

N SCALE RAILROADING

#140 MAR 2022

THE BEST OF 1:160 SINCE 2000

Sandy Smith

- Plexiglass Fascia

David Shoemaker

- Modifying Trailing Trucks on BLI
Light Pacifics and Mikados

Kim Saign

- Interstate Bakeries. A Major Industry
- Dolly Madison Interational Harvester Metro Vans
- Dolly Madison Single Axle Trailers



N SCALE RAILROAD WELCOME

N
Scale

As modeled by Kim Saign, Interstate Bakeries is a large industry. A large horizontal structure that doesn't fit well on a normal cover. To add to a great structure, Kim also shares how he modified Classic Metal Works International Harvester Metro Vans and Athearn pup trailers to serve Interstate Bakeries.

**CALCULUS
CLUBS
HELP N GO TO
∞
AND SEE WHAT
HAPPENS!**

**GREAT BEACH!
START YOUR
SURFING HERE!**

AD INDEX

Atlas	05	www.atlasrr.com
Blair Line Products	11	www.blairline.com
Bluford Shops	15	www.bluford-shops.com
Digitrax	11	www.digitrax.com
Factory Direct Hobbies	07	factorydirecthobbies.com
Fifer Hobby Supply	11	www.fiferhobby.com
Kato USA	03	www.katousa.com
Lombard Hobbies	15	www.lombardhobby.com
Micro-Trains Line	17	www.micro-trains.com
www.modeltrainstuff.com	17	www.modeltrainstuff.com
N Scale Architect	15	www.thenarch.com
N Scale Division	11	www.nscaledivision.com
N Scale Enthusiast	13	www.nscaleenthusiast.com
N Scale Supply	15	www.nscaleupply.com
N3X Engineering	04	quadln.n3ix.com
NRail (NTRAK)	19	NRail.org
Rapido Trains	09	www.rapidotrains.com
Streamline Backshop Services	17	www.SBS4DCC.com

Welcome to *N Scale Railroading* #140, the March, 2022 issue.

Page 04. **New Products.**

Page 06. **Sandy Smith** shares how he modeled this exotically named plant.

Page 16. **David Shoemaker** shares how he modified a Broadway Limited USRA light pacifics and mikados with the trailing truck of a BLI M1.

Page 23. The Mondo **Kim Saign** issue starts with Kim's Interstate Bakeries. Kim's new layout is designed for operation and this is a large industry with multiple receiving and shipping loads as well as creating loads for trucks.

Page 57. Kim shows how he modified CMW Metro Vans for local deliveries.

Page 69. Because of limited width of benchwork Kim wanted a fleet of shorty trailers.

Page 73. **NCalendar** and **NSR Contributor News.** I have seen images of cool projects that will hopefully become articles. I love sharing these... and I heard this can inspire folks to complete a project. ▀

N
SCALE
RAILROADING

Amtrak®
Modern Elec

2021 marked Amtrak's 50th anniversary. The ACS-64 was added to the company fleet in the fall of 2021, changing to a sleeker, more modern design. The ACS-64 "Cities Sprinter" electric locomotive is one of the United States and built just out

Kato's N Scale ACS-64 locomotive is a detailed counterpart, with a powerful DCC decoder and a detailed roof design that captures the

The ACS-64 is available individually or as part of the Amtrak Amfleet® Cars, all available in passenger cars. Check your hobby store

Item #	Description
#106-8001	N ACS-64 & Amfleet I PH
#106-8001-L	N ACS-64 & Amfleet I PH
#106-8001-DCC	N ACS-64 & Amfleet I PH
#106-8001-DL	N ACS-64 & Amfleet I PH - Includes ACS-64 #621, 3
#137-3001	N Siemens ACS-64 Ar
#137-3001-DCC	N Siemens ACS-64 Ar
#137-3002	N Siemens ACS-64 Ar
#137-3002-DCC	N Siemens ACS-64 Ar
#137-3003	N Siemens ACS-64 Ar
#137-3003-DCC	N Siemens ACS-64 Ar
#156-0958	N Amtrak Viewliner I
#156-0958-1	N Amtrak Viewliner I
#156-0959	N Amtrak Viewliner I
#156-0959-1	N Amtrak Viewliner I

*Amtrak Licensed Products.
Amtrak, Amfleet and Viewliner are registered service marks of*

Kato U.S.A., Inc. 100 Remington



Cities Sprinter

Electric Magnificence

As America's Railroad - with new equipment being introduced in the form of new locomotives and cars, the face of Amtrak is changing. Nowhere is this better seen than with the Siemens ACS-64 electric locomotive, found throughout electrified lines in the east and west outside of Sacramento, California.

The model is as sleek and modern as its real world counterpart. It features a friendly drive, seamless smooth body appearance, and the elegant lines of this premier Electric locomotive.

Available as well as in a bookcase style set that includes four coaches with optional pre-installed DCC and lighting for the interior. Order today for availability!

The ACS-64 "City Sprinter" locomotive is Amtrak's replacement of the AEM-7 and HHP-8 electric locomotives used in the electrified Northeast and Keystone Corridors. Built by Siemens and based on the EuroSprinter European electric locomotive design, the Cities Sprinter is nonetheless a unique model to North America and is built entirely in the United States. The Prototype which entered service in 2014 is capable of pulling as many as 18 Amfleet cars at speeds of up to 125 miles per hour!

	MSRP
Phase VI 5-Unit Bookcase Set	\$250
Phase VI 5-Unit Bookcase Set w/ Interior Lighting	\$310
Phase VI 5-Unit Bookcase Set w/ DCC	\$330
Phase VI 5-Unit Bookcase Set w/ DCC + Interior Lighting	\$390
1 x Amfleet I Coaches, 1 x Amfleet I Cafe	
Amtrak #600 "David L Gunn"	\$150
Amtrak #600 w/ Pre-Installed Digitrax DCC	\$220
Amtrak #627	\$150
Amtrak #627 w/ Pre-Installed Digitrax DCC	\$220
Amtrak #648	\$150
Amtrak #648 w/ Pre-Installed Digitrax DCC	\$220
Phase III Baggage Phase III (Heritage) #61015	\$35
Phase III Baggage PhIII (Heritage) #61015 w/ Lights	\$50
Phase III Baggage Phase III (Heritage) #61024	\$35
Phase III Baggage PhIII (Heritage) #61024 w/ Lights	\$50

© 2022 of the National Railroad Passenger Corporation.

Don't just imagine it!



Hear it!

Analog Sound Box - Item #22-101-1
ACS-64 Sound Card - Item #22-202-3

In hobby stores now! Compatible with all Analog/DC systems!

See (and hear) the Kato Sound box in action by scanning the QR code!



N SCALE RAILROADING NEW PRODUCTS



The three pack of EMP 53' containers is Atlas 50 005 944. The three pack of Evergreen 40' refrigerated containers is Atlas 50 006 998.—





N3IX ENGINEERING
Your *new* source for the
QuadLN_S
LocoNet Servo Decoder

Check out our products at
<https://quadln.n3ix.com>

THANKS

FOR SUPPORTING THOSE
WHO SUPPORT

N SCALE RAILROADING

Now Available from Atlas Master[®] N 53' Containers

The Atlas 53' container is based off of a popular prototype. Introduced in 1989, the 53' style container has become a domestic standard in the shipping industry. With a larger capacity than 45' and 40' containers, it allows shippers to combine shipments into fewer containers.

Features: Side corrugations with an 8-55-8 arrangement, Front wall with 10 vertical corrugations, Roof with 6-54-6 corrugations, 1-3-1 beveled doors, Placard holders on front wall, sides and door, each set comes as a 3-pack.



Canadian Pacific



EMP (w/ large side logo)



EMP (ex-FEC)



EMP (ex-HUB)



Ferromex



HUB Group (w/ DA Markings)



HUB (Union Pacific)



Swift Shield



Visit www.atlasrr.com today and sign up to become an Atlas Insider!
We'll deliver the latest Atlas news directly to your email inbox!



A DIFFERENT KIND OF LAYOUT EDGE

By Sandy Smith/ Images by author



01

On previous layouts I used the traditional Masonite board cut to the contours of the adjacent scene. This is a good solution to finish the perimeter of the layout. I find that while still in the “incomplete” scenery phase, a fascia gives a sense of

completeness that few other things can. It can also provide a boundary to unplanned expansion, that bump out for an extra siding or an additional structure right on the edge. A fascia also adds functional aspects to hold turnout controls, indicators, waybill pockets, cup holders, etc. (fascia 01 & 02)



02

N SCALE GALORE!

**FIRST
TIME WITH**

**PARAGON
ROLLINGTHUNDER**

USRA Mikados

In Stores Now!



H32 Covered Hoppers

March 2022. Preorder Now!



PRR P5a Electrics

In Stores Now!



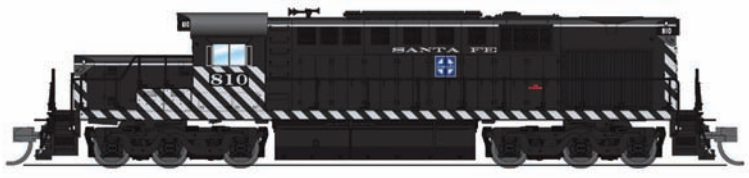
ARA 4-Bay Coal Hoppers

May 2022. Preorder Now!



Alco RSD-15

August / September 2022. Preorder Now!



NYC 40' Steel Box Cars

May 2022. Preorder Now!



USRA Pacifics

March / April 2022. Preorder Now!



FACTORYDIRECTHOBBIES.COM

We're your preorder for \$0 down headquarters for all brands.



Looking for a different look to my layout, I headed for a glossy, slick, straight edge presence. I had used this on one previous layout (KESA Cutoff NSR #076 March 2013). Railroads are very linear in all aspects, rail is mostly straight, trains are lines

of cars, and so forth. In an effort to maintain a sense of long distance, I went to using clear plexiglass to accentuate this concept. (fascia 03)



You will find that there are two flavors of "plexiglass." First is acrylic which is less flexible, and is more brittle which gives it a tendency to crack if mishandled and is usually cheaper. The sales tech at the local plastics supplier warned me that, "It is like drilling a potato chip." Having ruined many pieces of acrylic, with my poor craftsmanship, I chose to go with the polycarbonate material. Years ago it was commonly referred to

as Lexan, which was originally developed by General Electric and was their brand name for the product. (Think Kleenex is to facial tissues is what Lexan is to polycarbonate.) The polycarbonate is softer than the acrylic and more prone to being scratched which is why it is not generally used as a window material. That softness makes it easier to cut, drill and bend. (fascia 04)

LOOK AT THOSE BUSES!



[CLICK HERE](#)

05



Wanting a workable material and the glossy linear edge I gave the fine folks at Interstate Plastics my cut list. A slight cautionary note, within the last 2 years plastics suppliers have been VERY busy providing shields for cashiers and counter workers.

The strips ordered are 1/8" thick by four inches high, except for the end of a peninsula and 8 feet long is standard. As you can see with some gentle persuasion the polycarbonate can be attached into a tight radius. (fascia 05).

06



Spray painted on the back (inside surface) with a color matched to the local scenery. There is a protective wrap on both sides of the material (either the poly or acrylic). Remove one side of the protective wrap to paint, that will be the faced to the layout edge. Keep the outside wrap until the very end. I used a grey tone for my urban area and transitioned to the warm beige-brown hues as the scenes changed (fascia 06). The

use of rattle cans allows for a nice fade from one color to the other. Since the layout geography transitions from a midwest city in March to the valleys of Southern California, the color pallet shifts. To get enough opacity out of the paint you will probably need to make two spray paint coats. You can use a latex house paint but I find it does take multiple coats to cover as well.

LOOK WHAT'S COMING FROM KATO!

The worst kept secret in N-Scale is finally official. The KATO 4-8-8-4 "Big Boy" will be coming in 2023. No reservations can be accepted yet but as soon as model numbers and pricing is announced we will begin.

THE N-SCALE DIVISION
nscaledivision.com



In addition to the "Big Boy" KATO will also be producing the Amtrak ALC-42 "Charger" locomotive. This all new model will become available at the end of 2022. Model numbers and pricing will be announced soon!

CELEBRATING
 30
 1992 YEARS 2022

FIFER HOBBY SUPPLY
 Your Local Internet N Scale Hobby Shop
www.fiferhobby.com
SUPER SERVICE AND FAIR PRICES
 Actual Shipping
 We Ship International

When trackside is roadside....

- ☑ 25+ years of N scale products.
- ☑ Laser-cut Structures & Bridges.
- ☑ Advertising & Storefront Signs.
- ☑ Highway Signs, vintage & modern.
- ☑ New Detail Items.
- ☑ Laser-cut Grade Crossings.
- ☑ Billboards, roadside & rooftop.
- ☑ Laser-cut Graffiti Decals
- ☑ 1000's of satisfied customers.

See your dealer or our website.
Blair Line LLC
 Dept. NSR
 PO Box 1136 Carthage, MO 64836
www.blairline.com



Introducing the UT6 & UT6D Utility Throttles for Digitrax Complete Train Control!



- Compact size for easy one-handed operation
- Color 1.5" LCD Screen
- Full numeric keys for easy Locomotive selection
- Fine speed control with a large encoder knob
- Removeable LocoNet® cord
- Forward/Reverse toggle switch with Braking
- Off/On switch, uses AA or BP600MH batteries

UT6
 Utility Throttle
\$105.00 MSRP

UT6D
 Duplex Utility Throttle
\$170.00 MSRP

View all features and *more* on our website!

Find out more @ www.digitrax.com/throttles/



I had some variations in the completed dimensions and had to trim a few pieces. I found a band saw on a medium speed an effective means to cut with. Slower speed saw blades with many

teeth are better. Drilling holes to mount to the strips to the benchwork was best done on location and it is mounted with wood screws and finishing washers. (fascia 07)



As you can see, I continued the scenery over the edge rather than mating the fascia to the contours. This is driven by

photography considerations and being cheap and having only narrow strips of fascia. (fascia 08)

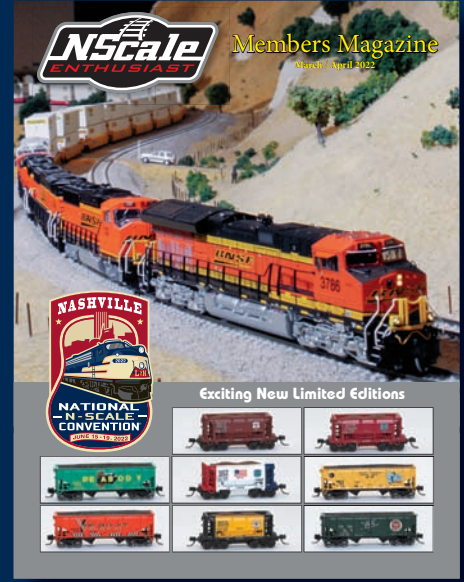


Membership has its benefits!

If you are an N Scale Enthusiast, and every Ntrakker is-You should share your passion for your favorite scale by being a member of The N Scale Enthusiast!

Working to preserve the history of N Scale, and grow the scale along with our friends at Ntrak, we offer mega benefits to the membership:

- A very informative magazine 5 times a year!
- Manufacturers and Latest releases in every issue
- Member only Special Runs both prototype and fantasy
- Multi Medium Special Runs that are scratch-built on a grand scale
- Member listings in the Trovestar peer to peer marketplace
- Annual Membership car included at no extra charge
- National N Scale Convention annually
- Free Classified Ads- For Sale and Wanted listings
- Web Resources

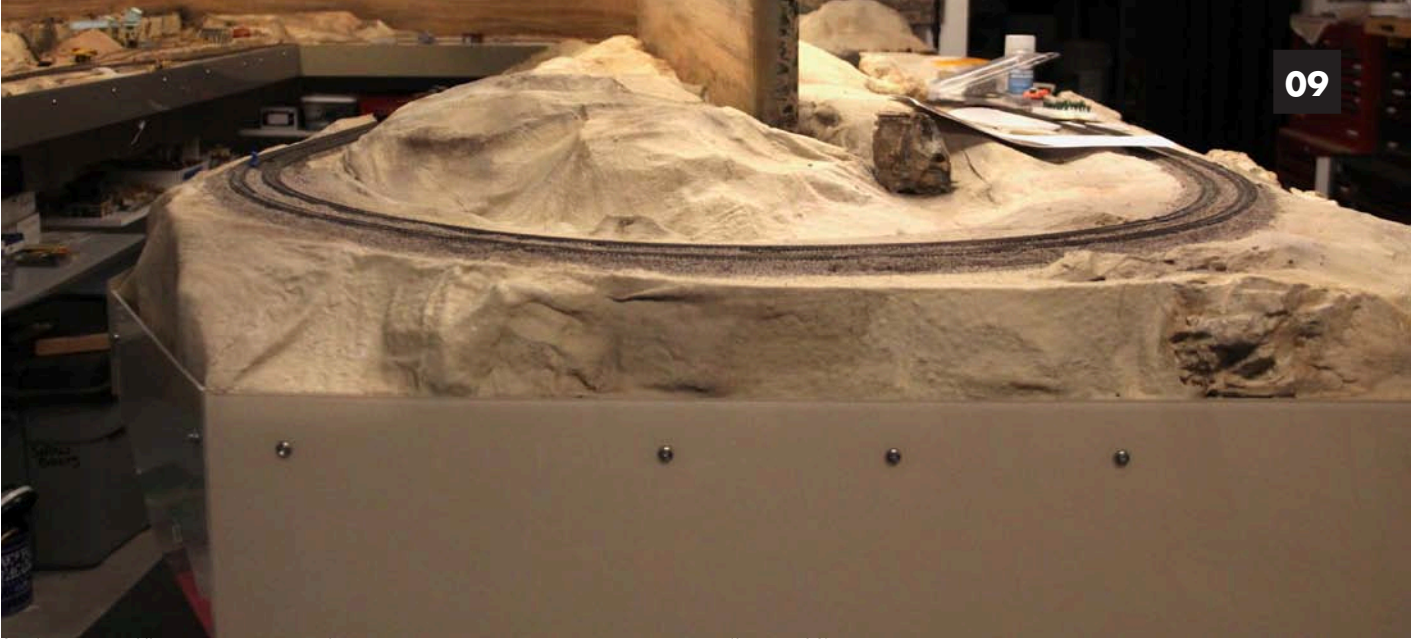


Join up for more N Scale Fun!



The N Scale Enthusiast
P.O. Box 30489
Savannah, GA 31410

www.NScaleEnthusiast.com



So far the 1/8" polycarbonate fascia has been very tolerant of my bumps and leans to reach into the back of the layout. (fascia 09).



One of the fun things is pulling off the outside protective wrap just before the tightening of the screws. (fascia 10 & 11). It is a different look and beauty is in the eye of the beholder but I like it, maybe it will work for you.



LOMBARD



HOBBIES

**Big Inventory
Value Pricing
Fast Shipping
Great Service**

www.lombardhobby.com



630.620.1084

524 E. St. Charles Pl., Lombard IL 60148

In The Works At Bluford Shops...



BLUFORD SHOPS

www.bluford-shops.com
Craig@bluford-shops.com

...New runs of N Scale ICC Bay Window Caboose, War Emergency Composite Hoppers, 8-Panel Hoppers, and 86' Boxcars. Pre-orders are open. See our website for details!



Making-A-Scene™ N-SCALE

**FEATURING OVER 300
SCENIC DETAILS... STRUCTURAL
PARTS... VEHICLES... BOATS... FARM
ANIMALS... INDUSTRIAL
IMPLEMENTS... DEPOT ACCESSORIES**



THE N SCALE ARCHITECT 607-746-8416 THENARCH.COM

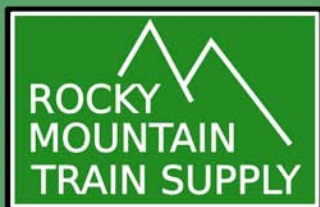
VISIT OUR NEW RETAIL STORE LARGEST SELECTION OF MODEL TRAINS IN COLORADO



**WE HAVE MOVED!
DOUBLED THE SIZE OF OUR SHOWROOM**

6060A W. 55TH AVENUE, ARVADA, COLORADO 80002

Over 150 Product Lines in Stock
Now Stocking All Scales



www.nscalsupply.com



Recycle your Old Trains

We Buy & Sell Engines, Passenger, Rolling Stock, Vehicles, Structures, Track & more

sales@nscalsupply.com

MODIFYING THE BLI M1A/M1B TRAILING TRUCK TO FIT THE BLI

USRA LIGHT 4-6-2 AND 2-8-2

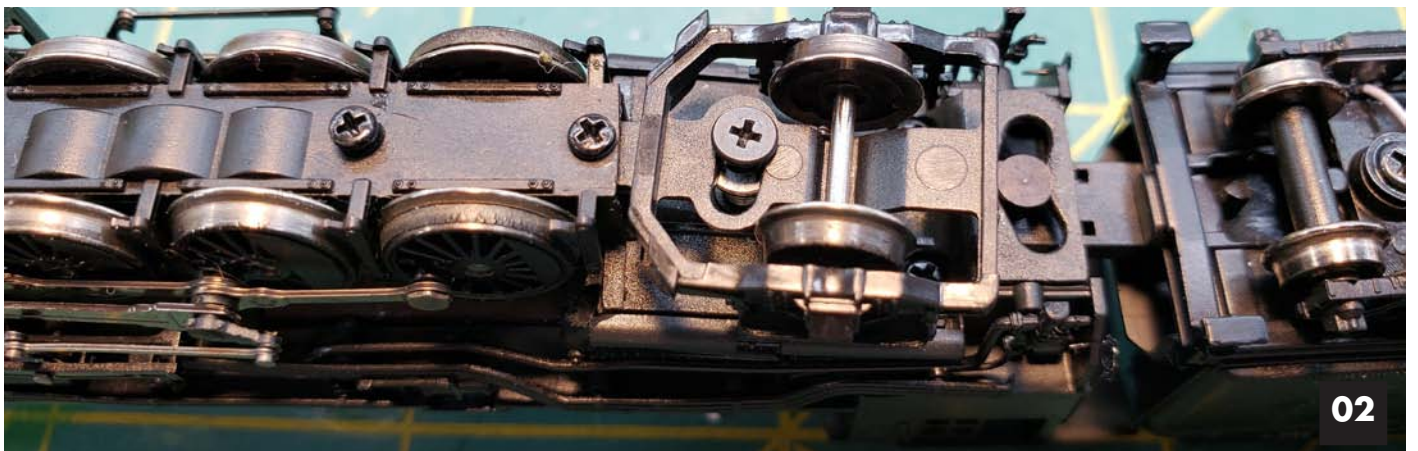
By David Shoemaker/ Images by author

01



Broadway Limited's recent releases of USRA Heavy and Light 2-8-2 and 4-6-2 models have allowed N scale modelers to have a sound equipped version of a common steam era prototype on their railroads. However, because the USRA locomotives were so common, many of them were modified by their owners

over the years. One common modification was to replace the original Hodges type trailing truck with a Delta type. In N scale there is not a commonly available aftermarket Delta trailing truck. But Broadway Limited Imports (BLI) makes a truck that looks similar for their PRR M1a/M1b 4-8-2's, and I decided to order a few to try to fit them my USRA Light 2-8-2 and 4-6-2.



02

To start with, flip over the USRA locomotive and remove the screw that retains the trailing truck through the oval slot in the truck.

30,000+ Products In-Stock?
 Real-Time Inventory?
 Great Prices?
 Check, Check & Check.

Why shop anywhere else?



modeltrainstuff.com 888.410.2672



NRAil™

Expanding our horizons...

NTRAK  **T-TRAK**



Membership \$10 per year:

- Six issues of the Newsletter
- Full access to the website
- Discounts at the NRAil store
- Support of N Scale
- Sponsorship of N layouts

Visit our website at nrail.org for more information and click on "Join us"!

NRAIL.ORG

STREAMLINED BACKSHOP

Sales ... Service ... Solutions ...



LokSound?

WWW.SBS4DCC.COM



FRISCO



SPOKANE,
PORTLAND & SEATTLE



BURLINGTON



NORTHERN
PACIFIC



GREAT
NORTHERN



ATCHISON, TOPEKA
& SANTA FE



BURLINGTON
NORTHERN



BNSF

BNSF



**BEGINNING
SEPTEMBER 2022**

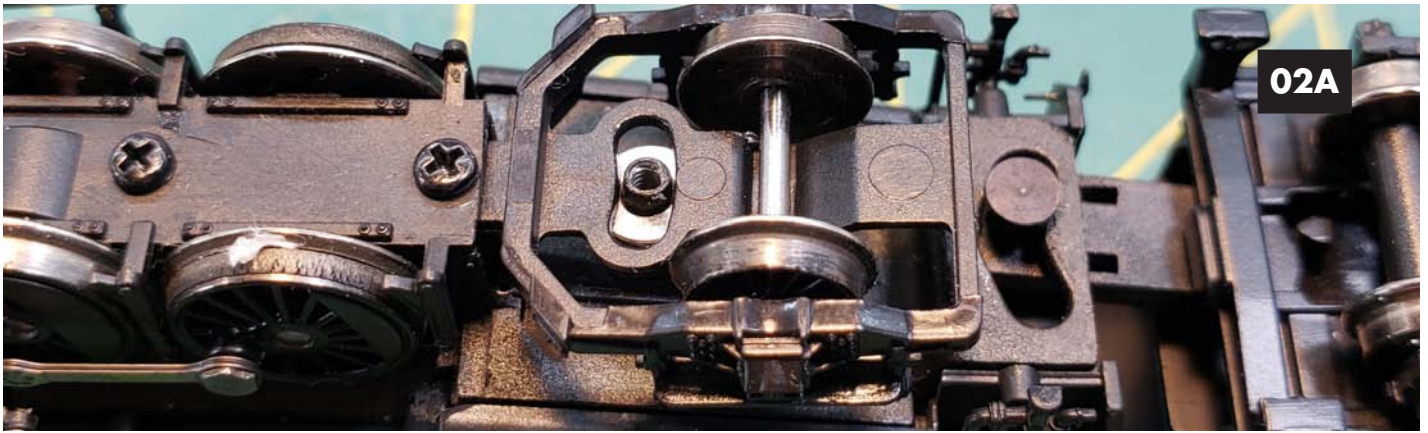
Renderings shown for representation only.



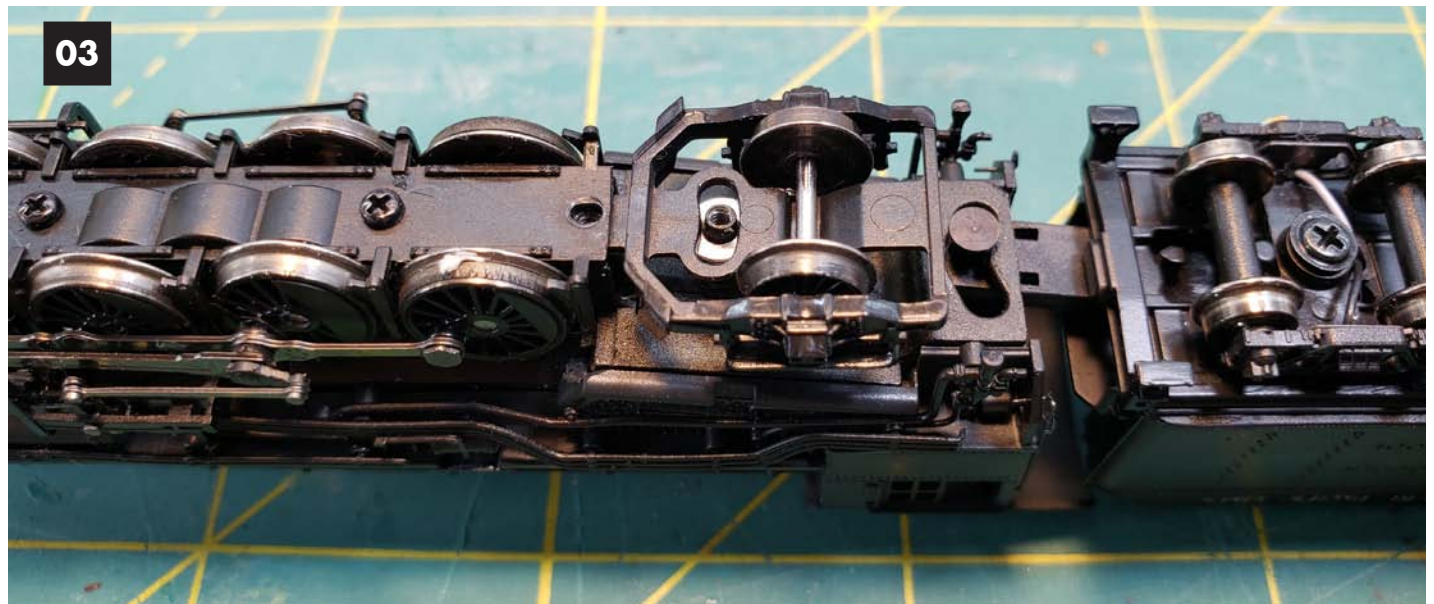
Available through your Micro-Trains dealer or online at www.micro-trains.com
 P.O. Box 1200, Talent OR 97540-1200 USA • Email: mtl@micro-trains.com • Tel: +1 541-535-1755



**THANKS
FOR SUPPORTING THOSE WHO SUPPORT
N SCALE RAILROADING**

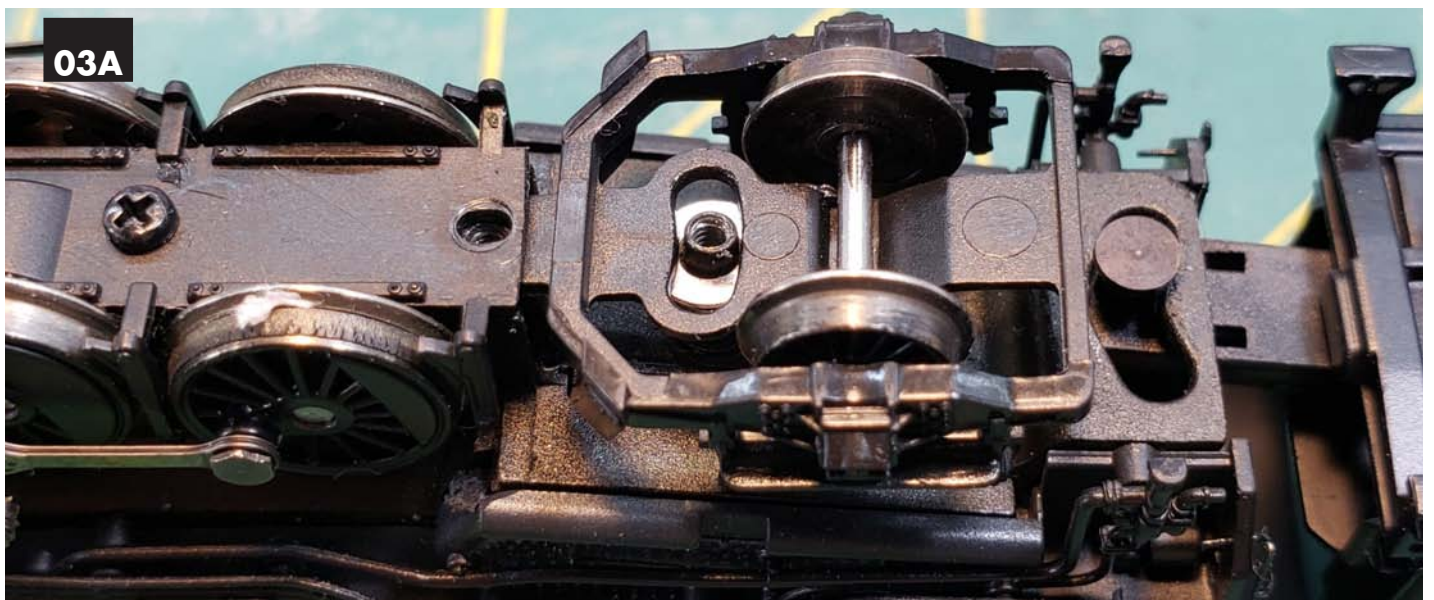


Then remove the screw that goes into the pivot hole on the rear truck and set it aside.

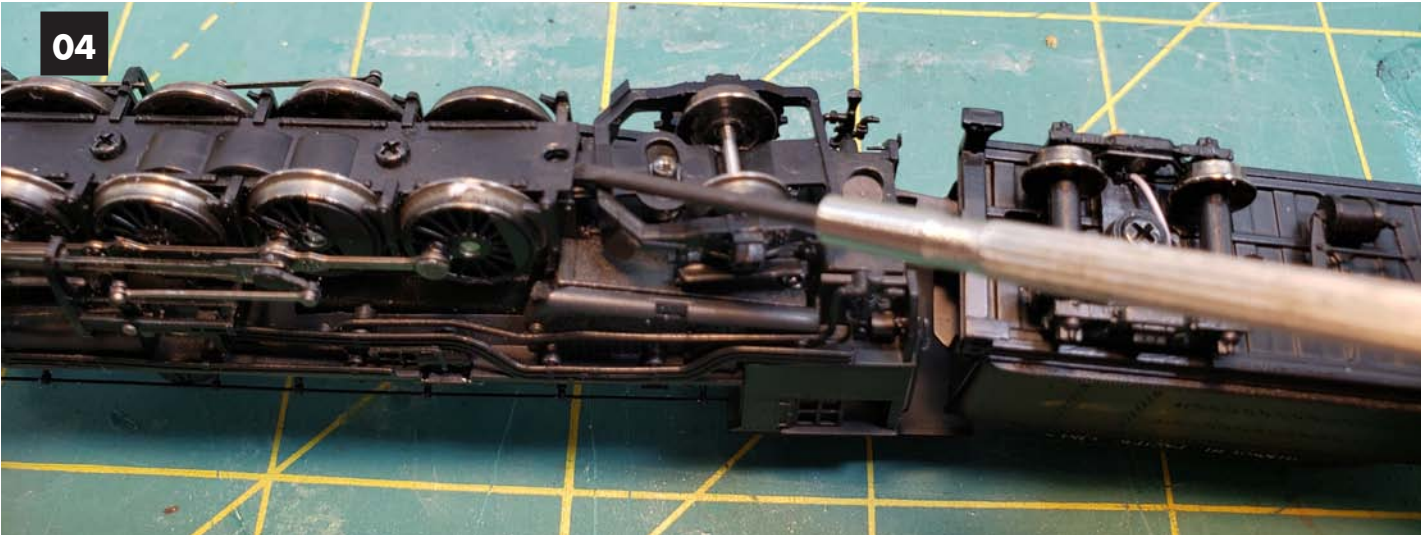


When removing this second screw make sure to keep the washer and spring under the trailing truck from flying off, as they will be needed keep the trailing truck properly sprung. Set both screws, the spring and washer aside. Remove the truck by gently lifting it up and pulling it towards the rear of the loco-

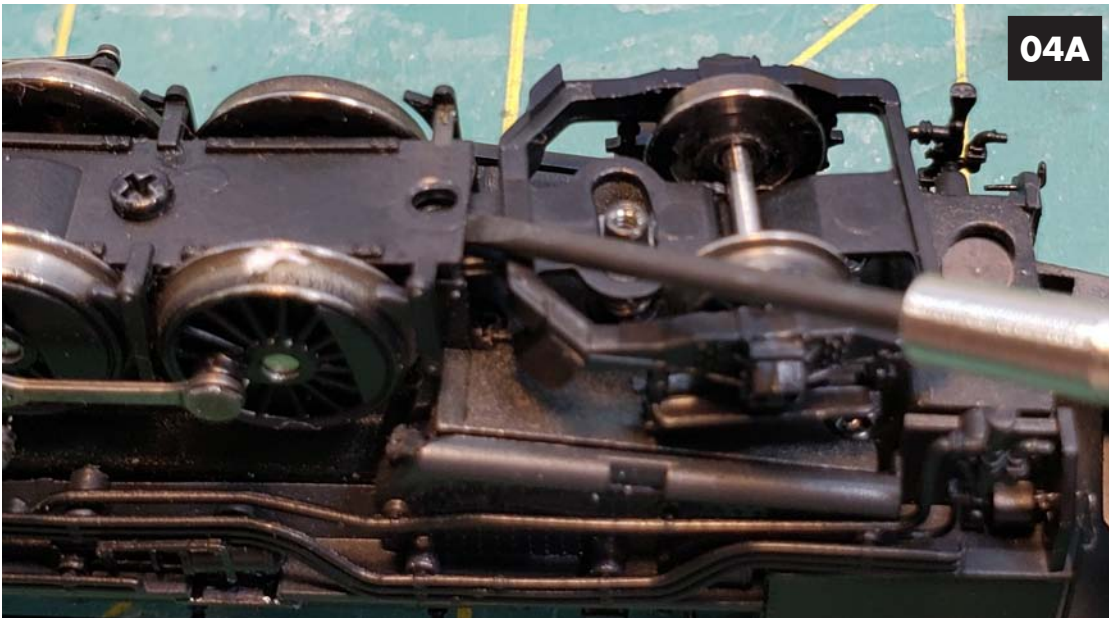
otive. If it will not come out easily use a tiny flat screwdriver to gently pry up the floorplate or if necessary loosen the rear most screw that holds on the floor plate. Once the truck is off the locomotive, remove the trailing truck axle and set it aside.



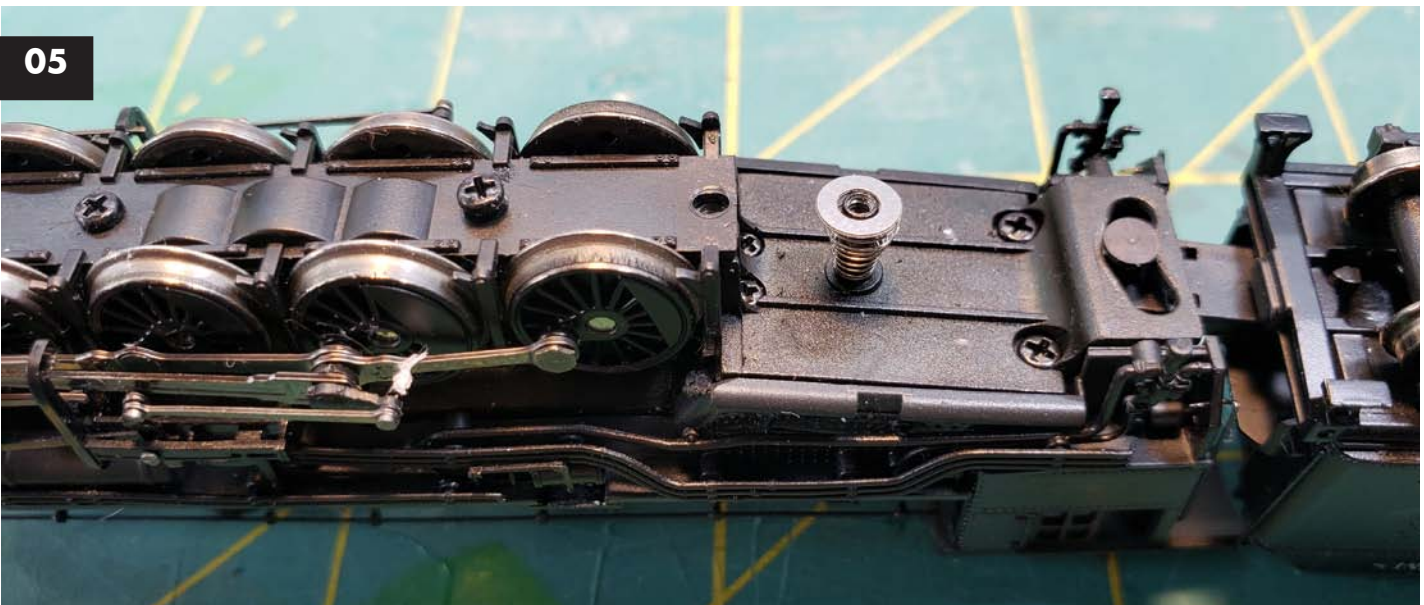
04



04A



05



Next take the trailing truck from the M1a/M1b and remove the axle from it. This is necessary because the wheel on the M1a/M1b truck is a much larger diameter than the wheel on the USRA truck axle and if it is left in the truck it will cause the rear end of the locomotive to be lifted off the rails and result in the drivers getting poor traction (I learned this the hard way!). The axle for the USRA truck is also significantly longer than

the M1a/M1b truck axle, so the axle pockets must be carefully reamed out to ensure the USRA axle roll freely. I did this using a pin vise starting with a #76 bit. I would do a few turns on one side and then the same number of turns on the other side to ensure the pockets are reamed evenly. I also increased the size of the drill bit one size at a time and frequently tested the USRA axle until it rolled freely in the truck.



06



06B



06A

The part of the trucks that pivots on the locomotive on the M1a/M1b truck is too thick to fit under the floor plate of the locomotive. The thickness of the part from the factory is 1.22 inches and it needs to be thinned to a thickness of .62", which I did by carefully sanding it down by hand with a sanding stick and jeweler's files and periodically checking with calipers and test fitting to ensure I did not sand off too much.

my case, the pipes are similar to the prototype locomotive I am modeling and the curves on my layout and speeds I operate at (slow) allowed me to avoid modifying the rear bolster of the truck or the cab pipes. Carefully test your locomotive with the M1a/M1b truck on your layout before making any changes. (Sidebar about truck modification)

The rear bolster of the M1a/M1b truck extends farther to the rear than the Hodges truck, so when the truck swings on curves it can interfere with the piping detail parts that extend down the sides of the firebox to below the cab. Depending on the radius of the curves on your layout or the details of your prototype it may be advisable to either sand down the rear of the bolster to sand down or trim off the bottom of the pipes. In



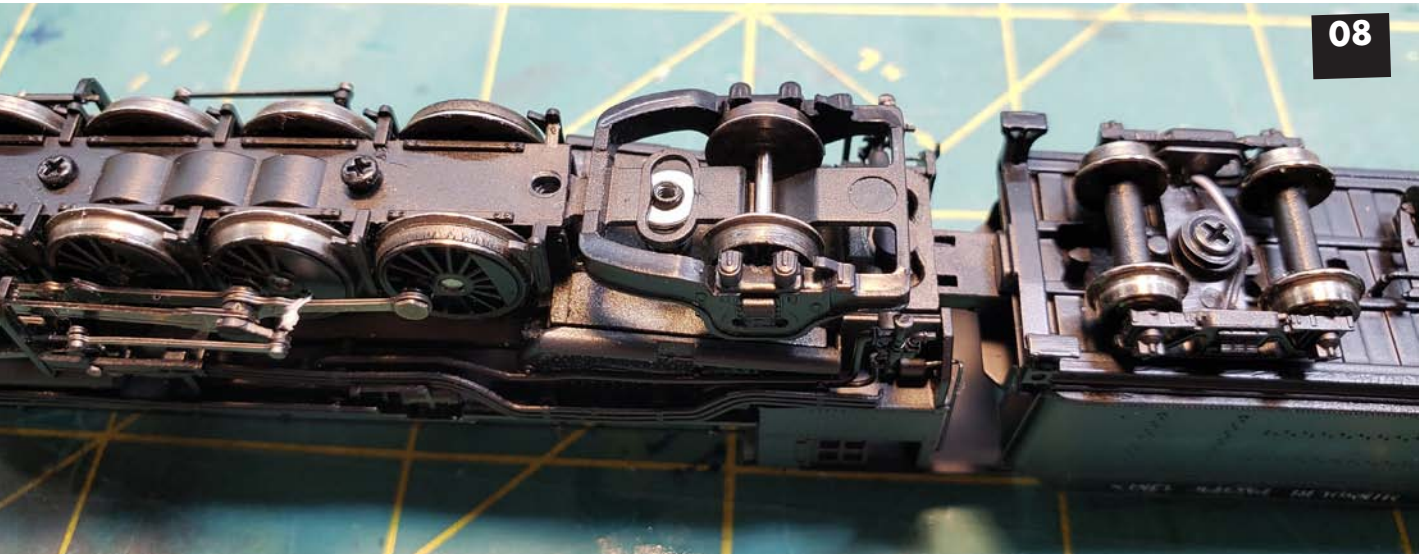
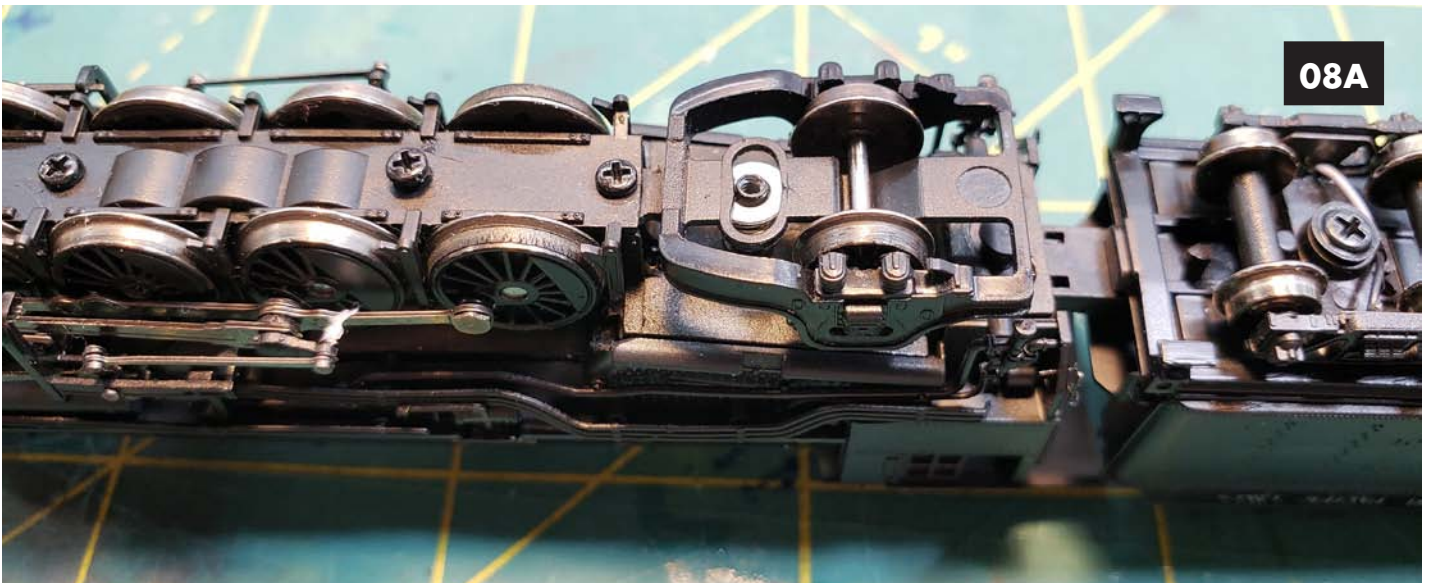
06C



07

07A

Once the axle cups have been reamed out to allow the axle from the USRA truck to roll freely and the area around the pivot point has been sanded down, it can be reinstalled on the locomotive. Make sure to put the trailing truck spring and washer back on the post for the trailing truck screw first. Next lightly screw in the trailing truck screw, just enough to hold the truck, washer and spring in place, and then tighten the screw that attaches the pivot point to the locomotive floorplate. Then I tighten the trailing truck screw. Make sure not to over tighten either screw so that the truck can still swivel side to side and has vertical play as well.

08**08A**



Once the M1a/M1b truck with the USRA axle is properly attached, test run the locomotive to make sure that the axle rolls freely and the truck and pivot screws have not been over or

under tightened. This is a relatively simple project that can improve the appearance of the stock BLI USRA 2-8-2 and 4-6-2 greatly.

SIDEBAR ON MODIFYING REAR BOLSTER OF THE M1A/B TRAILING TRUCK

I chose to modify the rear bolster of the trailing truck to provide an example for those that might be interested in following this route. These steps need to be done after the trailing truck is otherwise completed but before it is reinstalled on the locomotive. First, use a razor saw to cut the rear bolster off right where it joins with the sideframe of the truck on each side and where the rear bolster joins the main support beam. Second, cut a piece of .040"x.060" strip styrene to just over .425" long and after test fitting it (and sanding it down if it is too long) glue it to the top of the main support beam of the truck and to the inside of each side of the truck.

Third, make sure the rear of the sideframes and the main support bolster are square and flush (and lightly sand them if they are not). Fourth, cut a strip of .010"x.25" styrene strip just over .615" long and glue it to the back end of the sideframes and main support beam keeping the top of the strip level with the top of the rear ends of the sideframes. Fifth, trim the styrene down to the width and height of the rear truck. Sixth, cut a strip of .015"x.030" styrene just over .615" long and glue the tall (.030") side to the styrene strip on the back of the truck, making sure to align the top edge of the .010"x.030" strip with the top edge of the .010"x.25" strip. After the styrene strips are trimmed carefully to fit, the styrene can be painted black and the truck can be reinstalled on the locomotive.



INTERSTATE BAKERIES

By Kim Saign / Images by author



00

I've always felt most model structure kits are too small to be realistic shippers or receivers of product shipped by rail. For every product shipped on a layout there needs to be receiver of that product unless it's going to the great beyond (staging). I have a flour mill and a sugar plant among other things. So I was looking for an industry that could make use of those products. I also wanted to use the great Airslides Athearn and Atlas have produced over the years to haul the flour and sugar. A bakery was a logical choice. I remember seeing a Roman Meal plant

sign in Fargo many years ago. With this in mind I had been pondering what to build or kitbash to create an Interstate Bakeries for my layout. In the era I'm modeling, 1972, Interstate Bakeries was the home of Butternut bread and Dolly Madison snacks. With a three track wide yard I could bring in "supplies" in boxcars, bring in flour and sugar in Airslides or Dry-Flo covered hoppers, and bring in molasses in tank cars. Outbound would be baked goods in box cars. Most outbound product would be via trucks and delivery vans to grocers. Also milk and other supplies would come in via truck. So overall, a very busy industry.



01

Image 01. A couple years ago I spotted a seller (Scale Railroad Models) at a train show I hadn't seen before. He was selling building kits made from 3D printed parts. He had several kits but what caught my eye was these two wall sections. One with a dock for loading/unloading rubber tired vehicles and without a dock but still with doors for box car loading/unloading. The intention was for these to be building flats. But what I saw was an opportunity to make a big building.

02



Image 02. After buying three section with the loading dock and 4 without I test it together. That is when I realized the dock and the awning didn't go to the end of the building walls. Also the steps interrupted the dock. So it was going to take

some gap filling to make this work. Plus I prefer to have some doors open to show activity in the building to bring it to life. So some doors would need to be cut out.

03



Image 03. I had the business card for Scale Railroad Models so I gave the owner Eric a call. I explained what I was trying to do. Eric said it would be no problem to remove the steps and extend the dock and awning. He also came up with the idea of

making the doors a separate piece. Here I mocked up what the 3 walls look like together. It has a length of 262' long. That can accommodate five 50' boxcars.

04

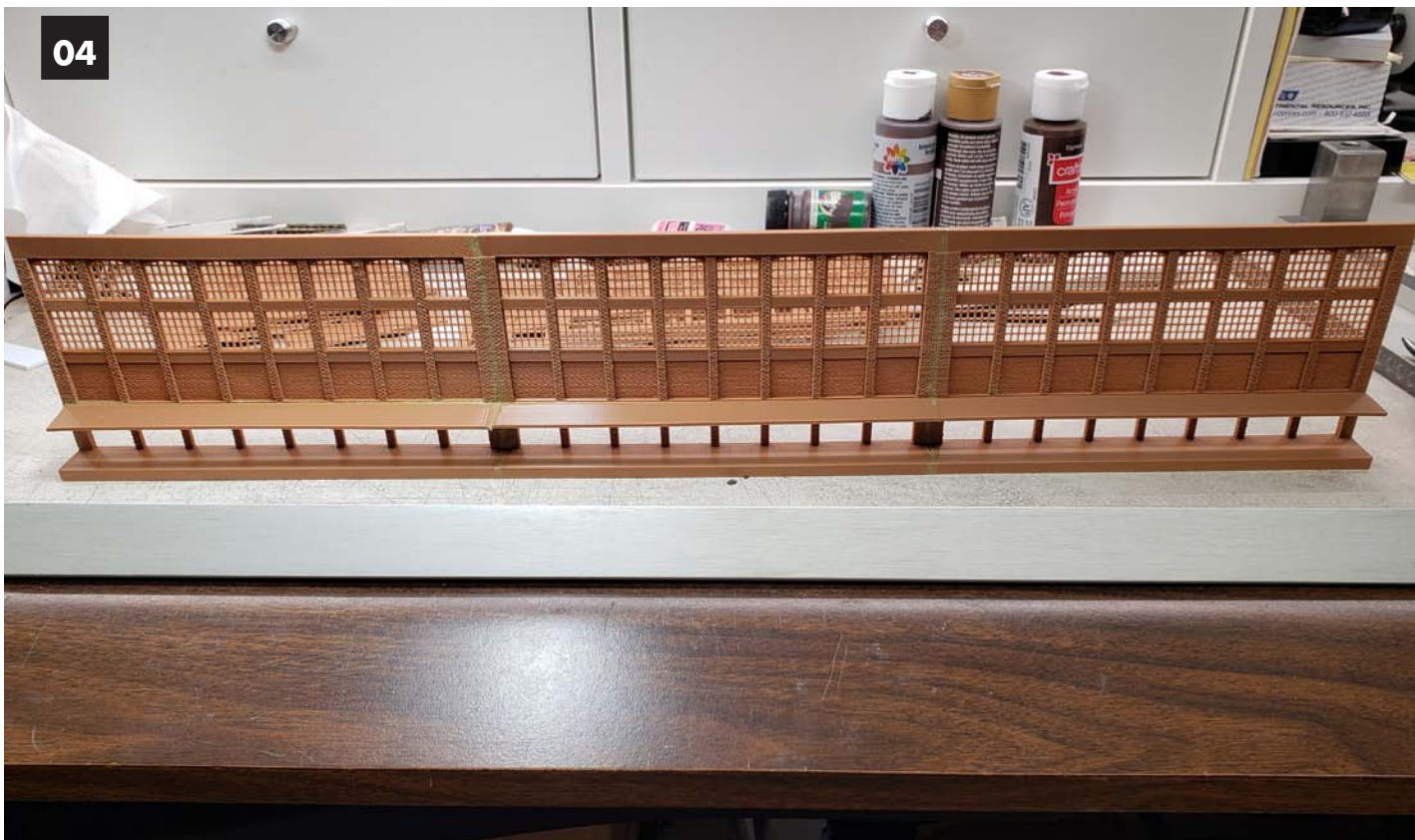


Image 04. I cleaned up the edges so they would be flush with each other. Then glued the three sections together. I used Flex-I-File Plast-I-Weld. It's the same as Tenax 7R. It made solid

joints in this material. It does discolor the plastic some. Not a problem though because it will get painted.

05



Image 05. My original plan was to cut a wall in half and use it for the ends of the building. However Eric said he could print

two half-length walls. You can see a few clamps holding it together while the solvent dries.

06



Image 06. A quick test fit to see how it looks on the layout. The size is impressive.

07



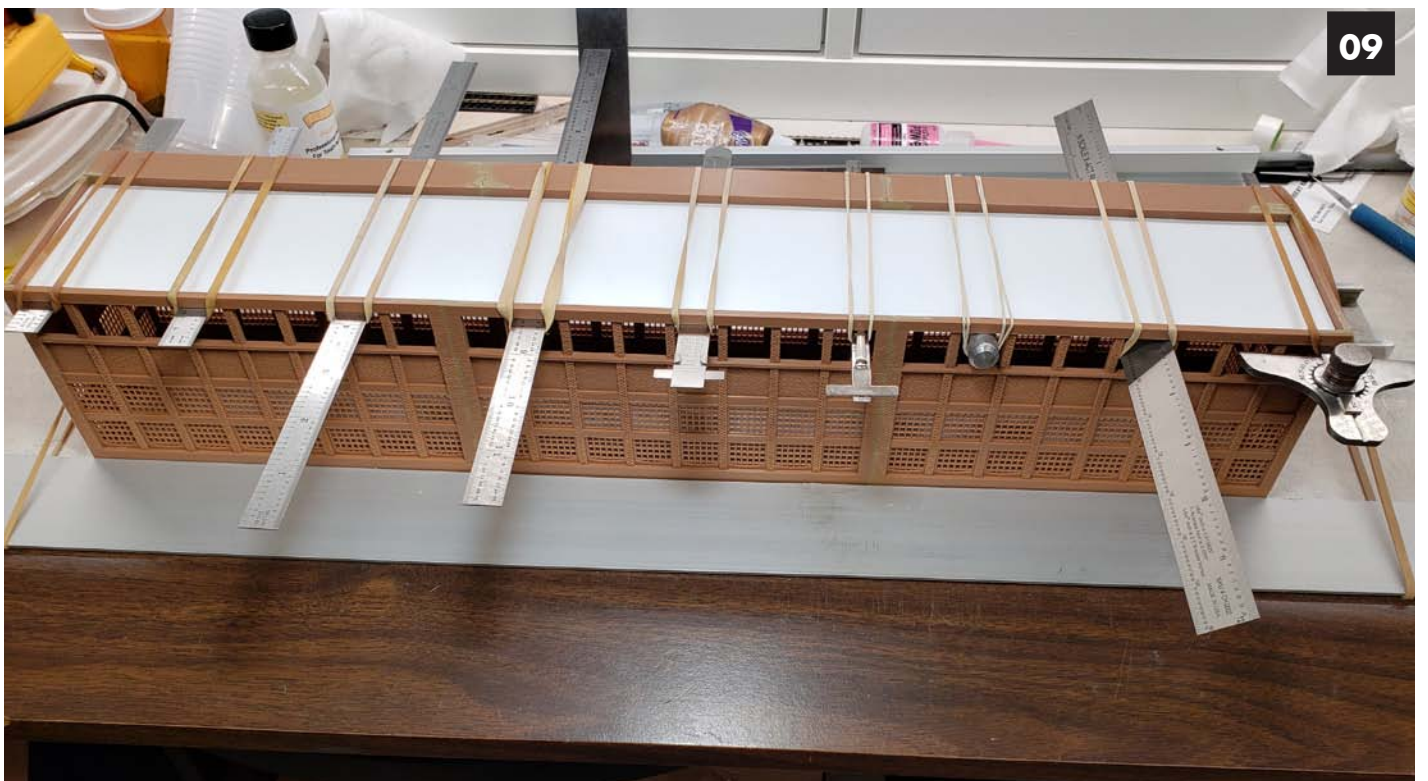
Image 07. A look at the dock side on the layout.



08

Image 08. A floor needed to be installed to keep the walls straight, for structural integrity, and so show there is a floor

inside. So I measured the inside dimensions and cut a piece of .040 styrene to fit.



09

Image 09. It is important to have the floor even with the bottom opening of the dock doors. I used most of the steel rulers I had (and a hobby knife handle) that would fit in the doors to

establish a plane even with the dock doors. I let floor rest on the rulers.



Image 10. I used an aluminum level and a piece of aluminum stock to keep the sides at the top of the building to straight.

I've never used so many rubber bands for a project before.



Image 11. .250" strips of styrene were glued to underside of the floor against the wall. This gave a better gluing surface to weld the floor to the walls.



Image 12. To provide structural integrity at the top of the building .125" x .250" strips were cut to the same width as the floor. They are spaced every 4 windows. They are even with the top of the walls.



Image 13. While test fitting the building on the layout I saw the floor was lower than the floor of adjacent boxcars by .250". So I needed to raise the building by .250". This was actually a plus

because now it would look like there is a foundation on the building. Here I'm test fitting .250" x .250" styrene strips on the base of the building.



Image 14. Spring clips do a good job holding the styrene strips while gluing. I made a point to avoid seams in walls coinciding with seams in the styrene strips.



15

Image 15. Another test fit to see how the floor lined up with the floors of box cars.



16

Image 16. I neglected to take pictures during the roof phase. Basically I was trying for a .5" overhang on all four sides. I didn't want any seams so I use a single sheet of .040 styrene cut 1" longer and 1.4" wider than the length and width of the

building. I scored the middle then bent it so it would break but not come apart. This leaves a "V" groove down the middle we'll fix a little later.

17



Image 17. While it would have been ideal to use a similar pattern material for the gables as the rest of the building I didn't have any. I certainly didn't want a wood look so I settled on this block pattern to make the gables. One advantage with this block pattern it was easy to determine the center. The gable is 26 blocks wide and 5 high at the peak. The angle of the peak came out to about 135 degrees.

Image 18. To increase the strength of the gables a scrap of styrene was added on the inside for rigidity.

18

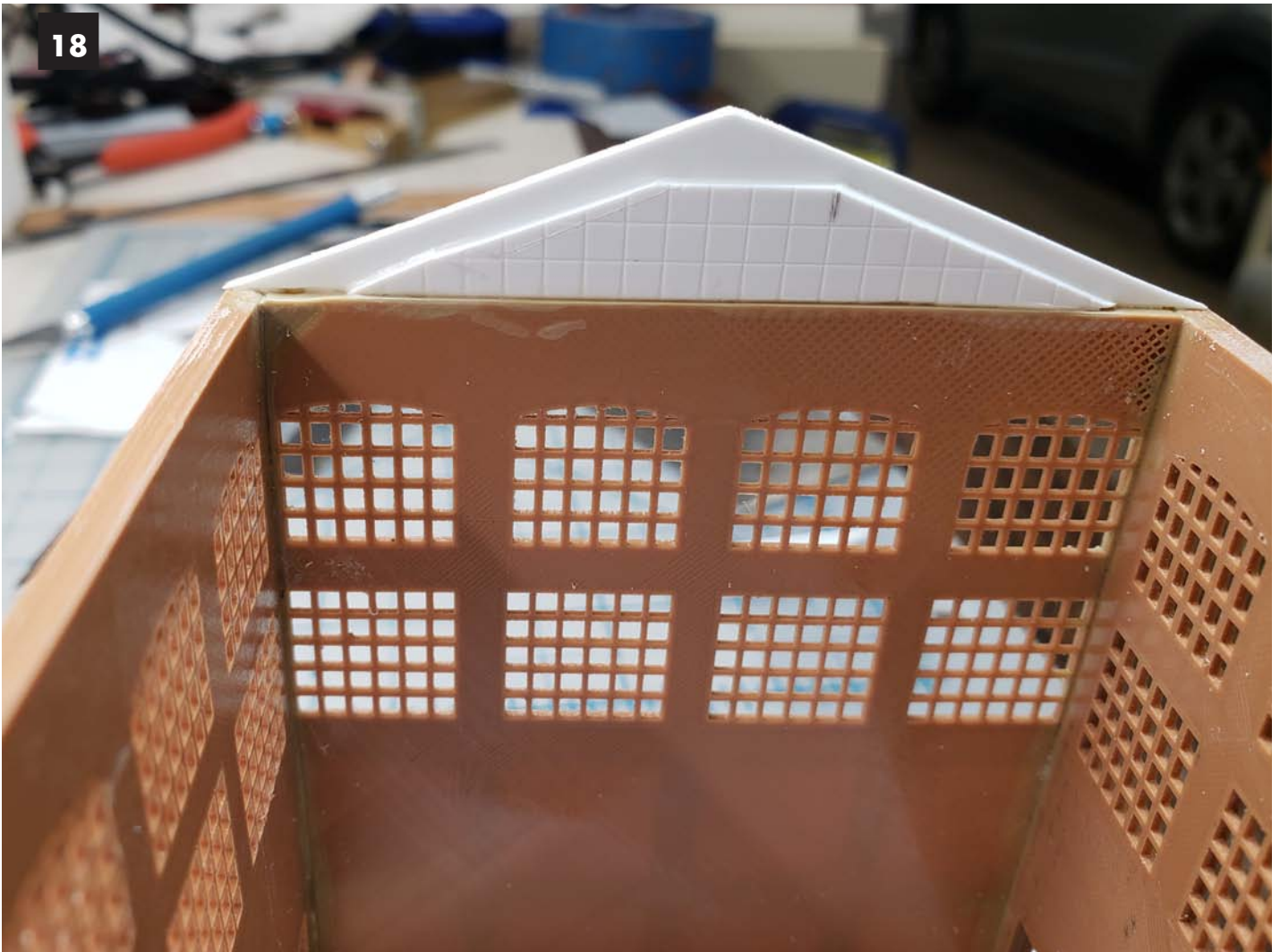




Image 19. Using the same 135 degree angle as the gables I cut several trusses or ribs to give the roof some structure and rigidity. Then glued them on spaced evenly. Some were a little

too wide and prevented the roof from setting down fully. Those were just trimmed back till it fit.



Image 20. There are a couple of scraps of styrene near the ends. These are there to be just on the inside of the gable so when the roof is set on the building it is always centered. Also you see some broken pieces of neodymium magnets glued to the inside of the gables. On the underside of the roof there are some washers. I didn't want to glue the roof on because I know I'll be detailing the interior later. But I did want it to fit snugly with no gaps. The magnets pull the roof down for a solid fit and yet its removable if needed. The piece of styrene over one of the washers is to keep the washer from contacting the magnet.

21



Image 21. The groove down the middle of the roof from scoring and bending is partially filled with a small (probably .020" x .020") strip. After laying it in the groove it filled it. Then a liberal application of solvent was applied. After that dried I scraped it with a hobby knife to remove any styrene that was higher than the roof line. It hid the groove very well.

22



Image 22. Going along with the magnet theme I like to place magnets in the corners of the floor of buildings. Then on the layout you can countersink flathead screws to coincide with the magnet locations. This helps pull the building flush with

the surface of the layout and holds it in place while allowing the building to be picked up if needed. Here I'm gluing magnets to a scrap of styrene that will be glued under the floor.

23

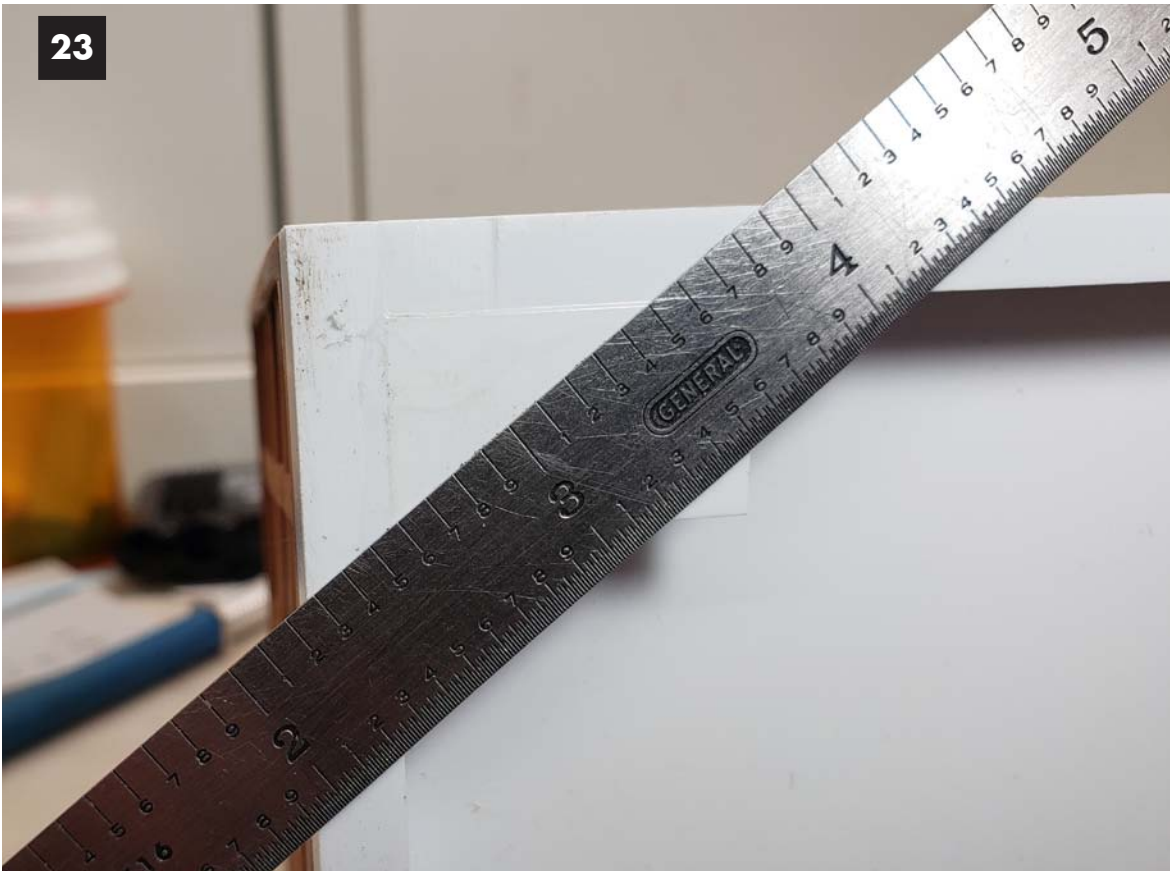


Image 23. Here is where the scrap of styrene with magnet is glued under the floor of the building. I'm using the steel ruler to insure the styrene is flush with the foundation.

24



Image 24. This is a view of one of the seams between wall sections. You can see the brick pattern doesn't flow from one wall to the other cleanly. Plus there is more of shine where the solvent rounded off the pattern. BTW when you really look closely it doesn't look like brick at all. But when you back off a few inches it does look like brick.

25

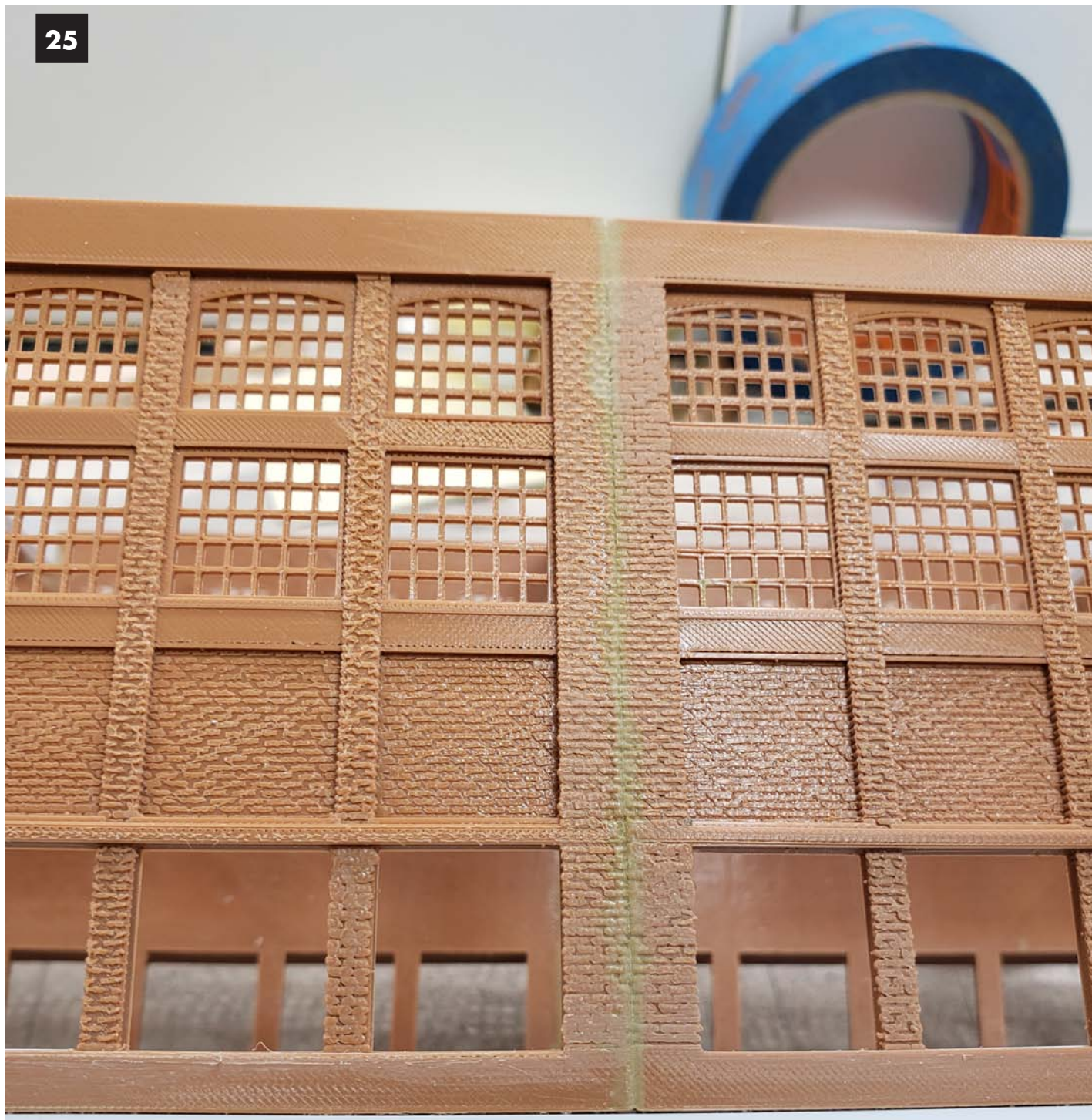


Image 25. I used a hobby knife blade to redefine the mortar lines at the joint. Then gave it a few strokes with a wire brush to take away the shine from the solvent.

26



Image 26. Now that most of the building prep has been done its time to hose it down with Tru-color matte concrete to even

out the assortment of colors like a primer as well as get the foundation and floor their final color.



27

Image 27. To protect the concrete color of the foundation and floor we need to mask them off.



Image 28. Now the floor and foundation is masked off.



Image 29. A lot of industrial settings as well as diesel engine cabs use this color green. I used Krylon Pistachio satin which gave me just the color I was looking for. Since then Tru-color has brought out Interior Green which is very similar. The intention here was to coat all the interior that wasn't masked.



Image 30. Now we mask off the interior walls to preserve the green.



Image 31. On the side with the loading dock we mask off everything except the awning over the dock.

32



Image 32. I wanted a “tar with rocks” look for the awning. Krylon makes a “stone fine texture” paint in charcoal color that does a pretty good job of providing that. With everything masked except the awning I just gave it one spray to get the

look. BTW while we have this spray can out spray the roof we built earlier. Then mist it with black to get a nice texture to what is now a black roof. (see image 35)

33



Image 33. Now it's time to mask for the brick color. So all the masking was pulled from the brick exterior and masking was put over the awning that was just painted.

34



Image 34. Tru-color "dark brick red" is what I used to paint the brick. It's a nice brick color.

35



Image 35. With all the masking pulled off it's looking good. You can see the texture on the roof from the stone texture paint

even though it has been misted with black to get rid of the white specks.



Image 36. A look at the “rail” side of the building. One thing that doesn’t look right is the muntins are the same color as the brick. However we do have affix for that.



Image 37. I couldn’t bear the thought of masking 112 window muntins for painting. So I tinted the muntins with Pan Pastels

black. The 2 left and top center have been done while the other 3 had not in this view.

38

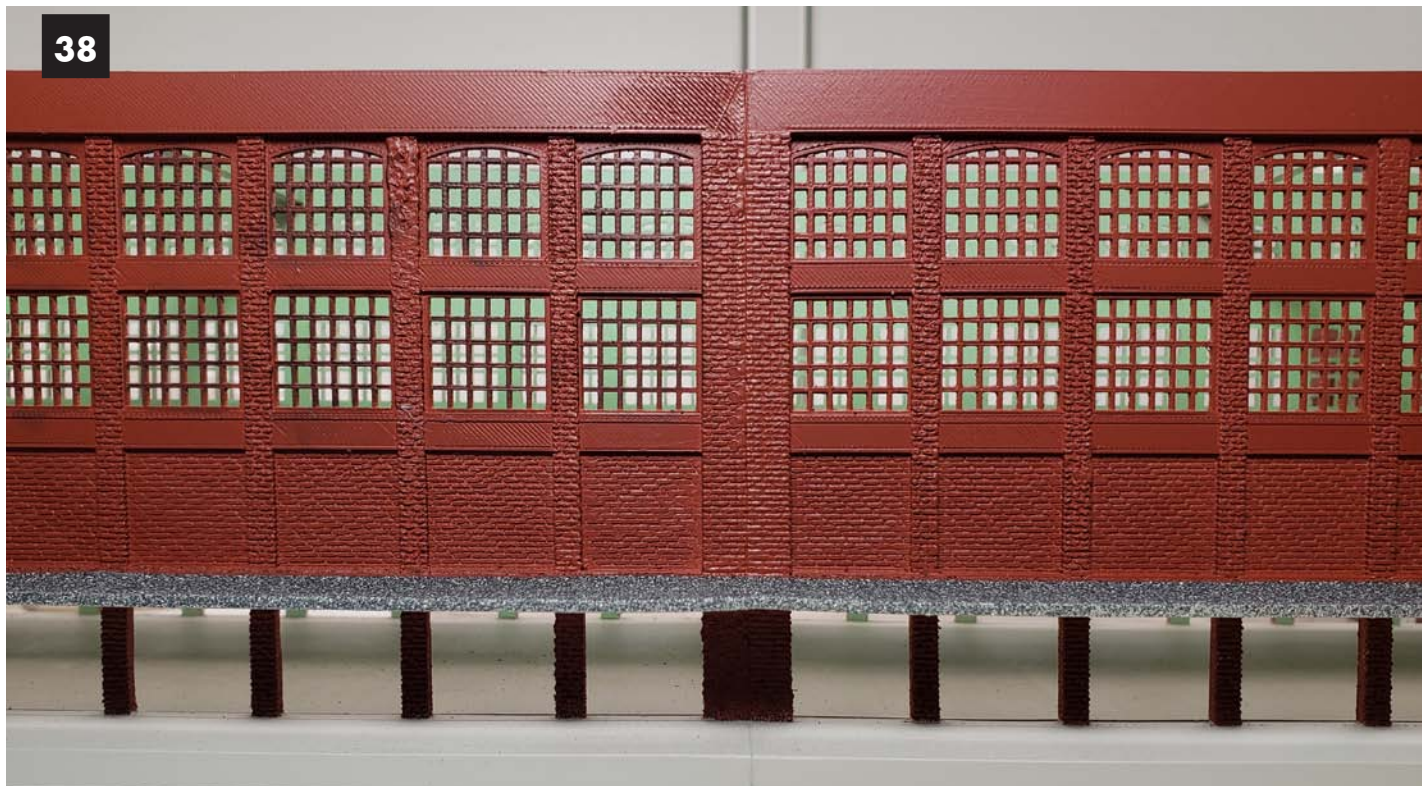


Image 38. Here you can see the left group have been tinted while the right group has not. I was trying to get an old iron look. Is it perfect? Not hardly. But it was relatively quick and

easy to do. Plus it does make the muntins look like they are a different color than the brick which was the main goal.

39



Image 39. Nothing looks like glass except glass. Plastic isn't flat enough to give the look only glass can. So I got lucky here. A complete uncut slide fits over 4 windows. My method is to

place the slide where you want it. Then put a drop of thin CA on the edge and let the capillary action pull the CA under the glass to hold it in place. Do this is on each side.



40

Image 40. I didn't get lucky here on the end walls. The slide was just a bit too long.



41

Image 41. So we need to cut a couple mm off. I placed the slide on the tacky side of a piece of blue tape. Then with a straight

edge and a scribe scored the glass where I needed it cut back to.

42



Image 42. With a pair of parallel jaw pliers grab the glass at the score and twist the pliers to snap the glass. This usually renders a straight break and no glass slivers.

43



Image 43. Here we see the doors that are now separate pieces. On the left is how they come. The problem is if you installed a floor you have to trim off the flange as shown on the right. An-

other great thing about separate doors is painting is a breeze and you can leave door open if desired.

44

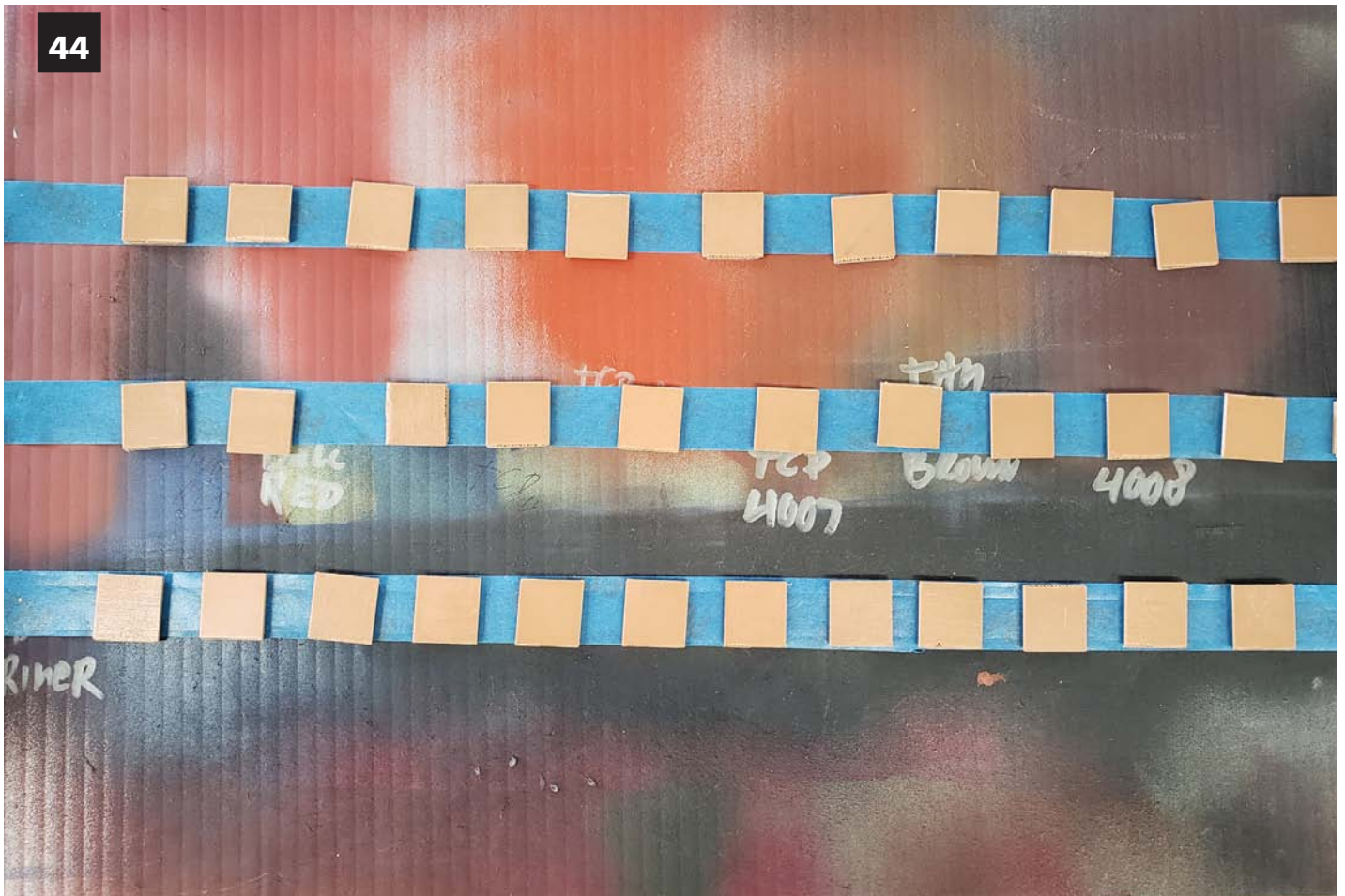


Image 44. Here the doors have had the bottom flange trimmed off. We want to paint the back side first using the interior green. After that dries flip them over and paint them the color

you want your doors. I used a Rust-Oleum camo green sold at auto parts stores.

45



Image 45. BTW one of every eight doors has a personal door. On those I painted the outside a flat white first. Then masked the door before shooting it green to make the door stand out.

Put a dab of Aleene's Tacky glue on the flanges to secure the door in the wall from the inside. I didn't plug all the doors in because I want to depict activity inside.

46



Image 46. On the rail served side I spaced the open doors to match a string of 50' boxcars.

47



Image 47. Here is a view of the dock side (dark side?). The dock is way too high for a truck or van. And the available area is rather short. We'll fix this.

48



Image 48. A parking area needed to be created. I wanted this to be bi-level. One height for delivery vans such as the CMW IH Metro van and another height for trailers to unload/load. Plus

I wanted inclined planes for foot traffic and hand trucks rather than steps.

49



Image 49. On the underside of the parking area I added a magnet at each end. This will be used to pull the parking area snug against the foundation of the dock. As I recall it was just .040"

styrene for the top surface with .125" strips for height on the lower surface and .250" at the end with the higher surface.

50



Image 50. A test of a CMW Metro van shows it's about the right height.

51



Image 51. On the other end the dock matches up with a box truck.

52



Image 52. Here we see both types of delivery vehicles parked at the dock. The dock was painted gray like the building foundation then weathered with Pan Pastels to look used. Note how the ramp is lined up with the personal door.

53



Image 53. An overhead shot. The ramp in the middle is also designed to give people the ability to go to the other level too.

54



Image 54. Here we see the magnets buried in the foundation. These are to hold the building down to the layout and parking area snug to the dock. An interesting fun fact is something

in the Pan Pastels black is ferrous. You can see where the left over powder on my work area has gathered round the magnets.

55

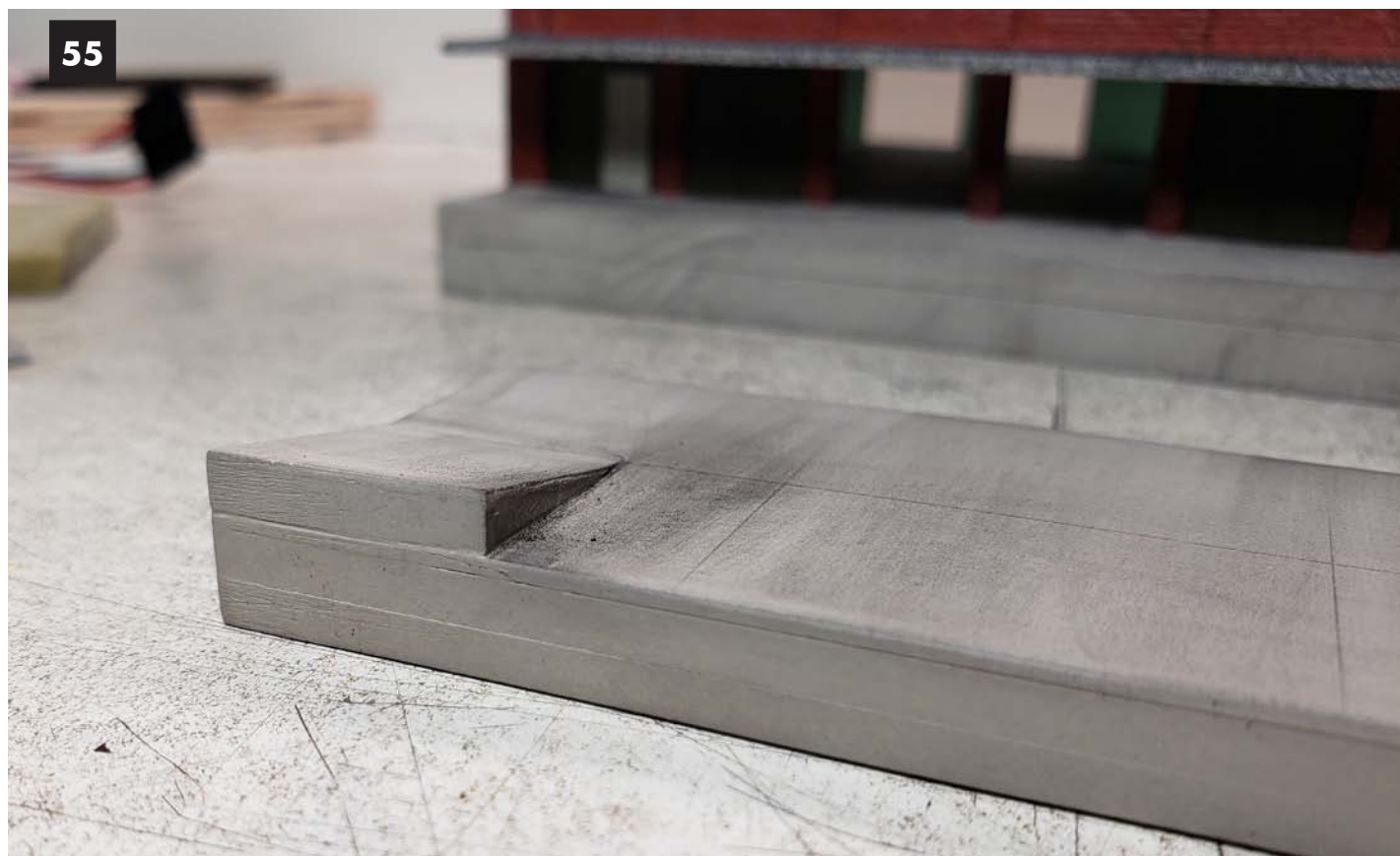


Image 55. Here is a look at what the ramps look like with weathering.

56



Image 56. Testing the dock for height for the delivery vans. When the building is planted with screws for the magnets

to pull to, the bottom of the dock and building will be snug against the layout.

57



Image 57. To bring the building to life there needs to be people doing “dock worker” type things. Preiser pallet jacks with Micro Engineering pallets are ideal for my dock workers to look

like they are busy. A hand truck or two also helps. This is the rail side of the building.

58

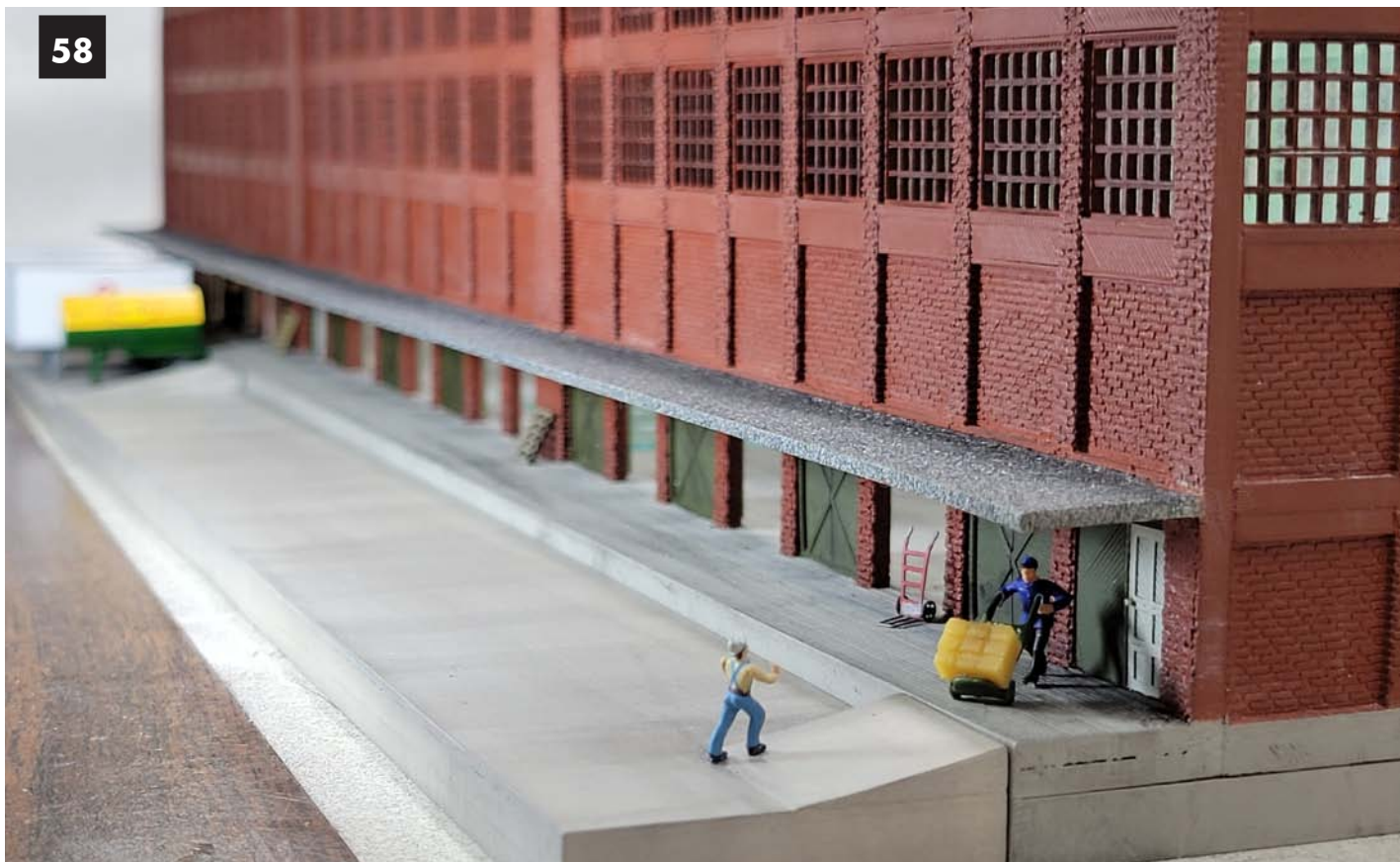


Image 58. The dock side didn't need as much detail because it can only be seen from the end due to a wall. So the detail needed to be "on" the dock as opposed to in the building. A

couple pallets leaning against the wall, a few workers doing things was enough on this side.

59



Image 59. The lower dock was designed for semi or bobtail type trucks. Due to the building being close to a wall I had to use these short trailers in lieu of 40' trailers. More on these in a later article.

60



Image 60. To fill out the lower dock I cut short a tank truck of milk. On the higher dock there are delivery vans at nearly every door loading for today's deliveries.



61

Image 61. These 5 trailers are going to be permanently parked so I used a dab of Aleene's tacky glue to secure them in place.

I found it nearly impossible to line them up when the building was on the layout.

62

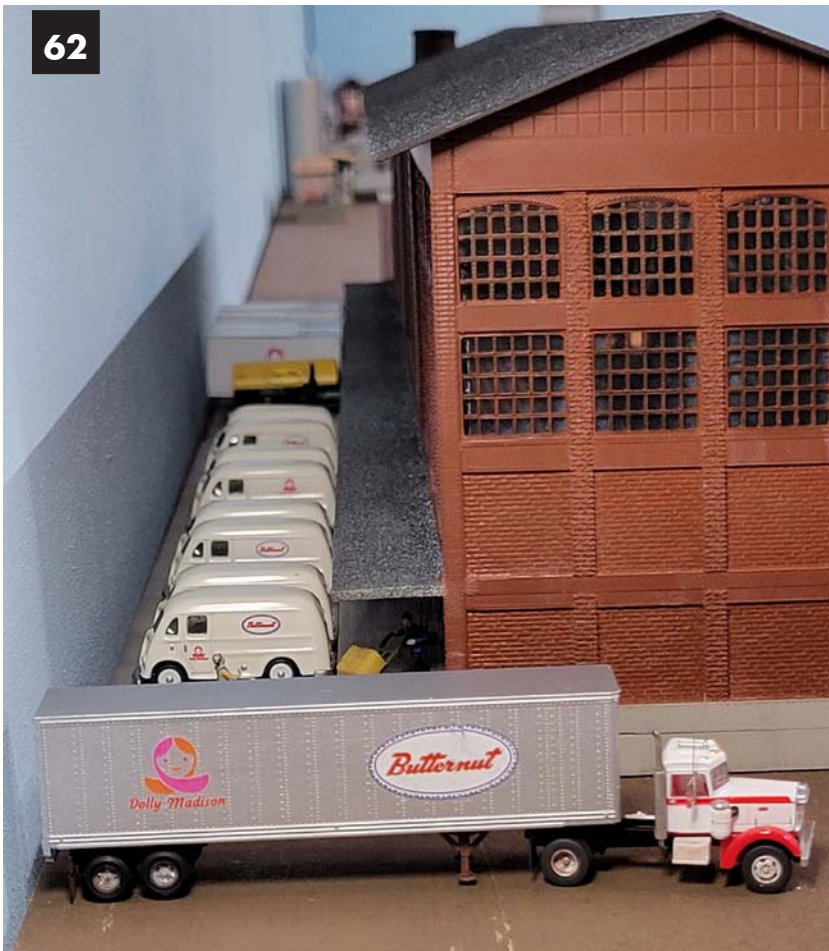


Image 62. This shows the limited space. However nothing suffers because what is important is depicted, the trailers and delivery vans.

63



Image 63. The rail side dock floor lines up perfectly. In the real world there would be a plate between the dock and the floor of the box car.

64

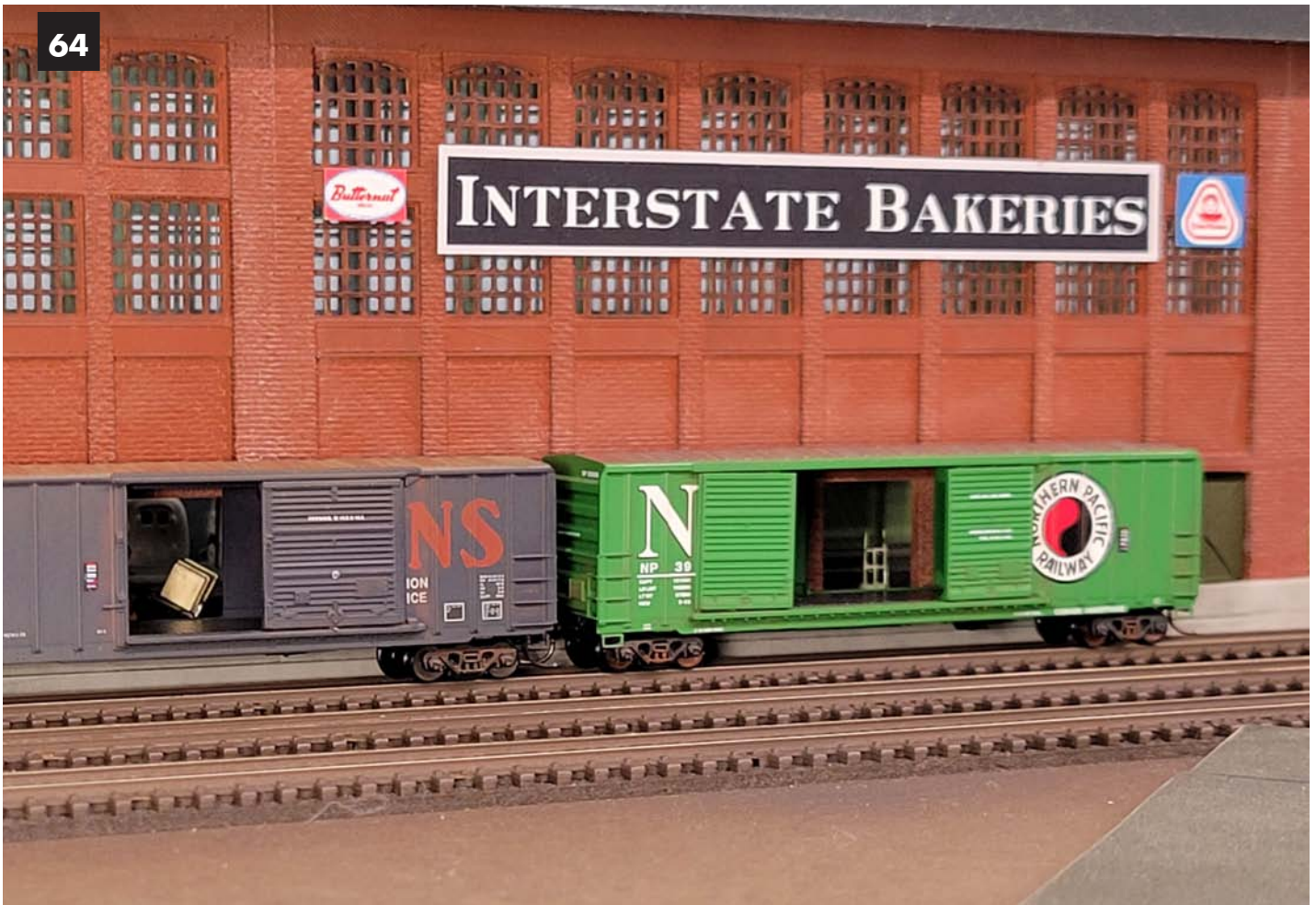


Image 64. It was intentional that the doors of the building that are open were spaced for 50' box cars.

65



Image 65. My layout is designed with operations in mind. So signage is important so the operators don't have to guess where cars are to be delivered. After digging around the internet I found some Butternut and Dolly Madison logos that were

appropriate for the early 70's. All these were printed on 65# matte paper. Double sided adhesive was placed on the back of the signs. Then the signs were stuck on the building. With space for fifteen 50' cars this will be a busy industry.

IMPROVING THE CMW

IH METRO VAN

By Kim Saign/ Images by author

00



I had been collecting the Classic Metal Works two pack of International Harvester Metro vans for a while. The set I was always on the lookout for was the white van and REA van. The white van specifically looked like the type of vehicle that could

be used for bread or milk delivery. REA vans could be nearly anywhere on a layout so it was a great two pack. However the models just didn't look that good. So I wanted to improve them before placing them on the layout. Here we see three vans after being improved.

01



Image 01. For comparison here are a couple vans. The one on the right has been improved. The one on the left is fresh from the package. The most offensive issue is the wheels. Initially I was thinking about replacing the wheels. But there were 56 wheels to do and no really good options. After looking at pic-

tures of the real thing I realized the wheels were OK. It was just the paint on the wheels that was unsatisfactory. The paint was over sprayed on the tires and the hub cap was the same as the rim color.

Image 02. The way to fix the paint issues is to put the wheels in a drill chuck and “true” the paint. Here we see a wheel chucked up before any trueing. As you can see there is considerable over-spray on the tire.



Image 03. With the wheel spinning in the chuck it's easy to scrape away the excess paint.

04

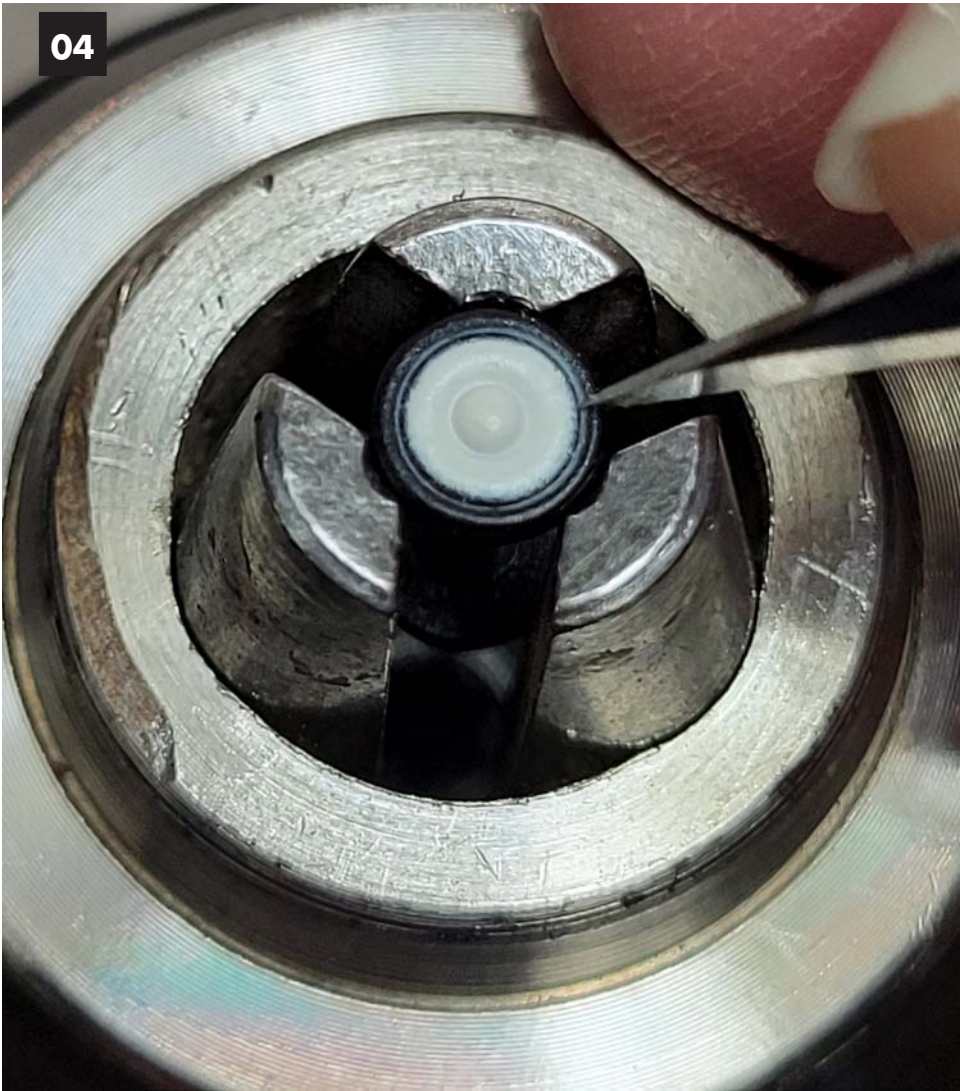


Image 04. As the chuck/wheel combo spins use a hobby knife to true the paint. Start with the point of the blade in the groove where the rim meets the tire. After clearing the paint from that groove move the blade so the side of the tire gets scraped too.



05

Image 05. Now the painted rim is round and crisp. Plus the tire is larger looking like it should be. A side benefit is the tire no longer has a sheen like it originally had.

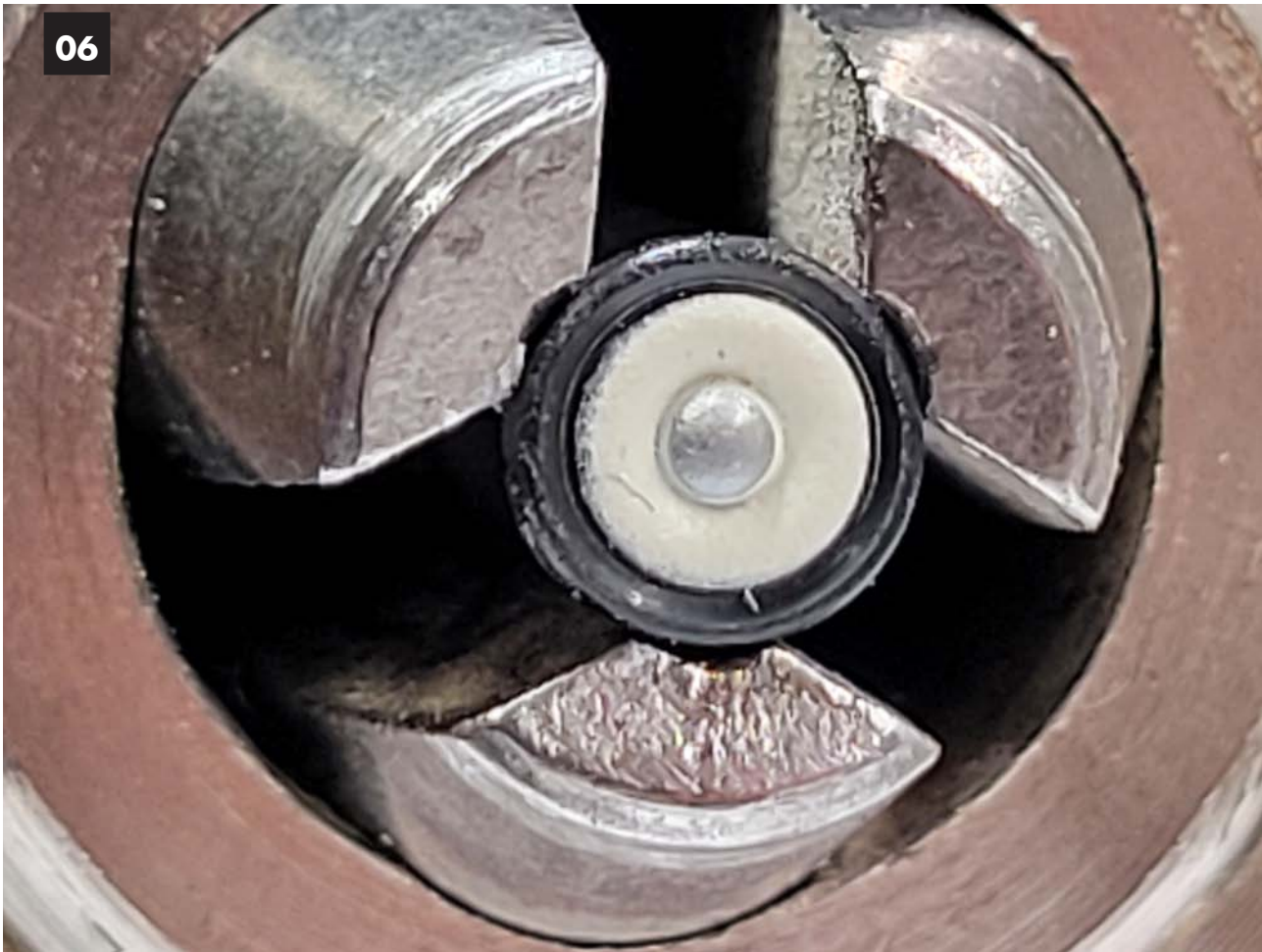


Image 06. While you still have the wheel in the chuck use a silver Sharpie to paint the hub cap. Doing it while it is spinning

insures the hub cap will be round too. See image 1 for a comparison of the difference of before and after truing wheels.



Image 07. Now that we've conquered the wheels lets improve some other areas. To get inside of the van we need to lightly drill out the "rivet" holding the floor to the body. Use a #36 bit

for this. Use a hand drill so you can control the depth of your drilling.

08



Image 08. Using a small flat blade screwdriver attempt to pry the floor off the body. If it doesn't come easily drill a little more till it does come off easy.

09



Image 09. With the floor removed we see the plastic interior insert.

10

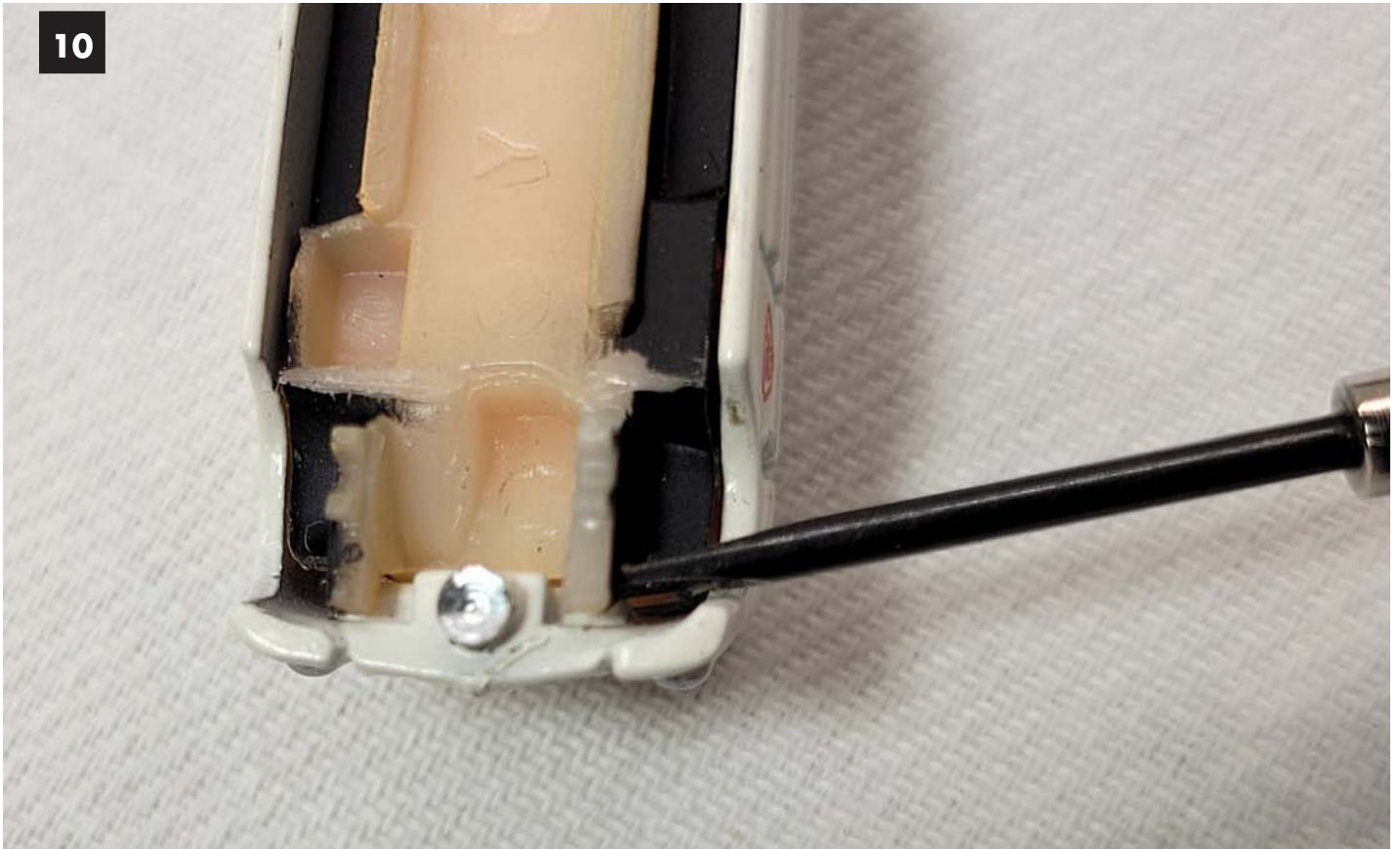


Image 10. Pry the interior insert out.

11



Image 11. The glass is also riveted in.

12



Image 12. If you're planning to paint or flat finish the body drill out the head of the rivet for both pieces of glass. Be careful to

not drill too deep. We're only trying to remove the flange holding the glass on.

13

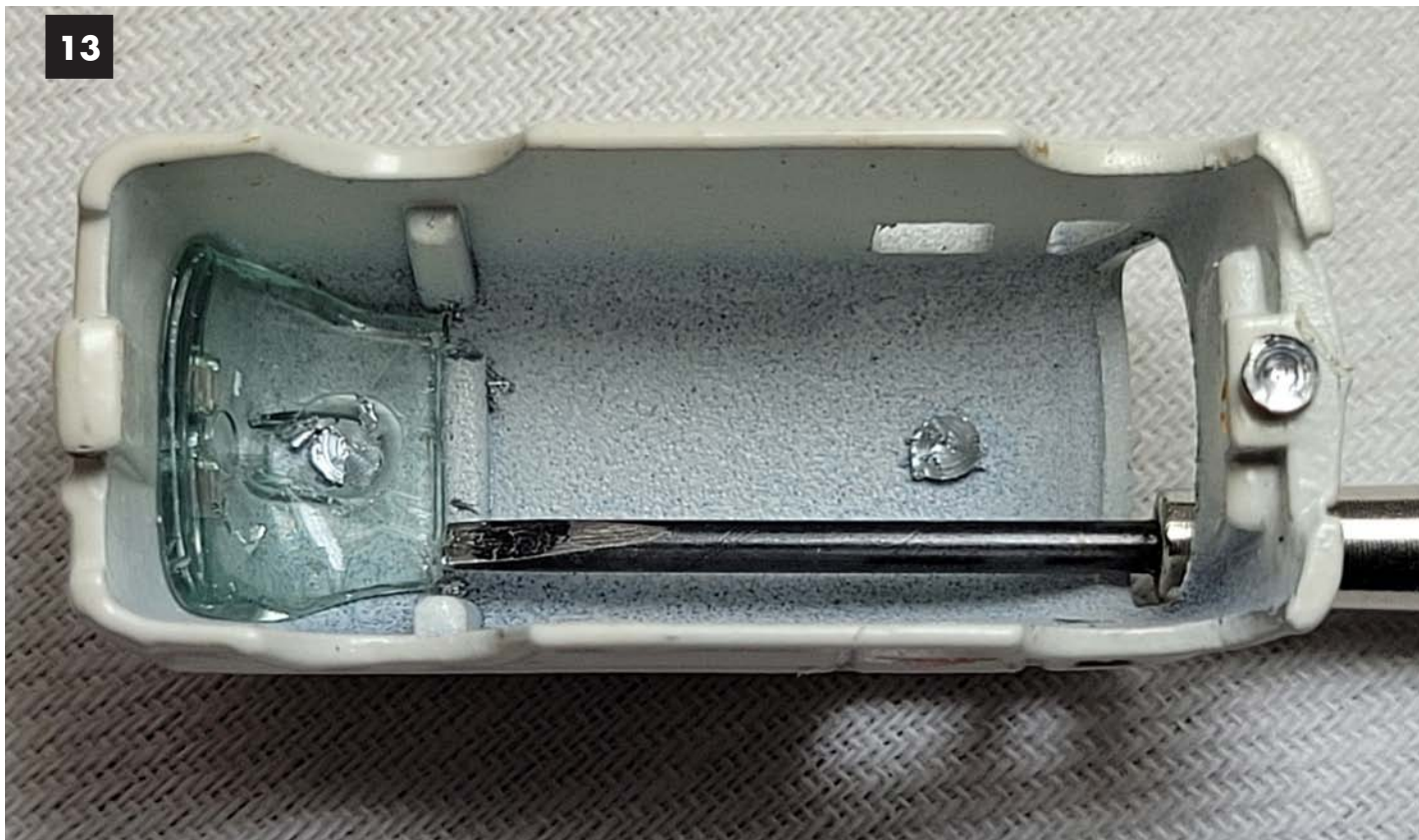


Image 13. Gently pry the glass off the rivets. If it doesn't want to come off drill the rivets a little more. If you're going to paint

the body. Now you can do so without worry of getting paint on the glass.

14



Image 14. When viewed from the back the tab sticking below the bumper is a visual distraction.

15



Image 15. Color the tab with black or silver. Black hides the tab. Silver would make it look like part of the bumper. While you have your pens out touch the hinges with gray or a rust color to make them stand out and break up the all one color back end.

16



Image 16. Now the tab is out of sight.

17



Image 17. Now let's give some character to the interior. I used a Sharpie to color the dashboard black as well as the steering wheel. The dash was colored too. Some with red, some with

gray. Then I cut small pieces of a white post-it note and stuck them on the dash to simulate paperwork laying on the dash. There wasn't enough room to try to cram a driver inside.

18



Image 18. The painted dash and paperwork are clearly visible through the front window.

19



Image 19. Reassemble the van. Use a small amount of Aleene's glue to secure the windows if you removed them. The interior will press fit in so no need to glue it.

20



Image 20. Put a small amount of Aleene's Tacky glue on the post before placing the floor back on the body.

21



Image 21. Reinstall the floor then let the glue dry for a while.

22



Image 22. After the improvements I decaled the fleet for Butternut Bread and Dolly Madison snacks. Color me lazy but I placed the decals right on the factory finish and didn't clear coat them either. They are holding up just fine. I had been stalled on the decaling of these vehicles for many years until I met somebody that could create the artwork and have decals

made. I tended to use either Butternut on the door and back door with Dolly Madison on the side. Or the opposite with DM on the door and back door with Butternut on the side. Having these decaled really makes it seem like a cohesive scene and industry. The decals were also used on some semi-trailers too.

23



Image 23. A long time ago I built this brass kit. Didn't know what I would do with it at the time. But now it's used as a shack for each delivery driver to check out at after loading his

van for the day's deliveries. The semi is empty coming in to pick up product.

MAKE A

SHORT TRAILER

By Kim Saign/ Images by author



00

This was the dilemma. I wanted to represent 40' trailers at the dock of Interstate Bakeries. But due to the dock side of the building being 2" from the back drop there was insufficient space for a full size trailer. I was thinking I'd have to cut some Trainworx trailers to length for this purpose. Then while using

an Athearn bobtail truck to determine the correct dock height it dawned on me the box from the Ford C cab trucks was just the right size without any cutting to length. However I didn't want to chop up truck frames either. So I needed to come up with a way to put wheels and landing gear on them so they look "right". Here we see a worker pushing a pallet jack into a trailer.



01

Image 01. I had plenty of spare Trainworx landing gear in the retracted position so decided to use them for the landing gear. Two holes were drilled for the pegs to fit into.



Image 02. For this project the wheels will only be viewed from the side. So that opened up the choices available. The wheels on the short Atlas trailers that come attached to some of their flat cats have nice detail when viewed from the side of the wheel. When viewed from the tread side they look like a single tire that is double width. The axle is huge also. That view won't be visible for this project so they were a perfect choice. To get rid of the shine I painted them flat black.



Image 03. For visual interest I dabbed the hub with a silver Sharpie (right wheel). Then used some rust color powder to tone it down (left wheel).



Image 04. The wheels are then glued right to the underside of the trailer.

05



Image 05. Here is a comparison of before and after for the trailer.

06



Image 06. To give some personality to the trailers I decalced them to be company trucks for Interstate Bakeries.



07

Image 07. With a spot of glue on each wheel to keep them in place these trailers were lined up with dock doors to spend the rest of their life being loaded, or maybe unloaded.

TRAVEL GUIDE N EVENTS

2022 JUN 14-19 TN Nashville.
28th Annual National N Scale Convention
Registration opens December 06.
<https://www.nationalscaleconvention.com>

2022 SEP 10-11 UK Altona
2022 International N Gauge Show at Warwickshire Event Centre, Nr Leamington Spa
Visit: www.ngaugheshow.co.uk

2022 SEP 16-18 PA Altoona
The 2022 N-Scale Weekend™ at the Blair County Convention Center. Visit: [HTTPS://WWW.N-SCALEWEEKEND.COM/ABOUT-THE-SHOW](https://www.n-scaleweekend.com/about-the-show)

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

N HORIZONS

Music City Express THE RHYTHM OF THE RAILS

How in the world could we go to Nashville, The Music City, and NOT have a featured commemorative of some of the most iconic Music Machines that power much of American music?

What you see here is a 5 car set that showcases 5 of the most influential guitars that sing the songs of our people, played by some of the greatest and most revered musicians on the planet.

Ride along with us on this journey of the mythical Music City Express, and listen to the Rhythm of the rails. Railroads are all about rhythm, and the music of the rails is embedded in the DNA of music. Whether you "hear that lonely whistle" or you are waiting in Chatanooga on "track 29" you have to hear the music in your head.

Celebrate the music of America with this extremely colorful and extremely limited 5 car set.

Two ways you can purchase—pay a little bit now and the rest later, or pay it all now, and get a very substantial discount. Either way, you can't miss the train that is rocking the rails!



The Ryman Auditorium, Home of the Grand Ole Opry

From the N Scale Enthusiast and Micro-Trains.

SEE YOU NEXT ISSUE!