize the economies of scale that were possible with plastic injection processes.

Why did H0 grow so fast? Originally railroad models were static models and O led the way for common folks to be able to operate trains. Besides being able to fit layouts inside a home, H0 was 2 rail DC while O was still a mix of three rail (inside and outside), AC, and DC two rail.

Similarly N has the advantage of smaller scale but also had NEM standards and Arnold Rapido's coupler: N had worldwide compatibility with track, wheels, and couplers that H0 has never had.

Early N scalers like Ben Davis championed running scale length trains through more realistic layouts. So why didn't N become the majority scale? Inertia?

Still working on that one. ▶

SEE YOU NEXT ISSUE!