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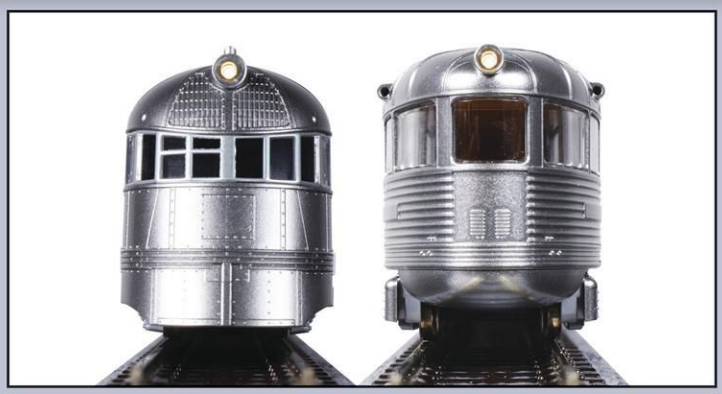
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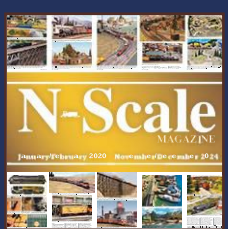
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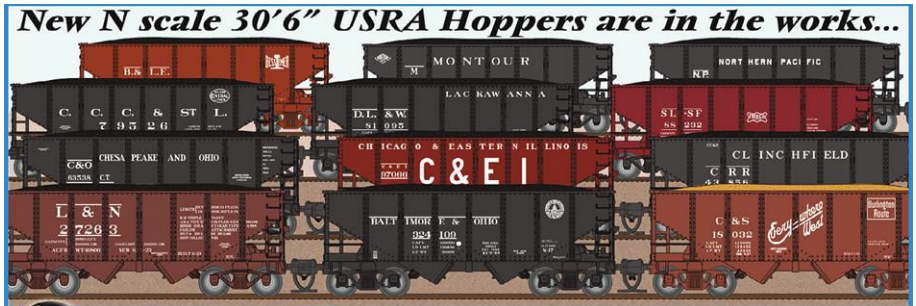


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Volume 38 Number 4
July/August 2026

N-Scale



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On the cover: What makes for a plausible train in some particular era and in some particular area of the country? Here, a mixed train on Dan Lewis' North Montana Line features three box cars. Their construction and color immediately suggests the 1950s, but why is this so? Dan Lewis' article *Building A Plausible Freight Car Fleet* will offer some tips for plausibility, starting on page 12.

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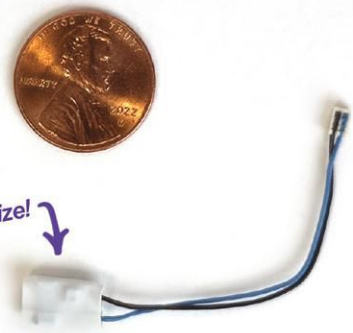
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EDITORIAL

The July/August issue always brings me back to where it all began when the first issue of *N-Scale Magazine* was released in the summer of 1989. The long hours required to launch a new magazine, wondering where it all would end up, and here we are 37 years later, still going strong. I will always be thankful for being a part of that very first issue, helping to design the magazine, calling hobby shops, selling advertising and the day to day work to make it all happen. Some of you have been with us since that first issue. When we come across those first subscribers while entering their renewal, we always pause and are so thankful for your support, almost 40 years later. To the new subscribers, and everyone along the way: my sincerest thank you. We couldn't do this without all of you. To the advertisers: thank you for your loyalty and allowing us to share your products. And to the hobby shops: your continued support is immeasurable.

As we move into the warmer days of summer, many of you will be going to a convention or two, or maybe you will be going on an adventure, following the Union Pacific's Big Boy No. 4014 through the countryside. We'd love to see your photos and hear your stories. Where were you able to see the world's largest operating steam locomotive, weighing 1.2 million pounds and 133 feet long?

This issue shares the project recap from Dennis Murphy on Woodland Scenics' Scenic Ridge Layout Kit – his ups and downs on the project, what went well, and what didn't go so well for one reason or another. I hope many of you were able to follow along and build your own Scenic Ridge layout kit. Please share your photos with us. We'd love to see them and learn how your project went along the way.

Dan Lewis is featured on the cover, *Building a Freight Car Fleet*. Dan shares some tips and thoughts, "whatever industries one models or intends to model will, to a large degree, dictate the kind of freight cars you need to build into your fleet." I hope you enjoy it. The September/October issue will feature Part two, where Dan will share how railroading has changed since the so-called golden era. It is always a pleasure to share his modeling, excellent photography, attention to detail and amazing layout. Thank you Dan for your support to *N-Scale Magazine*.

With the Woodland Scenics' project complete, we look to the next project and what that will be. We are always looking for something new to share, and we found it. This new series will be a bit different, and is being hosted by Mudd Creek Models: A Small North East fishing port in the 1930s by Dennis Murphy, where he will be building a new display to feature Mudd Creek Models' Wayman's Shipping – #MCM-030, Chrissy's Cove – #MCM-012, Ronnie's River Repair – #MCM-005, Jacobs Smokehouse – #MCM-023, and Kruiswyk's Clam Chowder – #MCM-052 fine laser-cut, wood craftsman kits. I hope you will follow along with Dennis once again and share in the fun. Send us your photos, email your questions, and let us know what kit you will be building along with Dennis. Maybe all of them.

We have recently updated the look of *N-Scale Magazine*'s website. You will notice some new features and design changes when going online to renew your subscription (either print, digital, or both), entering a new subscription, ordering the CDs (with 7 volumes available, covering 1989-2024, each featuring an index), or logging in to your digital subscription. It is very clear, concise and easy to use. We are here with any questions you have at *info@nscalemagazine.com*

Thank you for your continued support. Wishing you all the very best. Have a wonderful summer.

Pamela

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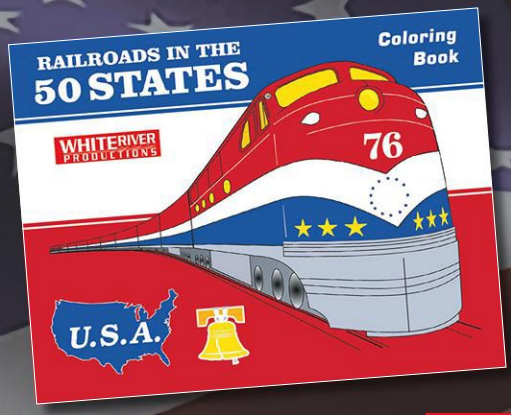
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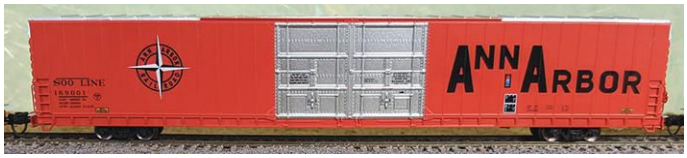
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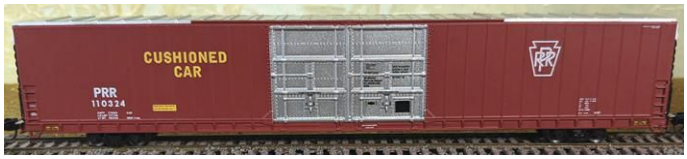
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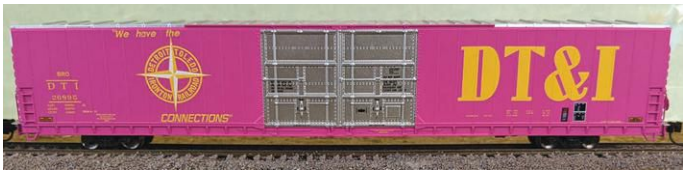
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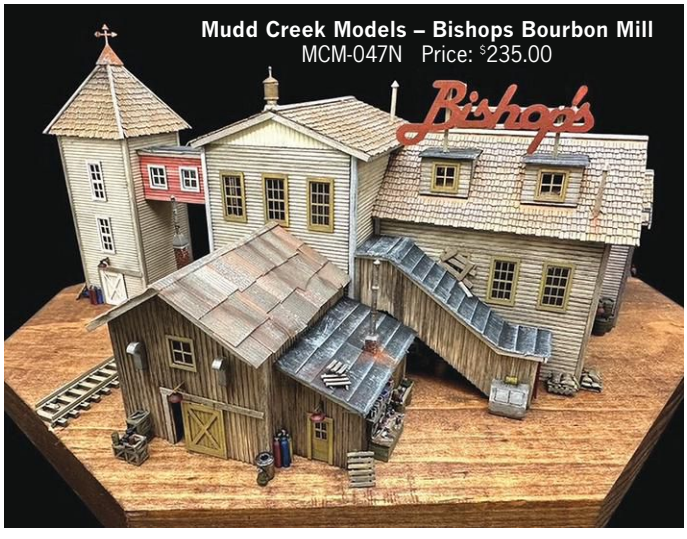


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BUILDING A PLAUSIBLE FREIGHT CAR FLEET



Part 1

by **Dan Lewis**

Photo 1: This is my staging set-up prior to a recent Op Session. On the lower level, you can see a variety of typical freight cars for the early 1950s, including a coal drag on one ladder track, as well as mill gons, covered hoppers, and reefers on tracks farther back. On the upper level is a string of boxcars and flatcars.

When one first becomes involved in the fascinating world of model trains and embarks on that multi-faceted task of constructing a layout, worrying about building a credible freight car fleet is about the last thing on one's mind. At least it was for me. I bought freight cars because I liked their shape or their paint scheme or their reduced price at a train show or any number of things. It was not until I began moving closer toward the prototype that I began to consider what kind of freight cars I ought to include for my railroad. Today, I model a specific fallen flag, the Milwaukee Road in central Montana, but even when I was free-lancing, it slowly began to dawn on me that plausibility with respect to my selection of freight cars was an important factor for imitating realism. Now, if one doesn't care if he or she is running a 1930s box car next to a deep well container car, but is still having fun, then so be it. Enjoyment, not anal-retentive obsession, is what this hobby is about. We don't make our living at this!

However, I discovered that fun comes with varying definitions, and what once was fun began to change as I became more aware of how real railroads operated. In time, it wasn't

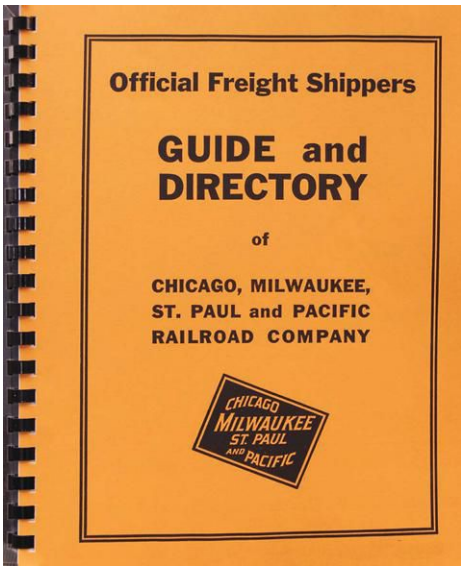


Photo 2: One of the benefits of belonging to a railroad historical society (I belong to the Milwaukee Road Historical Association) is gaining access to specialized material, like this shippers' guide, which I acquired from a fellow-member. This has been one of the best resources over the years for determining what industries should be modeled on my layout, which in turn drives the kind of railcars I acquire.

as much fun to see a truss-rod wood-slatted boxcar coupled to a modern mechanical reefer with no roof walk, because it no longer looked right. The collision of eras was jarring. Gradually, I decided to approach freight car purchases with a bit more discernment concerning type, era, region, prototype, and so forth. What I discovered was that this was a new kind of fun, and in fact, more satisfying.

Hence, if you, like me, are considering what goes into building a credible freight car fleet, here are some tips that might help.

Shippers and Receivers

It probably should go without saying, but must be said anyway, that whatever industries one models or intends to model will, to a large degree, dictate the kind of freight cars you need to build into your fleet. A number of years ago, I was privileged to acquire an "*Official Freight Shippers Guide and Directory for the Chicago, Milwaukee, St. Paul & Pacific Railroad Company*" (***Photo 2***). This publication listed the various customers who shipped and received goods on the Milwaukee Road, categorizing them into broad categories, such as, Agricultural Implements, Bakeries, Banks, Bottling Works, Brick Works, and so forth. In each category, the various shippers and receivers were listed by state and then by city or town. Out of this resource, I was able to find the major shippers and receivers on the Milwaukee's Northern Montana Line, the line that I chose to model. I constructed my railroad with these various shippers and receivers in mind, doing further historical research to discover period photos (if existing) and something of the history behind them (***Sidebar***).

Knowing this sort of information was a huge first-step in deciding what kind of freight cars I should choose. In



Photo 3: Plausible freight cars on your layout derive from what is typical in your era, such as, this time freight with mostly boxcar red paint schemes, which dominated fleets in the 1950s. At the stock yard, you can see one railcar with a green scheme, but such colors were more unusual in the middle of the last century.



Photo 4: Two MILW switchers team up to work the industries adjacent to Lewistown Yard: Courtney Livestock, Wheatland Lumber, and the Howard A. Bliss Company. I had discovered the names of these industries and the fact that the MILW served them, since they were listed in the shipper's guide. However, I had no photographic references for what these places actually looked like in the early 1950s. The industries had to be free-lanced, but at least the types of cars needed for them were more-or-less obvious.

the end, I realized I needed an assortment of boxcars, flat cars, refrigerator cars, gondolas, covered hoppers, and above all, stock cars. Since I follow a specific prototype, I was able to select the sorts of freight cars that would be appropriate (***Photo 3***). However, even if you are a free-lance modeler, as I was at first, following no particular prototype, or even if you only lean toward some prototype, but do not follow it religiously, it still will make your layout more plausible if you fit your freight cars to the industries you model (***Photo 4***). It's no good buying a bunch of coal cars if there is no coal mining industry to produce coal and no industries for them to serve. The same could be said for reefers or gondolas or covered hoppers.

SIDEBAR

Here are some of the industries I discovered in the MILW's "*Freight Shippers Guide*" for the towns I model in central Montana. Once the industries were selected, fitting freight cars to match followed naturally:

Harlowton
- Tuckey Livestock (stock cars; boxcars)
- Montana Flour Mills (boxcars with grain doors; covered hoppers)
- Courtney Livestock (stock cars; boxcars)
- Wheatland Lumber (boxcars; flatcars)
- Howard A. Bliss Co. (boxcars)

Lewistown
- Lewistown Brick & Tile (boxcars; flatcars; gondolas)
- Finkbeiner Elevator (boxcars with grain doors; covered hoppers)
- Montana Elevator (boxcars with grain doors; covered hoppers)
- Lewistown Hide & Fur (boxcars)
- Amundsen Implement (boxcars; flatcars)
- Gamble Robinson (boxcars; refrig. cars)
- Montana Livestock (stock cars; boxcars)

Hanover
- U.S. Gypsum (boxcars; flatcars; gondolas)
- Portland Cement (boxcars; covered hoppers)
- Teton County Livestock (stock cars; boxcars)

Great Falls
- Pacific Hide & Fur (boxcars)
- Anaconda Wire (boxcars; flatcars; gondolas)
- Falls Iron Works (gondolas)
- Langman's Livestock (stock cars; boxcars)

Eventually, I built models for all the above industries, but most importantly, I was able to build my freight car fleet intentionally, rather than haphazardly.

Locale

Where you model is nearly as important as what you model. While it may seem that the part of the country where you locate your layout has little effect on what freight cars you choose, in fact it plays a significant role. If you are in the Appalachians, you'll likely need a lot of coal cars, whereas if you are in the western states, you may need more stock cars (***Photo 5***). Southern California features long reefer blocks, especially those long strings of reefers headed to the eastern markets. Cities like Pittsburgh, Cleveland, Detroit, and Chicago have huge steel industries, and if your layout is even near them, you'll probably see coil cars, coal cars, and gondolas filled with scrap metal. The granger railroads scattered over the great plains will have an abundance of covered hoppers for grain transport, or if you model an early enough period, boxcars fitted with grain doors. Along



Photo 5: I probably use more stock cars on my Montana layout than most modelers, due to my locale. The larger number are MILW cars, but I also have stock cars from other western lines, like these two UP cars getting ready for loading.



Photo 6: The two DAFX cars belonging to the Air Force are coming up the line to Malmstrom Air Force base. Had I not done my homework, I probably wouldn't have acquired them, since I wouldn't have realized that such cars were often in freight consists in and out of Great Falls.



Photo 7: MILW Time Freight 163 is arriving in Lewistown with a string of covered hoppers. Since this is a northbound train (west by Timetable), these hoppers will be empties and will be dropped off at various elevators along the line for loading grain. Hoppers come in a variety of body styles, and these are some of the early, 2-bay cars with drop bottoms and BLT dates in the 1940s.



Photo 8: Truss rod cars were much too old for interchange service by the 1950s. However, a handful of such cars could still survive on the home road so long as they didn't interchange with other railroads. This one, BLT around 1900, is one of them, featuring a wooden undercarriage, and I have a couple of them hanging around, though they are on their last legs.



Photo 9: Here is a good example of an interchange. There are five tracks in this view, the nearest being the spur to the Gallatin Elevator, the middle two with brown ballast being the MILW mainline and siding, and the farther two with gray ballast belonging to the Great Northern Interchange. Cars of virtually any kind can be found on interchange tracks. Here, an auto-boxcar, a covered hopper, a flat car, and a stock car await transfer from the GN to the MILW near Spring Creek Junction.

the Texas gulf coast, oil has been and remains a major feature.

Hence, it will be to your advantage to give some serious thought about where to locate your railroad, and this is equally true even if you are free-lancing. The part of the country you model and what freight cars you choose with which to populate your fleet will go a long way toward plausibility.

Occasionally, you might stumble into an unexpected industry that will generate traffic you didn't anticipate. This was certainly the case for me in modeling central Montana, and it concerned the Malmstrom Air Force Base near Great Falls. Amidst the expected clusters of boxcars, stock cars, and covered hoppers filling out the regular consists of the MILW time freights in central Montana were also regular military shipments, which in turn merited adding some military cars to my fleet (***Photo 6***). During the cold war, the underground silos around Great Falls were filled with minuteman missiles that came up the line to Great Falls on the Milwaukee Road. So, you never know. You might find a shipper or receiver in your part of the country that comes as a pleasant surprise!

Era

The effect of era on freight car selection is obvious. Everyone knows that the styles of freight cars change over time, sometimes for practical reasons, sometimes for technological reasons, and sometimes for safety. From the 1800s into the early 20th century, most freight cars were built with wooden underframes and truss rods. However, these types gradually faded out in the 1930s and beyond. On January 1, 1940, freight cars with wooden underframes were banned from interchange service, and by mid-century, steel underframes were the norm almost everywhere. Cars with arch-bar trucks were banned for interchange at the end of 1939, giving way to stronger, one-piece cast-steel truck side frames. K-brakes gave way to AB brakes by 1954, and cast-iron wheels for new and rebuilt cars were banned in 1958. By 1970, all cast iron wheels were banned for interchange service.

Changes such as these provide limitations on what sort of car types one should use in a given era (***Photo 7***). I model 1953, so underframe construction, wheel types, and brakes types figure significantly in what I should or should not run. To be sure, the railroads generally made these restrictions in steps, so a certain wheel type or brake type or even truss rods might survive for awhile so long as they stayed on the home road and were not used for interchange service (***Photo 8***). None-the-less,



Photo 10: A MILW switcher shoves an auto-boxcar alongside the freight house, where there are rail doors on the trackside and truck doors on the other. This car, designed to accommodate automobiles (the dead give-away are the double freight doors), today contains LCL freight, and it serves various off-site industries that are not modeled. At a freight house, freight can be picked up in person or loaded onto trucks for delivery.



Photo 11: The team track in Lewistown features a ramp for unloading vehicles, like the brand new John Deere tractors that have recently been off-loaded from flat car. A narrow drive alongside the ramp is just large enough for trucks to access the open platform of the freight station.



Photo 12: Today's Industrial Job from Falls Yard to hidden staging represents the city of Great Falls about five miles away. It has a modest consist of six cars, each of them representing an off-site industry that is not modeled, but which generates freight. Moving forward from the transfer caboose, the two URTX mechanical reefers and the PFE ice bunk reefer are for Nash Finch Grocery, the Borden Milk car for Beatrice Creamery, the M&StL boxcar for Dr. Pepper Bottling, and the GN boxcar for Allis-Chalmers.

in time, these earlier types would eventually disappear altogether.

Recently, Eric White of *Model Railroader* magazine offered in an editorial a thumbnail run-down of the major eras, dividing them into six blocks, which I think is helpful:

- Early Railroading (1827-1860)
- Pioneer (1869-1910)
- Golden (1910-1940)
- Transition (1940-1970)
- Second Generation (1970-1990)
- Modern (1990-present)

Locating your model railroad within one of these blocks will go a long way in helping you determine what sort of freight cars you'll need.

Interchange Tracks and Team Tracks

Railroads frequently cross each other, and in many places, such intersections were built with interchange tracks. On my North Montana Line, there were a couple of interchanges between the MILW and the GN on the prototype, and I model them. The beauty of an interchange track, especially with respect to freight car choices, is that almost anything might show up that the neighboring railroad ran (***Photo 9***). Furthermore, you don't even need to model a structure – just a spur can serve as an interchange track, though operationally it is helpful if there is a run-around track so the interchange cars can be pulled by trains from either direction.

Team tracks, where freight is off-loaded into trucks, offers other freight car possibilities. Smaller industries in a given town might have deliveries to a freight house in Less-than-Carload lots (LCL) (***Photo 10***). Larger shipments, however, might be off-loaded at a special spur called a Team Track (the name derives from the old days when horse-drawn wagons were the primary means for conveyance). Because Team Tracks typically serve off-site industries or businesses, the freight cars that serve them can expand the variety of types on your railroad. For instance, in Lewistown on my layout, several industries in the town are not located on a spur of the railroad itself (***Photo 11***). These include Montana Hardware, Coca Cola Bottling, Fergus County Creamery, Lewistown Electric, and the Berg Garage. Shipments to these businesses will come either as LCL freight (if relatively small) or are off-loaded at the Team Track (if a larger shipment). Similarly, at Great Falls, where the railroad yard is a few miles outside the city, we run an industrial job each day in our Op Sessions, transferring rail cars from Falls Yard to a hidden staging track representing shipments to the city (***Photo 12***). Such freight cars include flat cars (Allis-Chalmers tractors), refrigerator cars (Nash Finch Grocery, Beatrice Creamery), and boxcars (Royal Milling, G. F. Packing, and Great Falls Brewery).



Photo 13: Two boxcars fitted with grain doors rest on a siding by the Gallatin Elevator. Grain doors were temporary, interior barricades, usually made of wooden slats or heavy, reinforced cardboard. They were installed across the doorways to prevent bulk grain from spilling out. A short area at the top of the doorway was left open to accommodate filling the boxcar with grain from the chutes of elevators and grain silos.

Bridge Traffic

Some railroads specialize in bridge traffic, which is to say, they have run-through cars moving east to west or west to east, or sometimes north to south or south to north. Bridge lines carry freight between other, usually larger, railroads rather than originating or terminating much freight themselves. They functioned as intermediate routes connecting major systems. In the east, for instance, the D&H was a prominent bridge line connecting railroads in Pennsylvania to New England and Canada. Belt railways, like the EJ&E and Chicago Belt Lines transferred freight between Eastern and Western railroad systems. Often, bridge lines were located between two major cities, connecting rail carriers serving those cities.

For the purposes of building a plausible car fleet, a bridge line introduces the possibility of a whole range of railcars that might not normally be expected. I do not model a bridge line, but for those of you who do, you can look to the types of railcars that must be transferred from one railroad to the other.

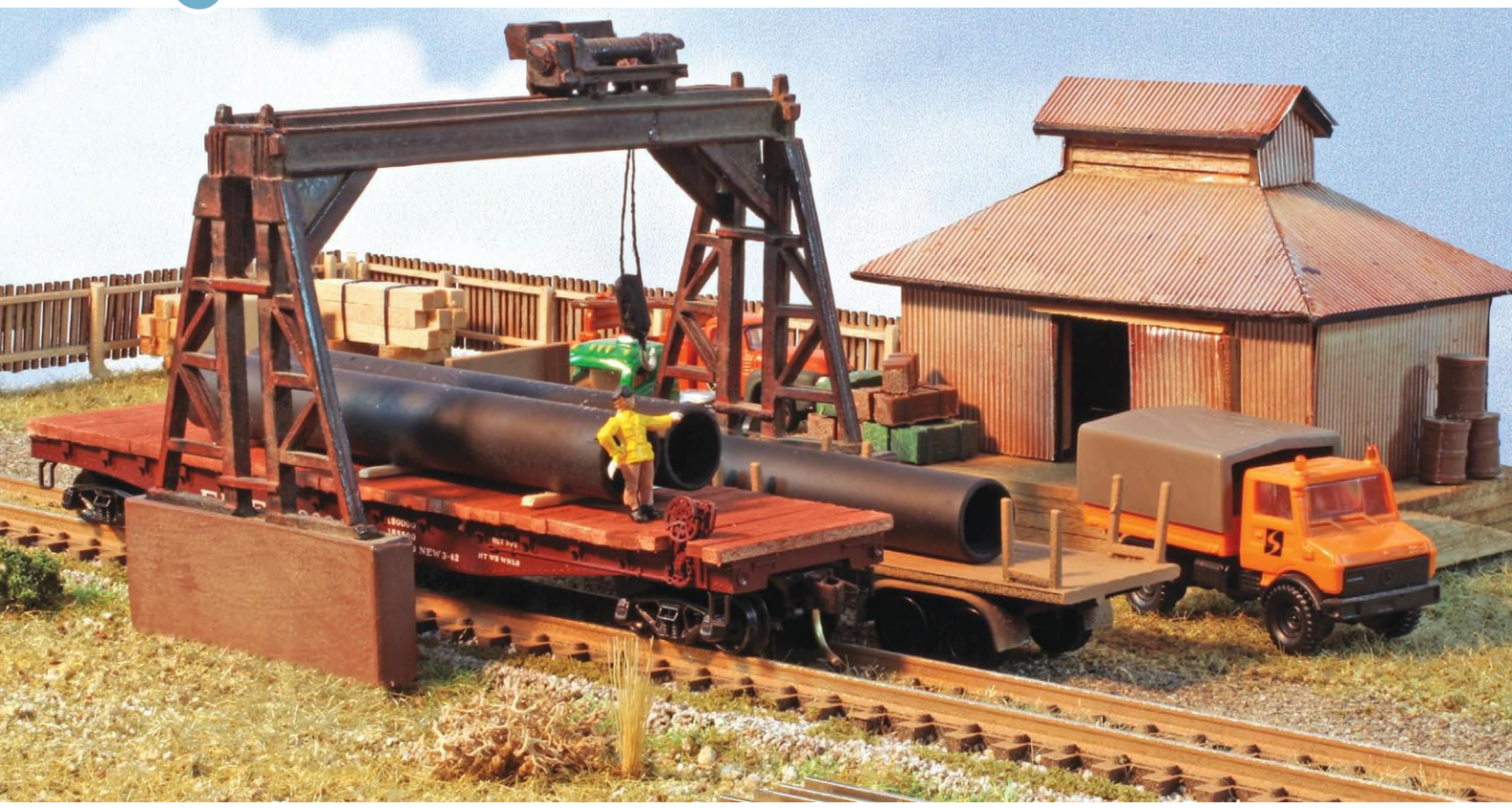
Bulk Loading Facilities

Other types of railroad facilities that affect the kinds of cars in your fleet are those for bulk loading. Large quantities of grain, minerals, chemicals, and liquids call for covered hoppers, tankers, and gondolas. Such facilities need not require anything more than a spur alongside an open area, where trucks can offload their materials into railcars or vice versa. Mobile loaders can convey materials upward to load open hoppers or gondolas. Hoses, also, can make the transfer between railcars and trucks, depending on the commodity. Of course, there also are the large overhead silos, not to mention pneumatic conveyor systems. If your locale and era are suitable for any of these kinds of products, which can include such things as fertilizer, soda ash, cement, sand, gravel, and various liquids, then railcars suitable for such bulk loading is in order.

In my era and part of the country in the early 1950s, one sees period photos of mobile conveyor machines for loading grain into boxcars fitted with grain doors, as well as the various feed mills scattered from town to town (***Photo 13***). Similarly, cement plants (covered hoppers), gravel pits (gondolas), grease collections (tankers) and a wide variety of other industries are served with such bulk loading features.

Much of what I've covered thus far concerns freight car fleets half a century or so ago, and modern railroading is quite different. In Part Two of this presentation, which will follow in the next issue of *N-Scale Magazine*, we will look a bit more at how railroading has changed since the so-called golden era.

QUICK NOTES



Making Pipe Loads

by **Dennis Murphy**



Photo 1: My pawn shop arrows. You can use either metal or composite to make your loads.

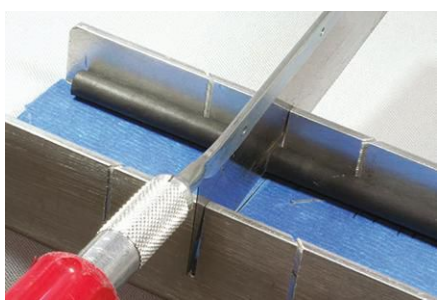


Photo 2: Cutting the arrows. Try to make these cuts nice and square.



Photo 3: Sanding the ends of the pipe. (You don't want any sharp edges to cut your fingers on.)

I just love our hobby of model railroading. There are so many different possibilities of fun that you might never run out of new things to do. And one of my favorite aspects of our hobby is making realistic looking familiar loads out of odd things.

A case in point is a little project I finished up recently. It all started when I happened to wander into my (not so) local pawnshop. I usually do not happen into this type of business very often. This is not because I do not believe in them, but rather I never find anything I want.

But this day was different. I felt a certain draw from the store, so in I went. And what jumped right out at me? A bow and arrow set (WHAT?). Well, not exactly the bow, but more so the arrows. Wow, look at the shafts of those old arrows. They are the perfect size to make into a load of pipes to be carried by my N scale flat cars. What good fun.

My wife keeps me on a bit of a tight budget these days, but at a dollar an arrow, I think I can get away with purchasing them. So, I bought three of these old arrows and off to home with my treasures I went.

If you want to try this yourself, you might need a little more information. I found when looking for arrows, there seems to be at least two different types. One type of arrow is made with aluminum shafts, and the other type of arrow



Photo 4: Painting the pipe. Rattle can flat paint works just fine.



Photo 5: Building the piles of pipe. Of course, the number of pipes in the pile will depend on the size of the pipes. I glued them together to keep them in place.

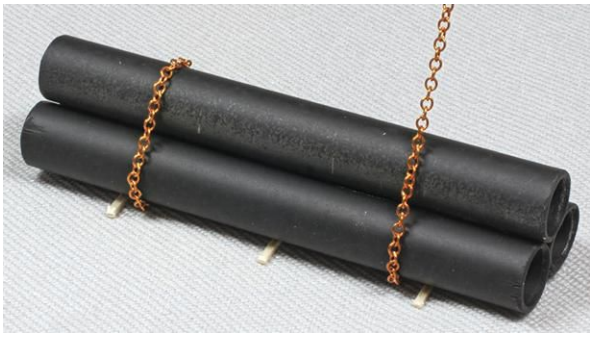


Photo 6: Chaining the loads together. Use the very smallest chain you can find for this job.

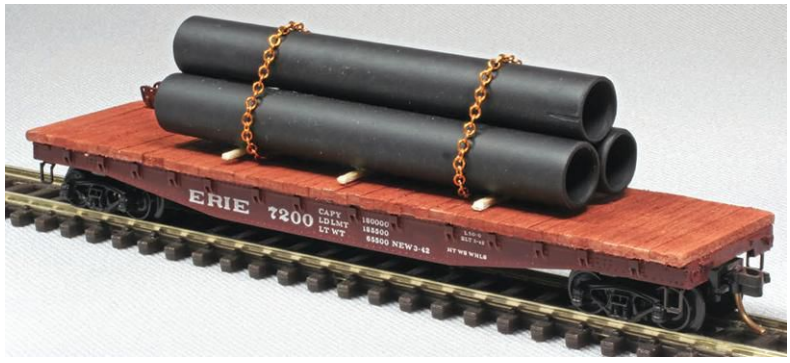


Photo 7: The finished load. Looks good.



Photo 8: A nice photo of the new load.

has a composite fiberglass shaft. This is good to know, as you will need to cut them differently.

Once you have decided what length of pipes you need, then it is time to cut. With aluminum shafts, you can easily cut them with a small tubing cutter tool. I found you need a small cutter, as my big clumsy one only made a mess of things. But with these fiberglass shafts, I made very clean cuts with my mini-miter box and saw. When cutting these arrow shafts, take your time and you will need less clean up later. Do not rush the cut, or you will make a mess of it. (There it is again. That old voice of experience.)

Once you have all of your pipe sections cut, take a few moments to sand off any burrs that might remain. Look closely, as imperfections will show up in close-up photos that might not show with the naked eye.

These arrows were mostly black, but I wanted a more consistent color. In real life, I have seen these very large pipes ranging in color from a light green to a reddish-brown color, to silver, to plain old flat black. This is your choice, but I went with boring black.

Most large loads I have seen on real rail cars have a wood spacer under them. This protects both the load and the car. So that is how I started this load. I also decided to glue the pipes together at this point so the load would be strong.

If you want to be able to add this load to your rail cars and then remove them later, just do not glue it to the car bed. I did not want to risk losing the load way in the back of my layout, so I did glue it down.

To round out the project, you need to add some means of keeping the load together and in place. In real life, they usually use chains. So, I dug around my treasure box (mostly junk, but some jewels also) and found some very small chain.

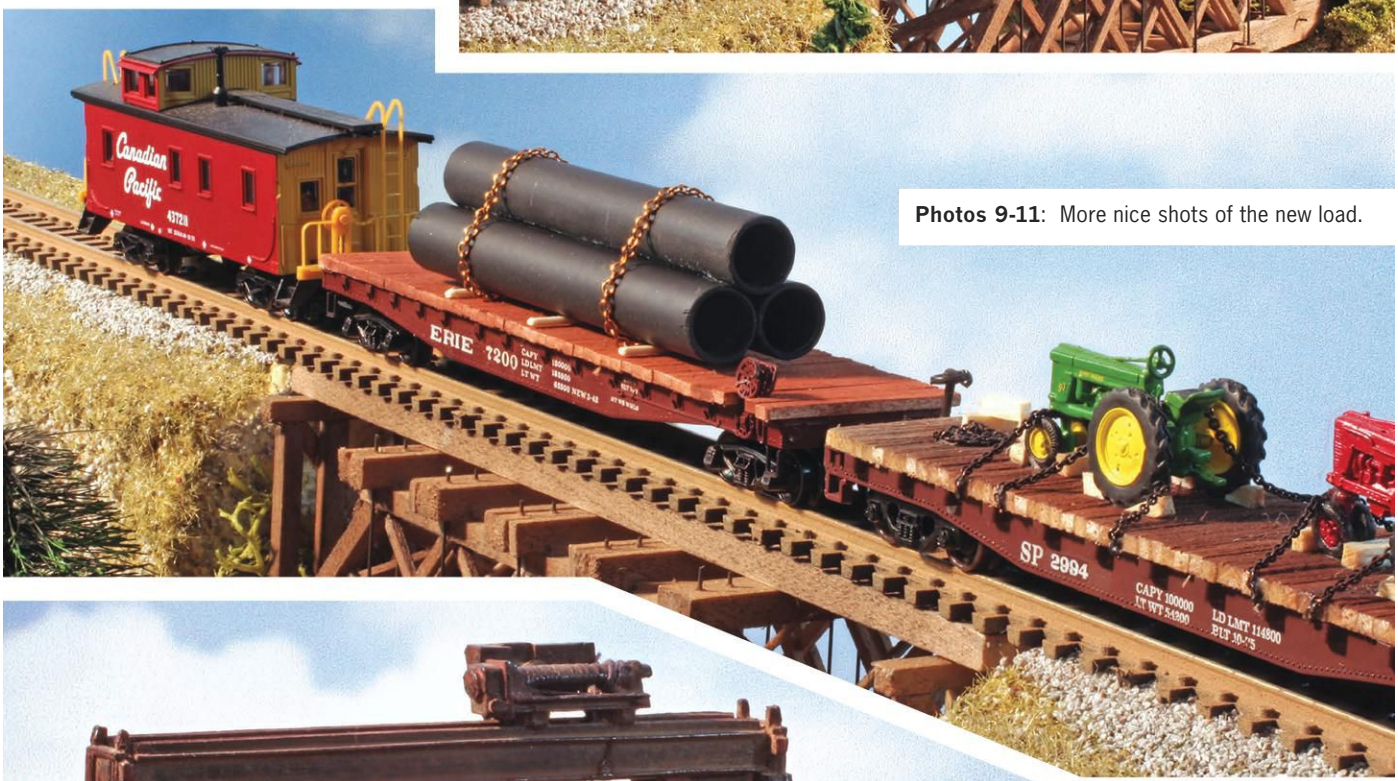
And there you have it. A wonderful addition to my assortment of railroad loads. I took old pawnshop arrows and made them into a load of pipe to help the economy of my Train World. After all, what helps an economy better than a big public works project? Isn't our hobby great.

From my point of view, hobby time

does not stop when I leave the house. I am always on the lookout for any odd items that I can make into something different. I bet that if you put your mind to it, you can also figure out all kinds of odd things that could be used differently. Give it a try. It's fun.

In fact, I just might actually build that "Public Works" project into my layout… Hummmm… It could work. Why not? And how many times have you seen a big public works project on a layout? Could be fun.





Photos 9-11: More nice shots of the new load.



The Sutter Creek Division



Phase Two: Interstate 70 and Carbon Lake, Part 1

by **Ward Thorne**

A trio of DRGW tunnel motors.

Welcome back to the creation of the Sutter Creek Division. In the last two articles, I discussed how I create scenes and the products I use. For me, the most enjoyable part of this hobby is blending historical sites into the contemporary world. All scenes described in this article are modeled in N scale.

In Colorado's Rocky Mountain region, we are surrounded by ghosts of bygone eras–ghost towns, abandoned railroad rights-of-way, mining districts, and other historical relics. Placing these scenes alongside modern interstate freeways and housing developments creates authenticity and allows for rich backstories, even within a fictional setting. In this and future segments, I'll share both the backstory and the techniques used to bring these scenes to life.



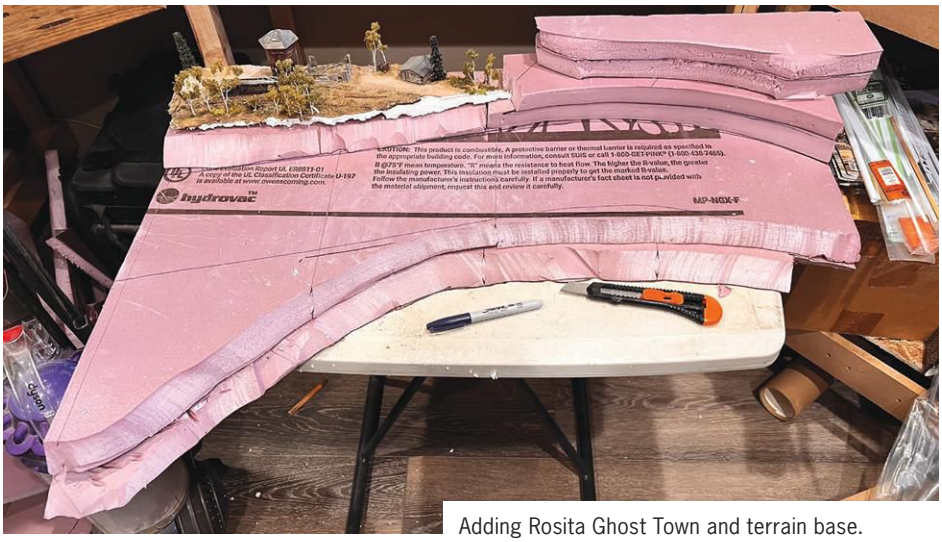
Location of new scene.

Please note that real names of towns, highways, rivers, and other Colorado locations are incorporated to help tell this fictional backstory.

The History of Interstate 70 to Sutter Creek

The Denver and Rio Grande Western Railroad had two standard-gauge main lines: the Moffat Route and the Tennessee Pass Line. Sutter Creek was established at the junction of these two lines after the town of Rosita burned down in 1891. Although some mining continued in the area, Sutter Creek was primarily a railroad town.

The best way to reach the town was by rail, as the only highway serving the area–U.S. 6–was still dirt and limited to two lanes. By 1935, U.S. 6 was paved,



Adding Rosita Ghost Town and terrain base.



Beginning the fitment process.

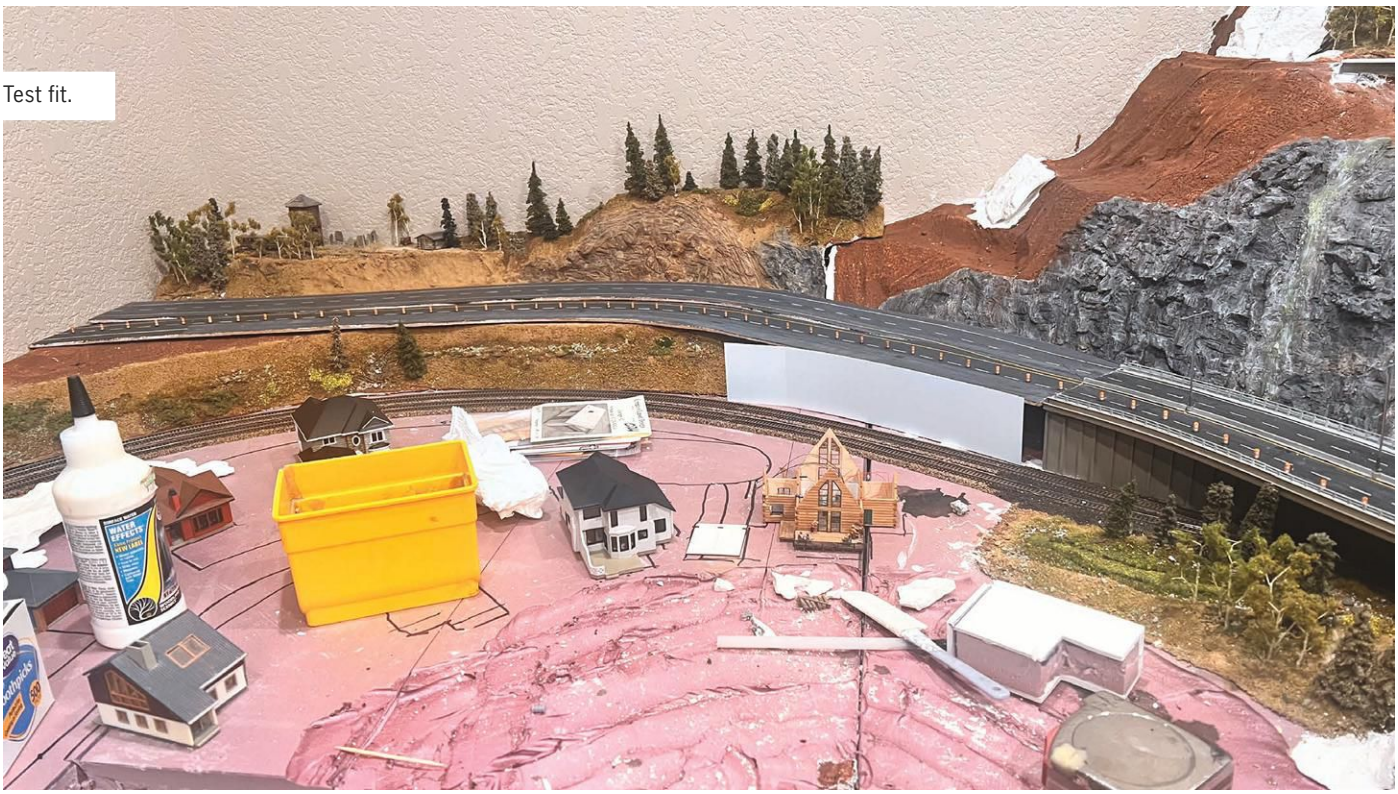
but its narrow configuration remained unsuitable for truck freight. Following World War II, the Federal-Aid Highway Act of 1956 set the stage for the interstate system, but Sutter Creek would not see Interstate 70 until 1978.

Construction through this region proved challenging. Steep rock cliffs and rugged terrain required extensive excavation, including the removal of much of the Rosita ghost town, to keep grades manageable. A 240-foot, four-lane bridge and a 220-foot-long, 30-foot-high retaining wall were constructed to carry the highway over the D&RGW main line and along the cliffs of Iron Mountain. Today, this section of Interstate 70 is a vital transportation and commerce route for Colorado's central mountain region.

Completing the Cliff and Waterfall on Iron Mountain

Iron Mountain represents many of the dramatic scenes found along Colorado's interstate and state highways. The cliff face is hand-carved plaster, colored using Woodland Scenics Slate Gray, Stone Gray, White, and Monroe Quick Age to achieve a realistic rock appearance.

To model the waterfall, inspired by seasonal snowmelt common in



Test fit.

the Rockies, I painted the rock face a light greenish-blue using a semi-dry brush to avoid overwhelming the base color. A light coat of Woodland Scenics Water Effects was applied, followed by streaks of white paint to simulate mist and foam. A final coat of Water Effects gave the waterfall a subtle three-dimensional look.



Rock cliff and waterfall creation.

Creating Interstate 70: Highway and Bridge

Along with model railroading, I enjoy the challenge of creating realistic diorama-style scenes filled with small details that reveal themselves over



Aerial view.



Overview of Iron Mountain and I-70.

The old and the new DRG abandoned narrow gauge and I-70 below.



Cliff waterfall.



time. For this phase, I repurposed a freeway bridge originally built for a previous layout. The bridge measured approximately 480 scale feet.

Using a Dremel saw and a careful hand, I shortened the bridge to 180 scale feet and angled it to fit the new location. Because this section of the layout measures three feet deep by four feet long, I chose to build the freeway and surrounding terrain off-layout. This approach made detailing and finishing much easier before permanent installation.

The Interstate Base

I began by creating a paper template of the roadway to test-fit the location and resolve alignment issues. Once satisfied, the template was transferred to ⅛-inch hardboard and cut out using a Skil saw.

Woodland Scenics Smooth-It paving product was used to create the road surface due to its realistic texture. The Smooth-It was spread onto the hardboard and allowed to dry overnight. Once dry, the surface was carefully sanded smooth using 600-grit sandpaper on a sanding block.

This scene depicts lane resurfacing using a cold milling machine,



Campers heading back to Denver passing a waterfall.

Roadtec RX 600 and gravel truck.

represented by a Roadtec RX 608. Cold milling leaves the pavement with a distinctive grooved texture. To replicate this, I used an X-Acto saw blade to lightly scrape the teeth along the road surface, producing a convincing effect.

The pavement was painted with Woodland Scenics ST1453 Asphalt Top Coat. In the newly paved and milled areas, Apple Barrel Matte 21490E Pavement acrylic craft paint was used. Sealed cracks were added with Molotow Blackliner 0.1mm and 0.3mm permanent markers. Summit Custom Cuts RSD-003 modern road markings provided the striping.

The interstate was built to prototype specifications: a 4-foot inner shoulder, two 12-foot lanes, and a 10-foot outer shoulder. Surface wear was added using 800-grit sandpaper and a Monroe Quick Age wash.



Interstae base and cold milling groove detail.

The Highway Maintenance Scene

The reality of today's Colorado roads is constant construction. Over the years, I've collected a variety of highway equipment to reflect this. One of the primary modern processes is cold milling existing asphalt before repaving.

The centerpiece of this scene is a Roadtec RX600, purchased from the now-defunct Shapeways. The dump trailer, Bobcat skid steer, Mack dump trucks, CAT roller, paving machine, and several vehicles are also 3D printed. Many of the semi-trucks and trailers are from TrainWorx, with additional models from Showcase Miniatures and Royal Models.

A few personal favorites include a heavy-duty Kenworth rotator wrecker, a 1977 Trans Am, and a Kenworth tractor-trailer, custom painted and decaled in a Smokey and the Bandit scheme. These models were created by Jens-Uwe Jahn of Jahn3D and MadAboutCars. Traffic barrels were supplied by Model Scenery World.

Just beyond the active construction zone, the remains of Rosita tell a very different story.



Paving operations.



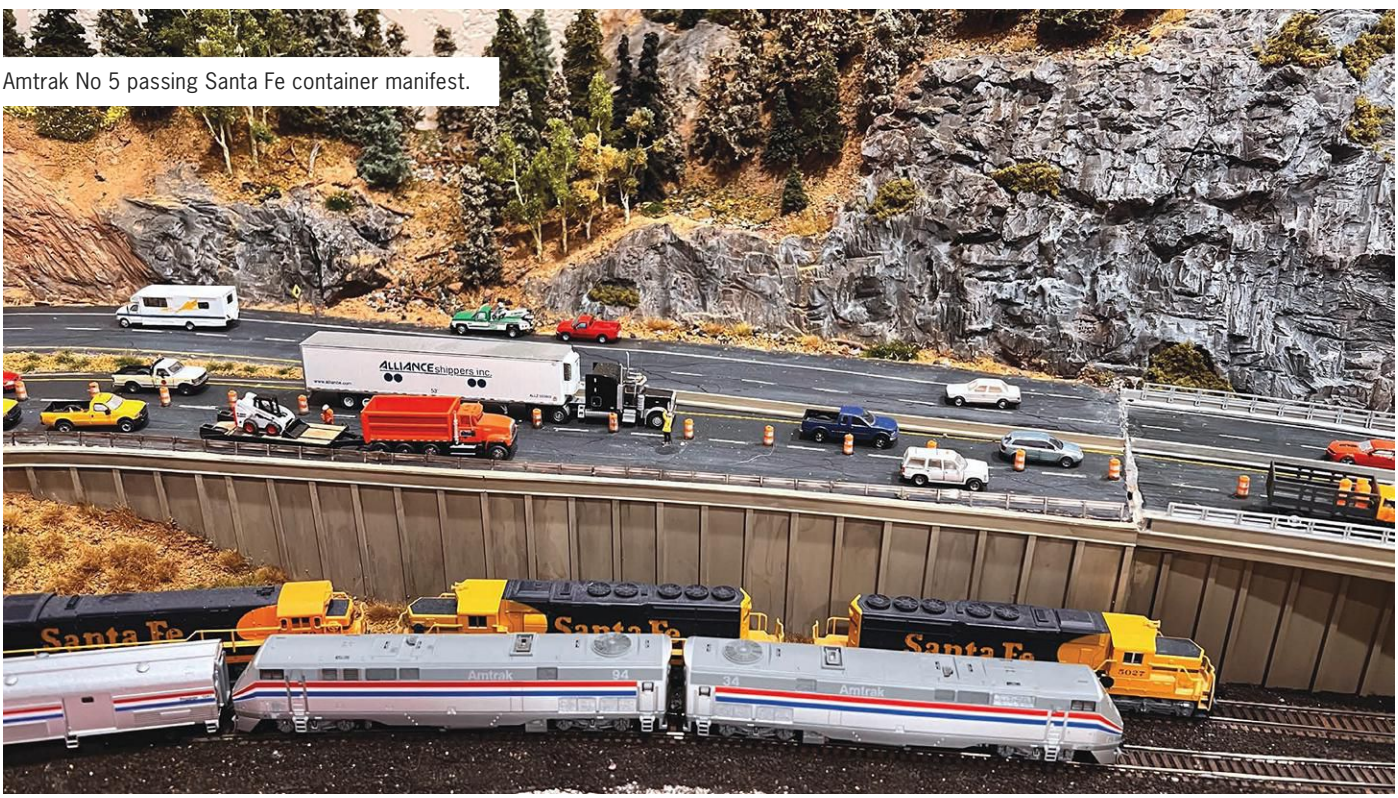
Supervisors discussing progress.

The Ghost Town of Rosita
History

The Coinage Act of 1873, which shifted the monetary system from silver to gold, marked the beginning of the end for the town of Rosita. The town had been established only a year earlier due to the rich silver deposits in the area. Despite the devaluation of silver, mining continued, and the discovery of a rich gold vein on Iron Mountain allowed Rosita to grow to more than 400 structures, including a post office, with a population of approximately 1,000 residents.

In 1891, a fire destroyed the Rosita station, along with much of the town. Rosita was never rebuilt, and most residents moved on in search of opportunity elsewhere. In 1900, the narrow-gauge line serving Rosita and the Iron Mountain mining district was abandoned. Today, the area is inhabited by wildlife, a handful of property owners, and the lingering presence of the past.

In the summer of 1872, E.J. Thorne filed his claim at the Rosita land office and began work on the Betty Lou Mine, named after his first daughter. The mine was productive until 1898, when the vein played out. Following the town's destruction and the railroad's abandonment, Thorne



Amtrak No 5 passing Santa Fe container manifest.



Bandit and Snowman racing across the I-70 overpass.



Heading back to Sutter Creek Elementary School after field trip.

eventually left the site. Built to last, the mine survives today. While much of the equipment was scrapped or scavenged, the stamp mills remain. The National Park Service has since worked to preserve the area, and the old right-of-way is now popular with tourists and off-road enthusiasts.



Flagman.



Mike Hill in his tanker on the I-70 overpass.



Rosita derelict rail car and water tower.



Rosita Station ruin and cabin.

The Rosita Scene

Several elements from a previous layout were repurposed to model the Rosita scene, including the narrow-gauge station, water tank, and a derelict passenger coach. The water tank is a customized JV Models kit. The derelict passenger car (#3017) and log cabin (#3016) are RS Laser kits now offered by Phoenix Model Buildings. The abandoned automobile is an N scale vintage, 1930s-40s sedan from Model Tech Studios.

Finishing Up

To complete the scene, approximately 160 aspen, pine, spruce, and fir trees were added between the Rosita ghost town and Iron Mountain. Silflor 2mm Late Summer (MN71723S) and Autumn (MN71724S) prairie tufts were scattered across the hillside below the interstate. Wildflowers were added using Silflor 4mm Spring Yellow-White Blossom (MN72621S) and Late Summer Violet-White Blossom (MN72623S).

Final details included groupings of talus rock in varied colors, along with deadfall and debris placed in wash areas and below cliff faces to tie the scene together.



Track view of I-70 and retaining wall.



Amtrak No 5 passing Santa Fe container manifest.



String of DRGW coal hoppers under I-70 overpass.



DRGW SD40T2 tunnel motor 5401 below I-70.



A string of containers head under the I-70 overpass.



(*Above*) A string of containers headed to the coast.

(*Right*) DRGW 1457 exiting the I-70 overpass.



ATSF SD40 Snoot 5027 leading a container manifest through the cut.



(*Above*) Amtrak No 5 Passing Santa Fe container manifest.

(*Right*) DRGW 1457 behind a coal drag, next to the steep rock cliff of Iron Mountain.



Phase 2, Part 2: Carbon Lake and the Estates at Carbon Lake

In Part 2, we'll explore the creation of a contemporary housing development and lakefront scene. Until then, happy modeling, and thank you for joining me on this layout-building journey.



Amtrak No 5 emerging from I-70 overpass.



The 4449 pays a rare visit to DRGW rails.

Extra Extra! Read All About It!

Part 7: Ups and Downs Along The Way (A little recap of our project)

by **Dennis Murphy**

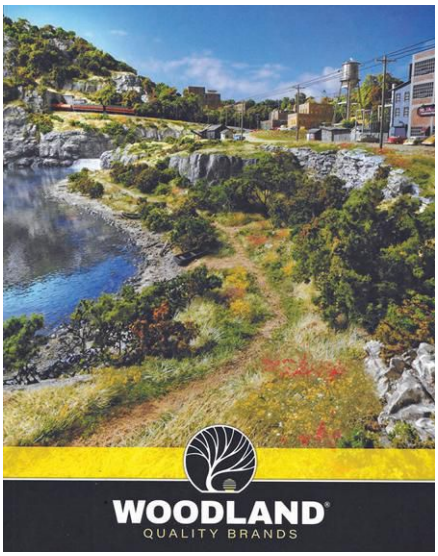


Photo 1: UP: My very first UP was getting to know the Big Book of Woodland Scenics. Wow, I have purchased a number of items from them in the past, but I had no idea they had this many products to help me along with my modeling fun. If you don't have one of these, then you should get one.



Photo 2: Down and also UP: Look at that pile of stuff. What have I gotten myself into? Have I lost my fool mind? Now, calm down Dennis. Yes, you are excited about this new project, but remember that old saying: How do you eat an elephant? One bite at a time. And the adventure begins.

Well, there you have it! Just look at what you have accomplished over the past few months. And think of all the fun you had along the way (And the mess you made of things). I have been requested to compile a little review of the ups and the downs that I ran across building this wonderful Woodland Scenics' layout kit.

Now, there will be a couple of things that were entirely "my bad" and then there were a few minor problems. And there was some, "Oh wow, I really didn't think that would work, but did." And... And... You get the idea.

So, come along with me and we will have some fun taking a little cruise down memory lane. Fasten your seat belts; here we go.

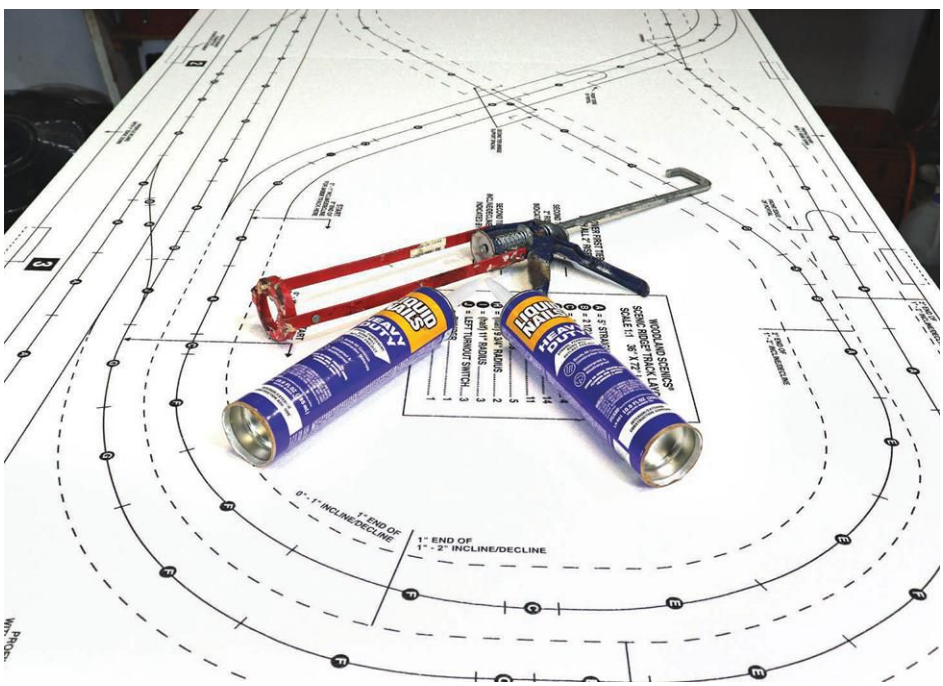


Photo 3: UP: Wow, Woodland Scenics really thought of everything to make construction easy and consistent. They even printed where each bit of track is to be placed on the base board. Now, that's detail if you ask me.

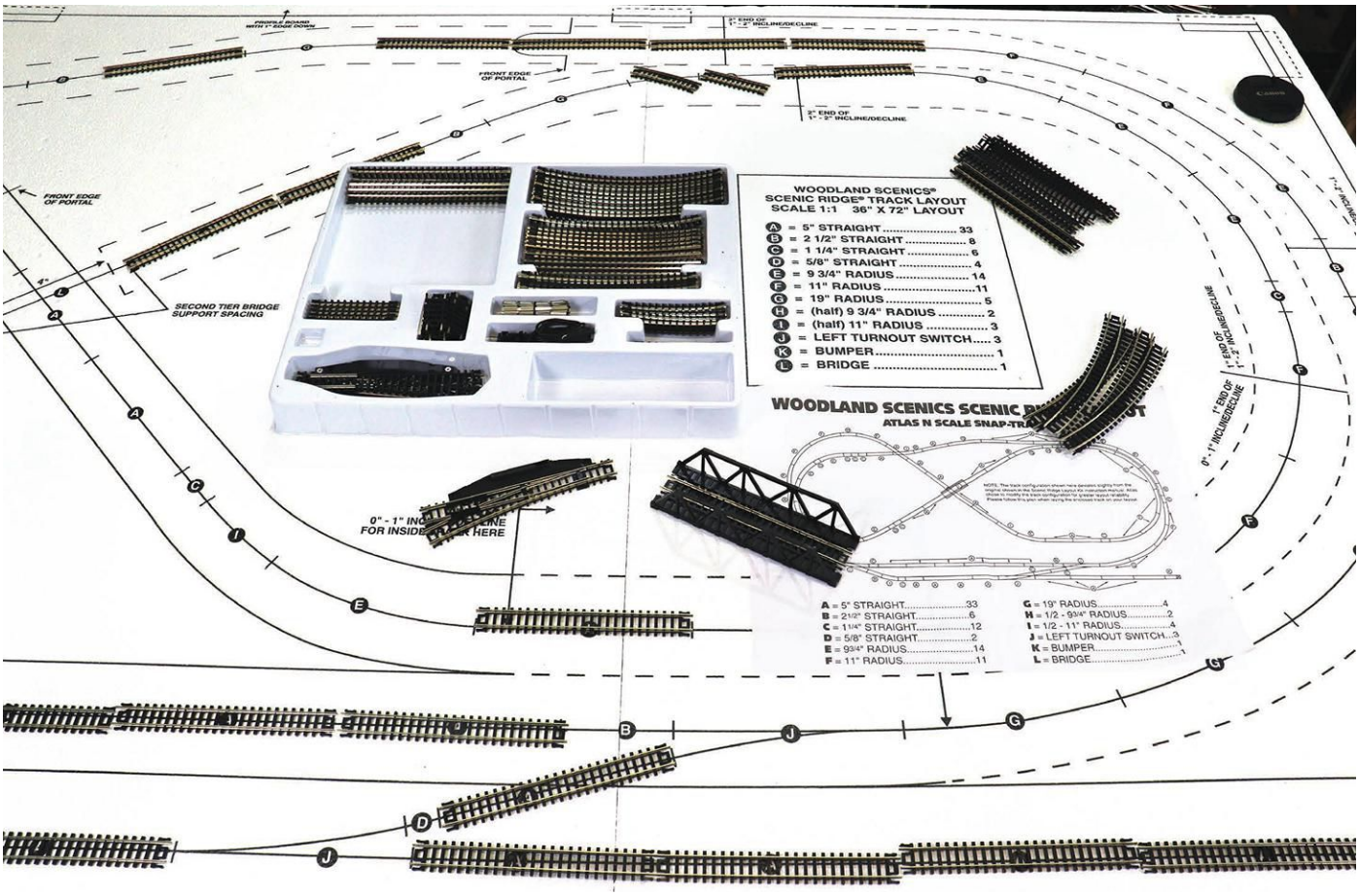


Photo 4: UP: What would the chances have been that I would have gotten all those bits of track in the correct place if Woodland Scenics had not had very simple, and very complete directions. I'm certain I would have made a big-old mess of things.

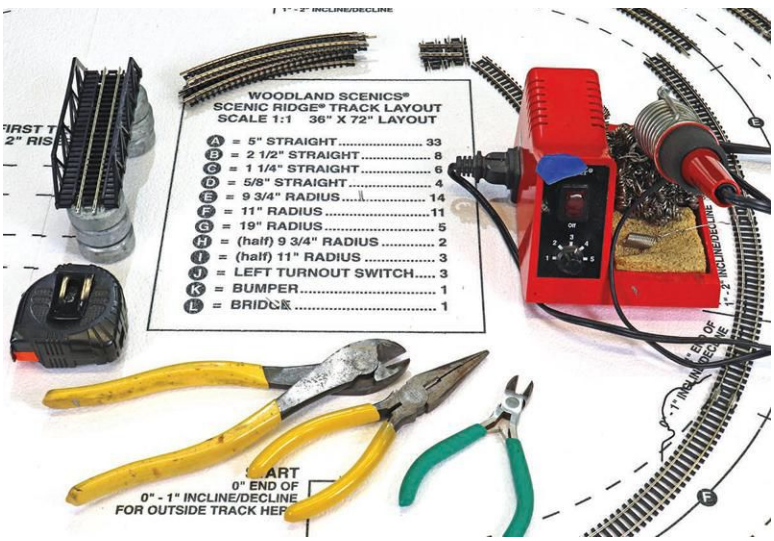


Photo 5: UP...Kind of: I must make a confession at this time. I must admit that I do NOT like working with track. Never have... Never will. With this snap track, it is a very easy situation where you can miss one (or more) of the rail-joiners. It happens to me all the time. I find if I take that extra time to solder every single joint, I can find (and fix) those spots where I have missed a rail joiner. That is, if you solder all the joints before installing the track onto your layout. Yes, lots of extra effort, but if you find there is a rail joiner missing after your track is installed, that becomes a problem. Personally, I find it is worth it to take the time to solder. Your choice.

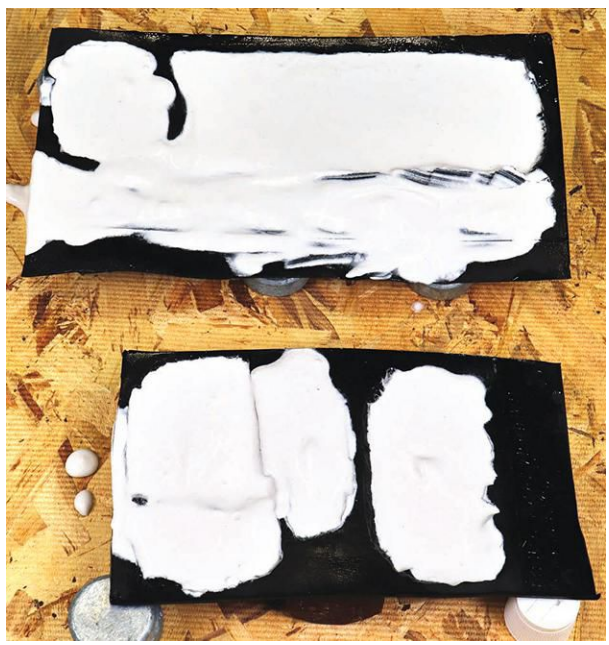
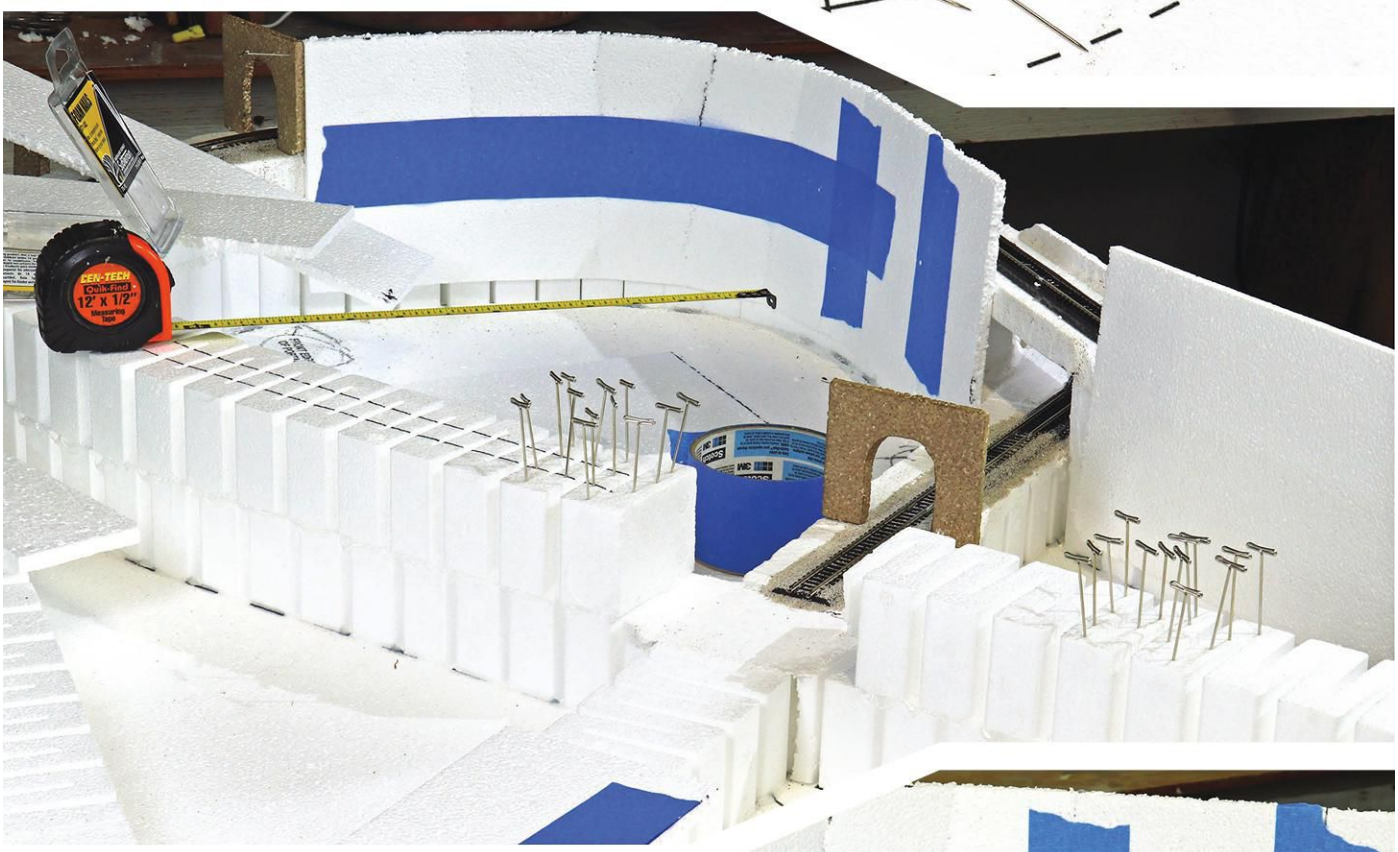


Photo 6: Definitely A Downer: Well, there you have it. This was one of those big-old-messes I wasn't going to talk about, but here I go. I was in a bit of a hurry at the time when I started making my rock molds. Hurry up, there is so much to do. (The very WORST state of mind you can have when working on hobbies.) Anyway, I rushed setting up the molds and then filled them with my plaster goop. And almost at once, all the molds fell over and slopped the goop all over the place. There was wet plaster all over the workbench, the floor, and even my pant leg and shoes. Just how do you go about cleaning up wet plaster? Lesson learned: Do not allow yourself to feel rushed while doing any of these steps.

Photo 7 (*Right*): A BIG UP: Granted, I was a bit intimidated with all the piles of stuff that came with this kit, but once I started working with this system, I found construction was fun, easy, and really fast. This stuff just does what the instructions say it will. (Yes, this is the good stuff.)





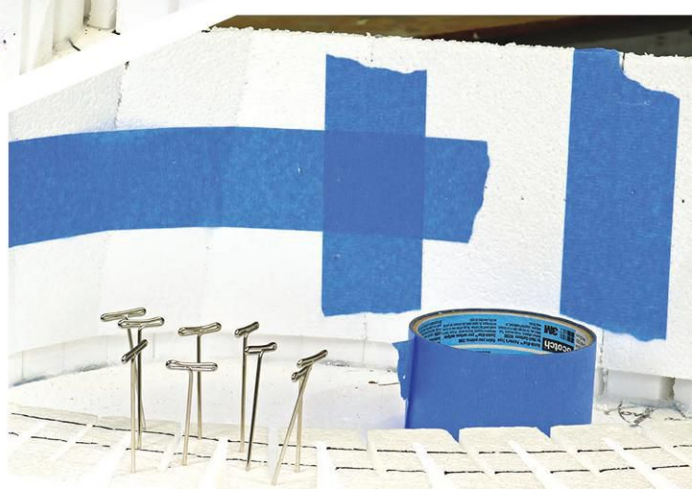


Photo 8 (*Above & Right*): Downer: On the inner tunnel wall, you need to install a portal liner. This material is a very thin foam material and seems to be quite flexible. You are to push it into the curvature and glue it into place. When I stated pushing it into place, I broke the silly thing. Fine, I taped it up and tried again and... SNAP. I ended up breaking it a number of times. I ended up taping the heck out of it, and called it good. (It's inside the tunnel after all.)

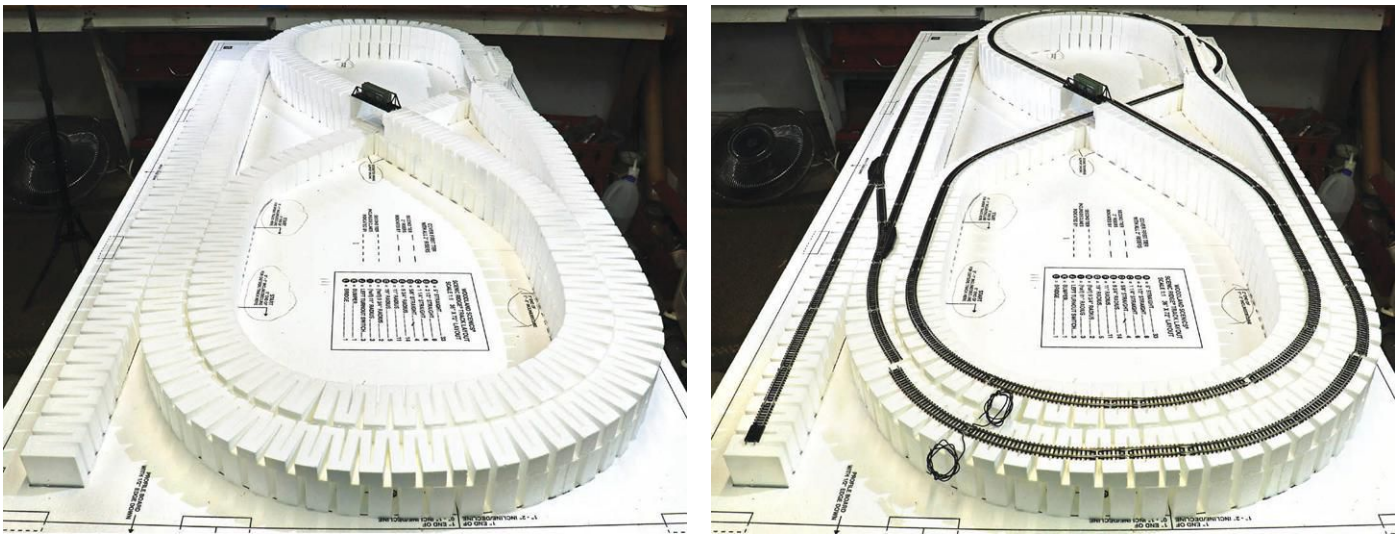


Photo 9: A BIG UP: Wow, just look how this stuff goes together. And in what seems to be no time at all, and then it actually starts looking like something.



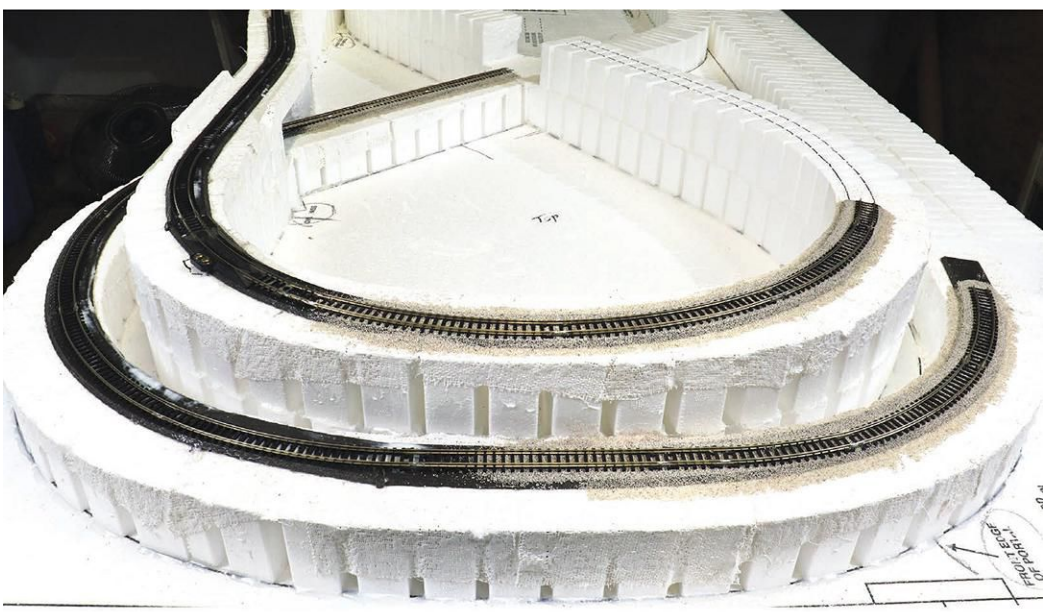
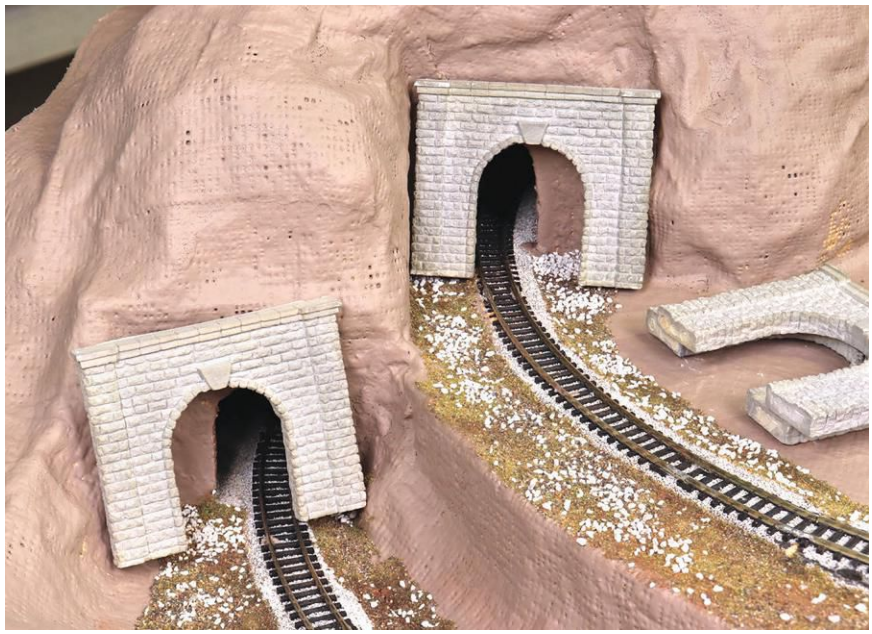


Photo 10 (*Left*): Downer: As I commented earlier, I'm rather lousy with track work. I must admit I had to fight a bit to get that darn track to do exactly what I wanted it to do. It was rather touch-and-go for a while, but in the end, I won (except for a couple of places that will be talked about later).





Photos 11 & 12: Downer: Oh, do I have to talk about those darn tunnel portals? I don't really want to, but if you promise not to tell anyone. You see, the track should be dead-center on the foam track base. Well, my track was not exactly in the center of the foam base. So, the foam portal backing didn't fit correctly at all, and when I got around to trying to fit the Hydrocal portals, they didn't even come close to being correct. (Bad on ME.) So, it was cut-cut-cut... And, Oh... I broke it. I ended up breaking all of them by making them fit into place, and I had to piece them back together for installation.



Photo 13 (*Above*): Downer: Back to that darn track. Well, as it worked out, most of the track came out OK, but there was that one nasty-bugger problem child I had to deal with. One of the rail joiners was not correct, and it caused the train to hop at that spot. Every time a train would run over it, the cars would derail and uncouple. So, I flooded the area with glue, and put a bunch of weight on the spot of track to push it down, and hoped for the best. Come to find out, I forced that track spot into submission and all is well again.

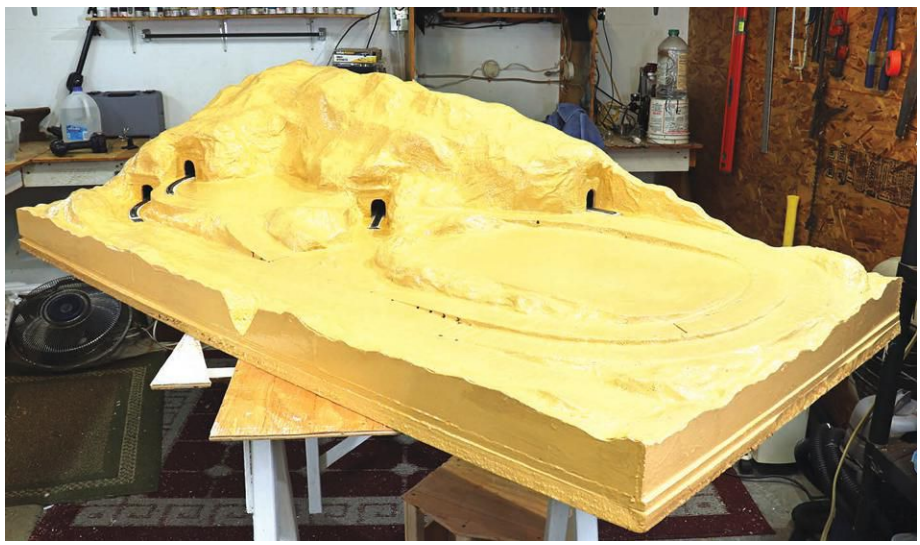




Photo 14 (*Right*): Downer: All I have to say is do not go cheap. When I head into my friendly local hardware store, I usually pass by the paint section to see if there is any budget reject paint for cheap. There was this gallon of what looked like a nice neutral brown paint, and only $5. (What a steal.) So, I purchased it. After I painted it on the layout, I felt like I needed to throw up. What an awful color. Of course, it was back to the paint department to purchase some paint that was a color much more appropriate.





Photo 15: Downer: This mess. (And it was a good one for sure.) This kit comes with a plaster road building supply pack to make your roads. I'm not sure if the plaster was old, or more likely the plaster had a chemical-reaction with the paint I used, but as the plaster dried, it cracked and flaked off and made an awful mess. Scrape... Scrape... Scrape. Such is life. (It is a hobby after all.) I must say this was the biggest mess of the entire project. You will have to tell me how your roads came out.



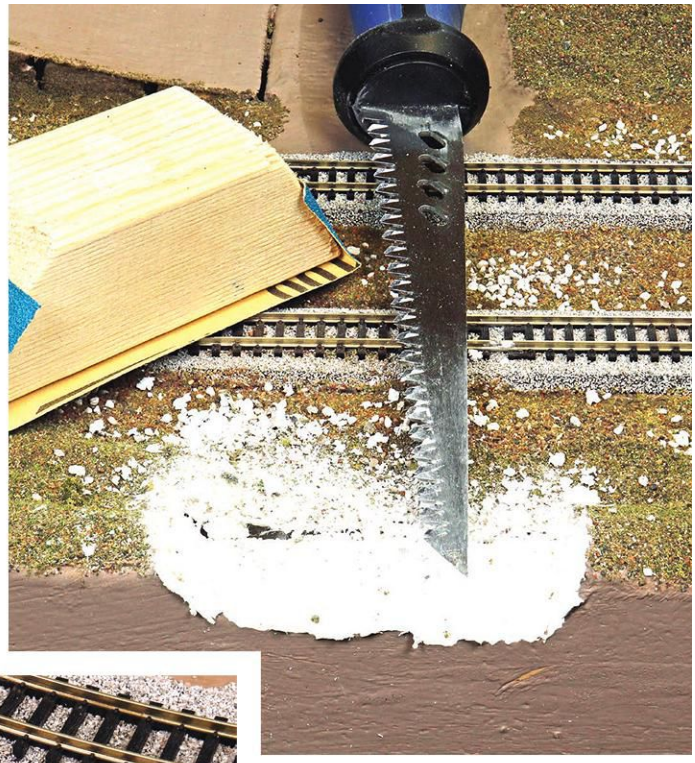


Photo 16 (*Above*): Downer: I completely missed a step along the way. I carefully connected the roads together and brought them down to the tracks and... AND... Now what? I didn't plan the continuation of the road over and past the tracks. So, a bit of cut here, and a bit of plaster cloth there, and a dab of paint, and all was well. (How did I miss that one?)

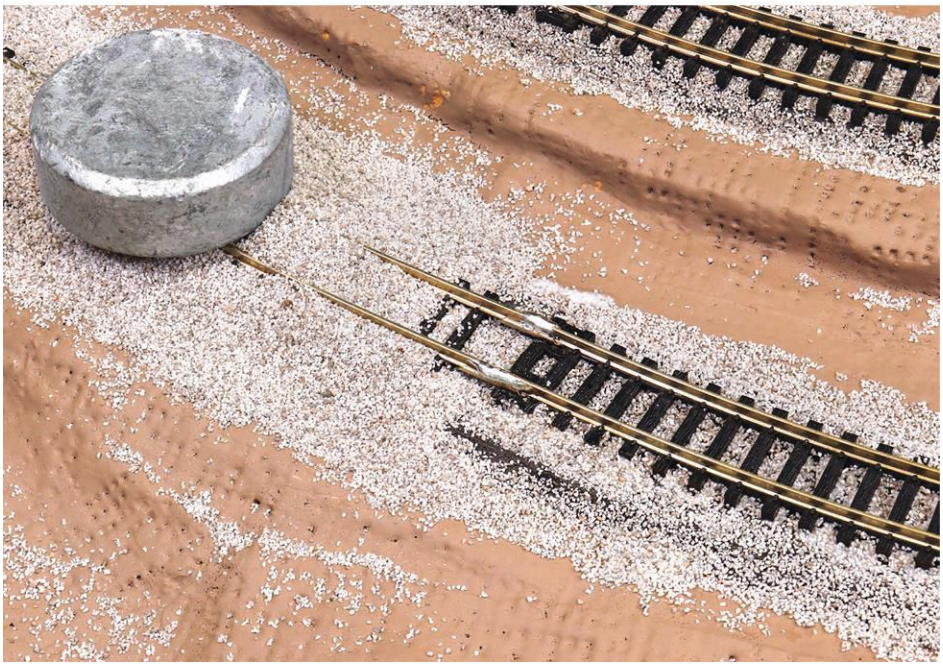
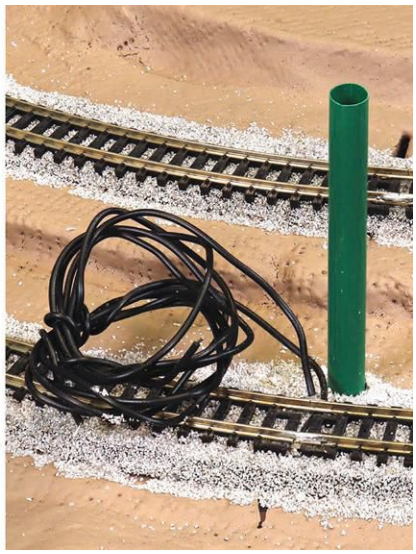


Photo 17 (*Left*): UP: Boy, I have gotten fairly good at the one-step track laying and ballasting. This technique does take some practice to get it correct, but once you are at that level, it's fast, easy, and looks good.







Photos 18 & 19: UP: This little technique quite literally popped into my head while I was watching my wonderful wife drink her cup of coffee. For some time, I had been fighting trying to get the wires down through the different layers of foam with very limited success. And then I thought, install a straw (from her coffee cup) and run the wires down inside. It worked out great. (Give this one a try.)



Photo 20: UP and Down: All those tiny little lights. I must have installed at least three dozen of those little devils. The straw things worked perfectly, but I found myself once again in a rush. (Get it done... Get it DONE.) Well, the correct way for installing lights is to test each and every one before you install them. (Just take the time and do it.) As it turned out, three of the lights (about 10%) did not work. Not what you would call a calamity, but I can see them. Next time though.

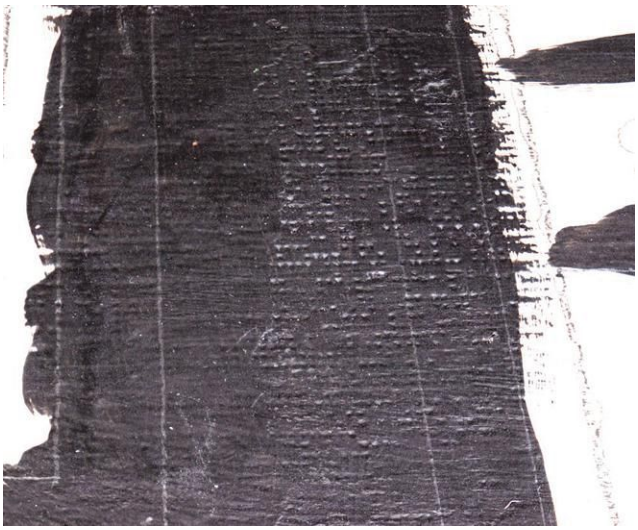


Photo 21: Down: Just have a look at that roadway surface. How would you like to drive your little people car down that? It would rattle your teeth out for sure. After my little dust-up with the road building system stuff, I kind of stopped thinking about roadways at all, until it was time to be thinking of roadways. I mixed up some sloppy plaster, spread it around, allowed it to dry, and sanded it smooth. Worked just fine to fill those holes.



Photo 22: UP: Boy, did I ever have fun with this one. I figured out the footprint of all the varied different structure kits, and also all the built-ups and made cardboard box-structures. Then I played roll the dice to see what will go where. (This can go over here, and that can go over there, and... you get the idea.) Besides, it gave me something to do while I was off at work.

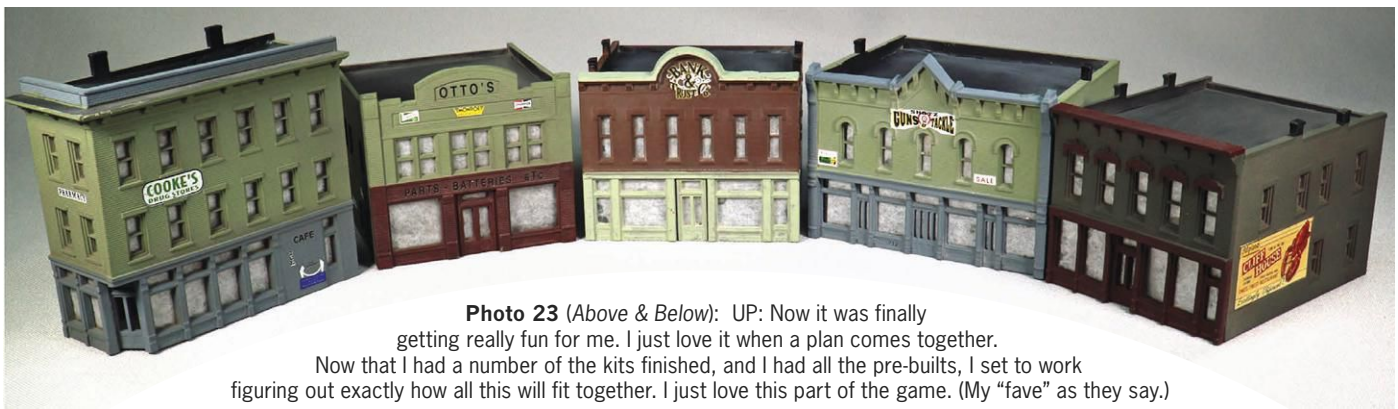


Photo 23 (*Above & Below*): UP: Now it was finally getting really fun for me. I just love it when a plan comes together. Now that I had a number of the kits finished, and I had all the pre-builts, I set to work figuring out exactly how all this will fit together. I just love this part of the game. (My "fave" as they say.)



Photo 24 (*Right*): UP: As I said before, I just love it when a plan comes together. That cardboard worked perfectly to make the structure bases and the sidewalks. It was the perfect height, it was good and strong, and it took the paint perfectly.





Photo 25 (*Left*): UP: All I can say is WOW. I just could not get enough of the fantastic detail in these Woodland Scenics items. I actually didn't want to include them on the layout so I could use them later, but that wouldn't be right at all. So, into the scene they went.



Photo 26: Down: I wanted the rail grade-crossing to look good, so I installed crossing platforms. I guess they were a bit too high and it caused all kinds of havoc. Alas, something else to fix. (It is a hobby after all.)

Photo 27 (*Left*): UP: The auto painting masking tape worked perfectly to make the roadway lines. I just hate to paint those lines on the roadways, and this stuff was easy to work with, and just the correct size. It's not the most robust of products, but time will tell how it will hold up.





Photo 28: UP: So, should we model in obscurity, or should this be a social hobby? I do a bit of both, I must admit. Sometimes I want no input from anyone. At other times, who cares what gets done. Let's just have some fun. I might suggest you think about what makes you tick. From there, you might think about setting some boundaries. It really does help me.







Photo 29: UP: I just love figuring out where things will best fit. And yes, sometimes I get it wrong, but being a hobby, not a job, who cares if it's not right. I just rip it out and start over. At the very least, it gives me something to fill my time with.






Photo 30: BIG UP: I'm in my happy place when it comes to details. For me anyway, track sucks, but detail rocks. It's amazing how a bit more detail makes a scene really come to life. And as far as I'm concerned, there is no such thing as too much detail. More... More... More.... (Please.)



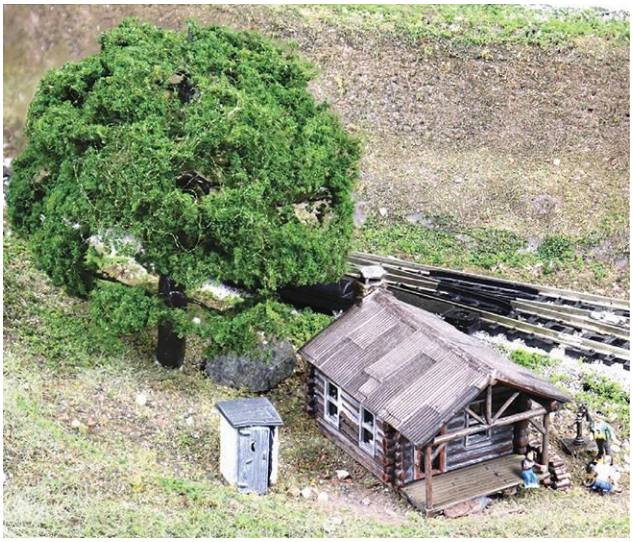
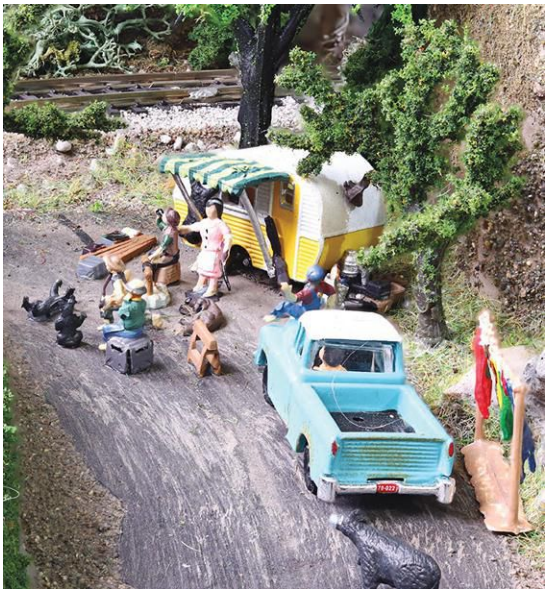
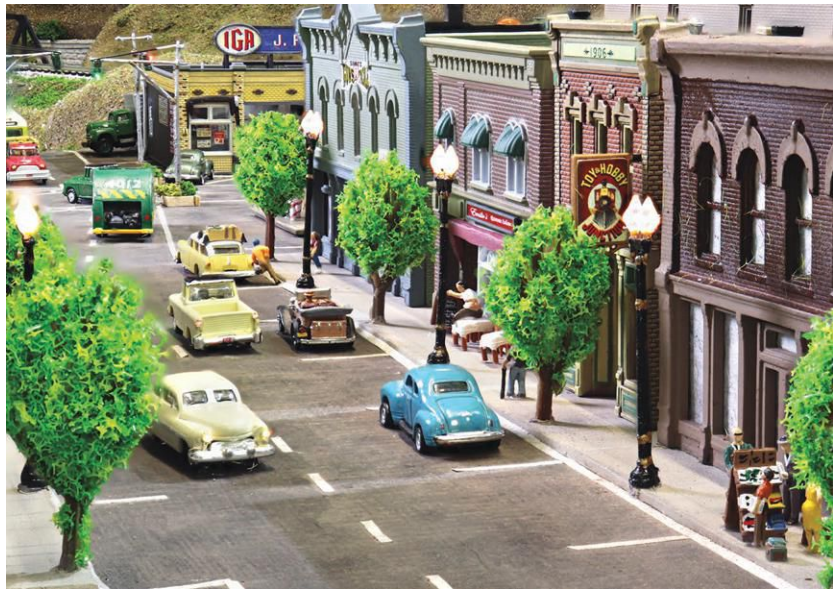



Photo 31: Another BIG UP: Just have a look at how a bit more detail completely changes the feel of the photos. Don't be shy at adding more to your scene. You have all that odd-lot junk lying about, so use it. Then have a very close-up look to see if it actually fits. If no, pluck it out, and do more.

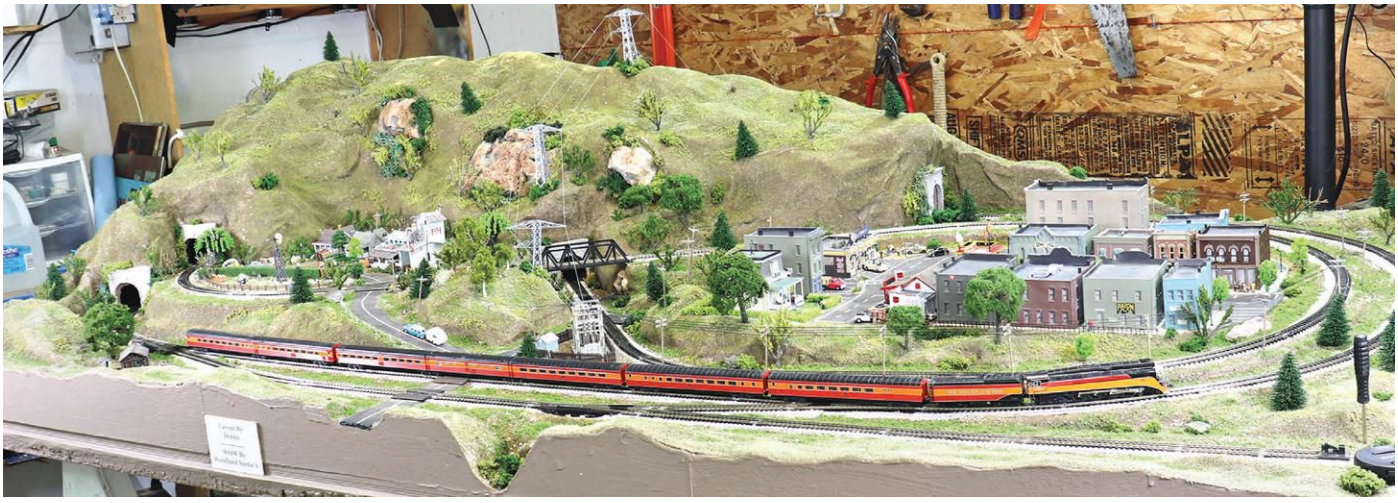



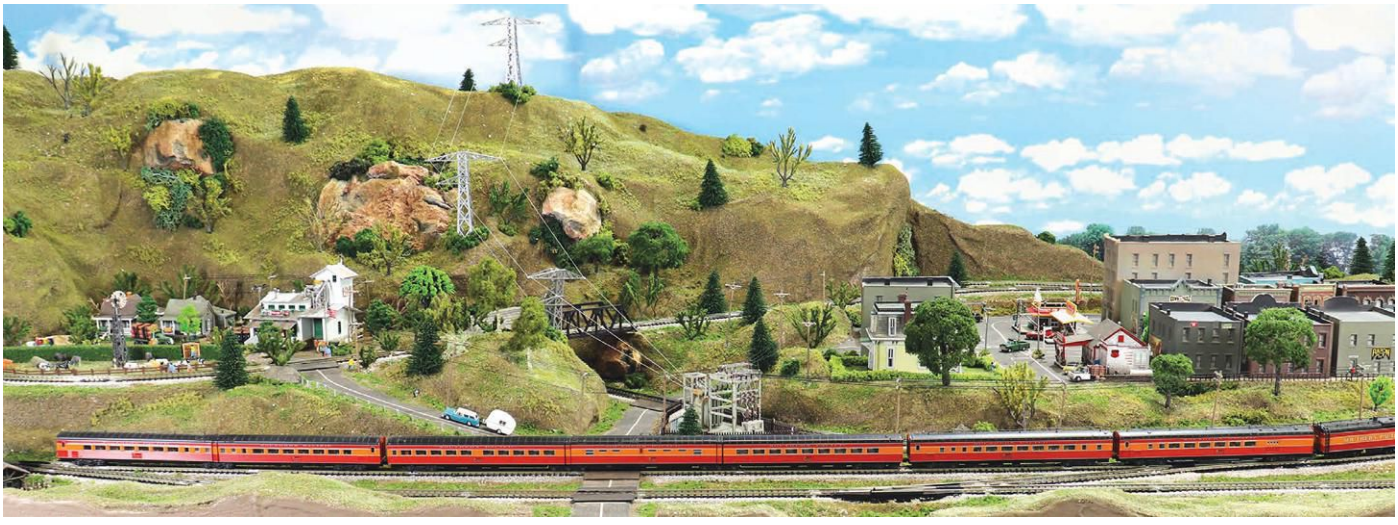
Photos 32 & 33: Another BIG UP: Wow, do you like these scenes? I just love building the real world into my projects. I shoot for folks asking: I know that place. Where is it ? (Yeah, I have succeeded.) Take the time to take some close-up photos of your scenes. (Your cell phone is fine) and really look at the photos. What do you see? Does it look real? If not, go closer into the scene and then back out and change something, anything, and try again. (It's so much fun.) And don't be afraid to say that didn't work.

Photo 34 (*Right*): Another BIG UP: How do you finish off a project? In this case, this layout will travel around to train shows. And these type of projects don't look finished without a backdrop. In this case, I needed a backdrop not attached to the layout or the wall. You know, drag this around to shows. Anyway, I built a stand-alone backdrop that worked just fine for the moment. Will it hold up to the rigors of being on the road?



Photo 35 (*Below*): Another BIG UP: What do you think? With or without the backdrop? I think that is a no-brainer. Has this been fun? It certainly has been fun for me. Don't forget to send in some of your photos of your project moving along. I really do want to see them. Who knows, you might even get your photos published in this wonderful magazine.





A Double Barrel Feature

Mark Fielder's Gleish Valley Railroad, Part 1

Mark Fielder

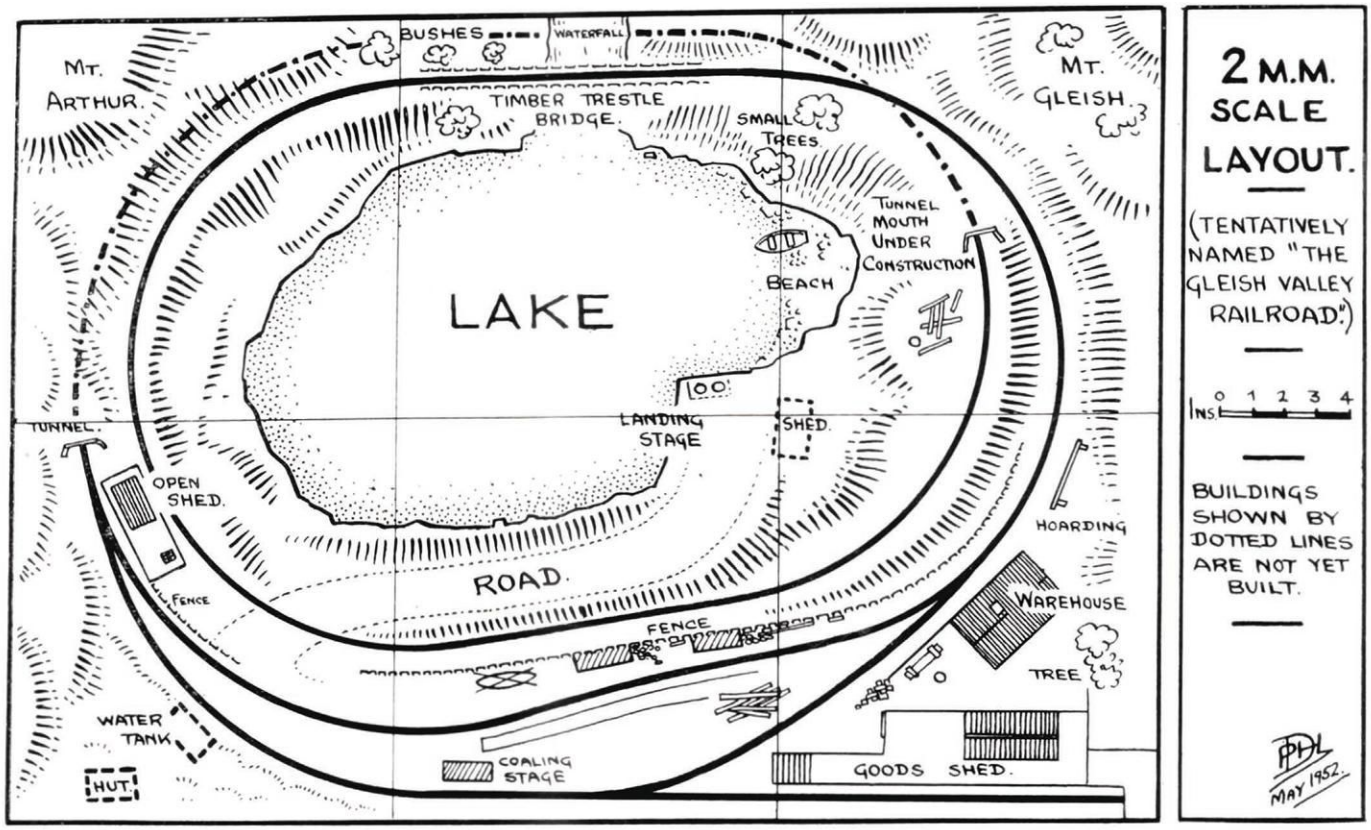


Figure 1: The Gleish Valley Railroad track plan as drawn by P.D. Hancock, from the January-February 1953 issue of *Railway Modeler* (*by permission of Peco Publications & Publicity*).

P.D. (Peter) Hancock was a well-known UK pioneer narrow gauge modeler in 4mm (OO) scale from the 1940s to the 1980s. He documented his 4mm work in an inspiring book entitled *Narrow Gauge Adventure* (ISBN 900586 54 0), which I'd highly recommend. As an offshoot from this work, he also built a small 2mm scale (1:152) layout called the "Gleish Valley Railroad," which featured in the *UK Railway Modeller* magazine for January and February 1953 (***Figure 1***) at a time when 2mm, or OOO scale as it was also called, was quite rare. Commercial N scale was still 8 or 9 years away. The GVRR was completely hand-built, trade support for 2mm scale being almost non-existent at the time. (It's interesting that, although a UK modeller, Peter Hancock used the term railroad rather than railway. When you read his book, it's clear that he also had a US influence to his modelling.)

The Gleish Valley Railroad is an attractive model railway, which has always interested me (***Photo 1***), so when we were all confined to barracks during the Covid pandemic in 2020, I looked at whether it might be possible to reproduce the layout in Nn3. Previously, I'd bought a bundle of used Rokuhan Z scale track from a fellow UK Nn3 modeller, and it occurred to me that there might just be enough to build the GVRR. Using the track planning tool SCARM (*www.scarm.info*) I was able to set out a design. Unfortunately, the three turnouts I had available didn't suit Peter Hancock's original plan. However, the plan would work if I flipped it over and built a mirror image. Rokuhan is a cleverly designed track system and using a variety of pieces, I got close to the flowing "looped-eight" style of the original. (***Figure 2***) In the bundle of track at my disposal, I had about 80% of the sections needed. SCARM has an option to provide a parts list, so assisted by this, I was able to go shopping

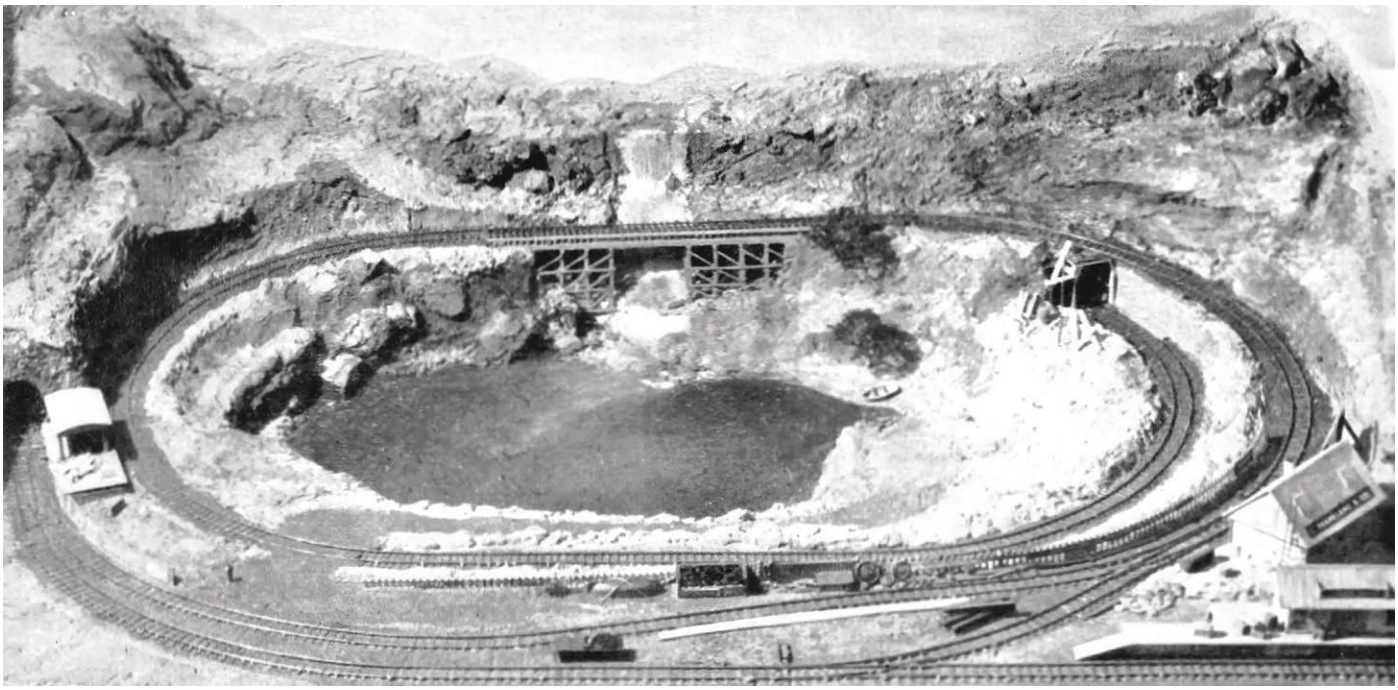


Photo 1: The photo of Peter Hancock's Gleish Valley Railroad 2mm scale layout from the January-February 1953 issue of *Railway Modeler* which inspired Mark Fielder's Nn3 interpretation. (*Photo by P. D. Hancock by permission of Peco Publications & Publicity*)

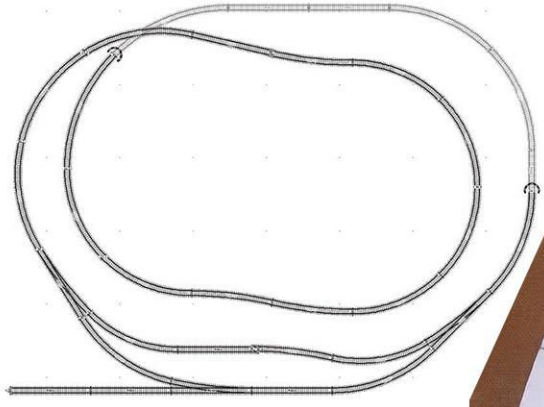


Figure 2: The basic track plan using Rokuhan sectional roadbed track as generated by the SCARM track planning program.

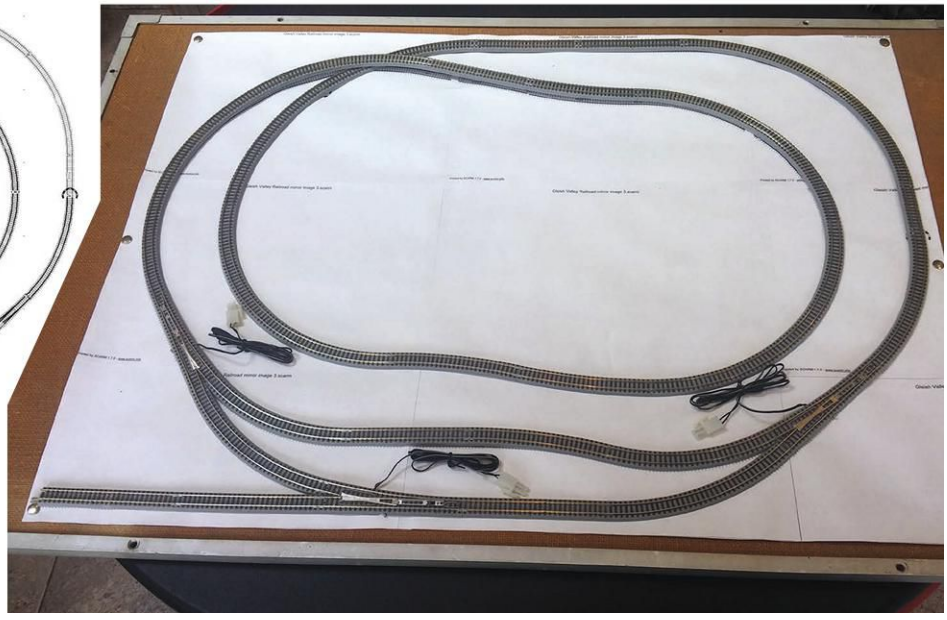


Photo 2: Rokuhan track laid out temporarily on the full-size printed SCARM track plan.

online for the remaining track pieces. Once everything had arrived, I laid it out on a board just to see how it would all go together, having previously used SCARM's printing options to print out a full-size plan. I knew from the SCARM virtual design that it nearly all fitted together, which I thought was quite remarkable, considering the pretty random assortment of set track. Just one section of straight track needed alteration, from 110mm down to 99mm. This was straightforward as the moulded plastic roadbed had a piece sawn out of it, rejoined with solvent and the rails shortened. The modification is invisible from above (***Photo 2***). The mirror-image Rokuhan replica worked out very close to the 36"×24" size of the original layout at 32"×24". Something I was happy about because it's a manageable size and leaves a bit of room for the layout to breathe with reasonably generous curves for Nn3. That's important because I have plans for the GVR to be dual-nationality, for my UK/Irish Nn3 models and for my slowly growing collection of US Nn3 stock – having inherited some items from my sadly missed good friends Dr. Peter Clark and Mike Randall.

Right about the time I completed the initial design work, Covid lockdown restrictions were lifted and as we were blessed with lovely summer weather, I got distracted by my other hobby of vintage motorcycles. The GVRR project went into hibernation. Somehow though, the Gleish Valley Railroad was an itch that remained to be scratched and recently, I've picked up the project again and my thoughts turned to how I might build the baseboards. All my previous layouts have been built with a

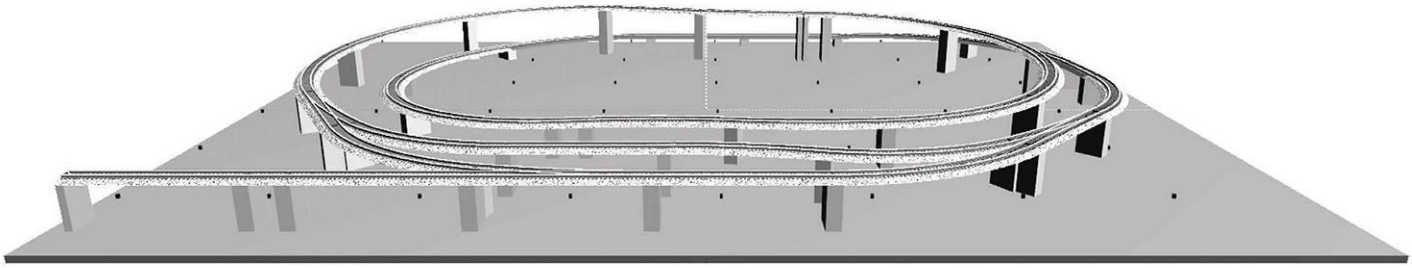


Figure 3: The SCARM rendered 3D isometric of the Gleish Valley Railroad track plan.

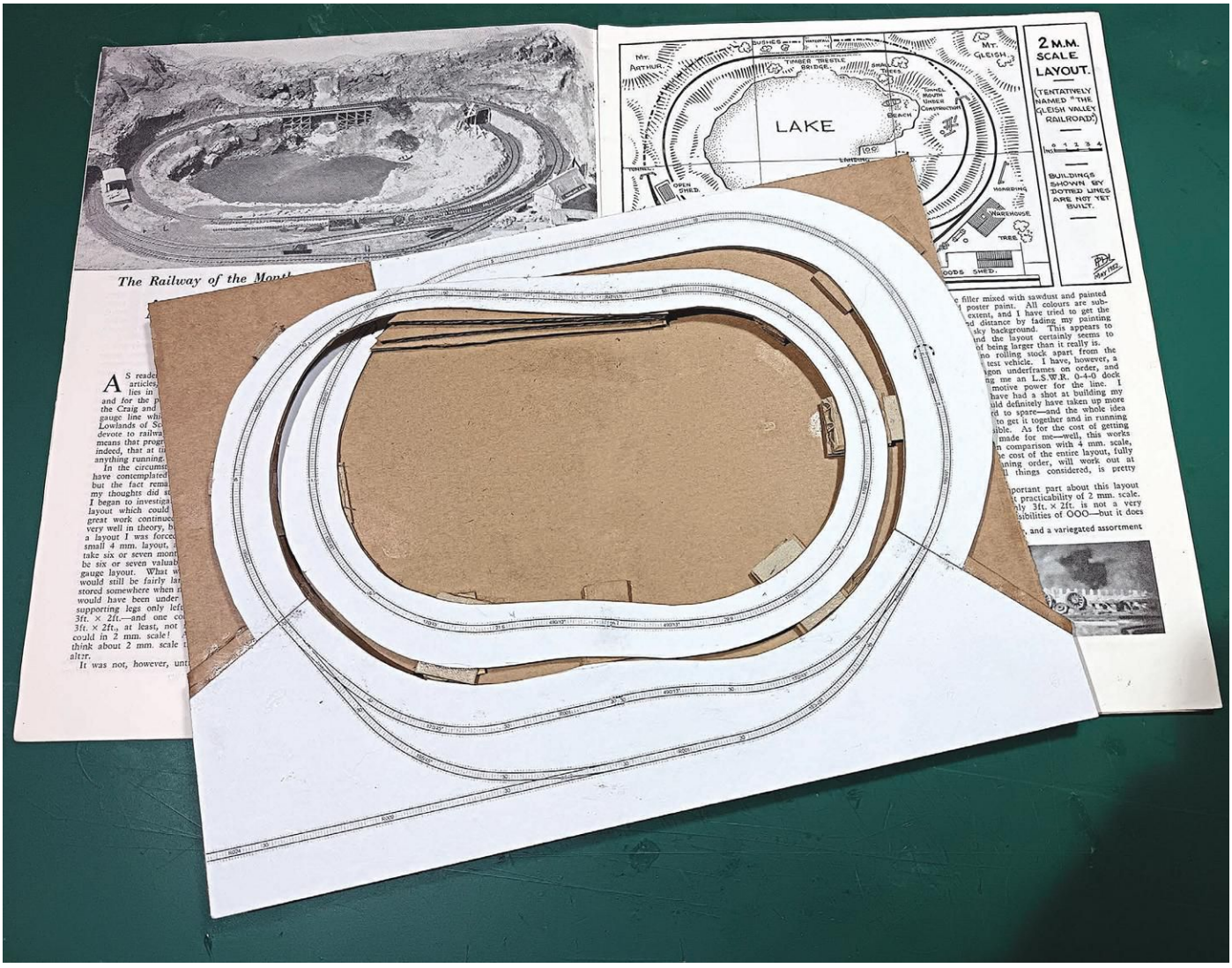


Photo 3: Cardboard model contrasted with the original magazine article which inspired the project. (*by permission of Peco Publications & Publicity*)

single-track level, so GVRR was a new venture for me. SCARM has the ability to specify track heights, which I set to allow for Nn3 rolling stock, and is significantly taller than Z scale. In turn, this made the gradients a little steeper than might be considered ideal. It was also necessary to work out how the trackbed might be cut out. The intention is to use plywood, most likely 6mm thick. Some people like Masonite (a.k.a. Hardboard in the UK), but it's a rather unforgiving material and doesn't easily accept trackpins or screws. SCARM has an option to generate a 3D render (***Figure 3***), but I'm more of a hands-on person, preferring to visualize things physically. I suppose I could have called upon AI to figure out the design, but instead, I printed several copies of the trackplan, stuck them to thin card and set about making a model of the model, using these and pieces of corrugated card from a packing box (***Photo 3***.) The result isn't elegant, but is going to be helpful in understanding how sheets of plywood need to be cut and shaped. It's especially helpful in deciding how to optimize the gradients so I don't over-stress the Nn3 loco mechanisms.

So, this is where things currently stand. The 21st century Gleish Valley Railroad has at least now made it to the stage of being a paper & card model. Next is on to constructing the baseboards and trackbed. Stay tuned!



Photo 4: Colorized historic photo of the town of Red Mountain, Colorado and the National Belle Mine. (Photo by Vaughan Jones, Colorized by Richard Crabtree.)



Photo 5: The site of the former town of Red Mountain as it currently exists, photographed by Preston Sands in 2023.

Pioneer Nn3 modelers Keith Koch and Mark Wilson built an N scale diorama/module in 1983, depicting the town of Red Mountain and the National Belle Mine as served in the 1880s by the narrow-gauge Silverton Railroad. Black-and-white photos of this module appeared in several editions of *The Nn3 Manual* issued by Ntrak in the 1980s. The diorama shows how effective N scale is in representing prototypical environments – examples which include the Port Harford, California and the Jerome, Arizona museum displays previously featured in *N-Scale Magazine*. Recently, Nn3 *Groups.io* member Mark Fielder re-posted an internet colorized image of a historic photo of the town of Red Mountain (***Photo 4***), which prompted fellow Nn3 Groups.io member Preston Sands to share images of the Koch/Wilson module he photographed at the museum in Ouray in 2023, along



Photo 6: The National Belle mine, with "The Knob" hill above. Mine shaft headframe structure sits atop tailings (waste rock). South tail of Silverton Railroad wye would have been at lower right.



Photo 7: William Henry Jackson photo of Red Mountain town, National Belle Mine, and Silverton Railroad. (*public domain*)



Photo 8: Overview of the Red Mountain diorama exhibit, with protective plexiglass walls.

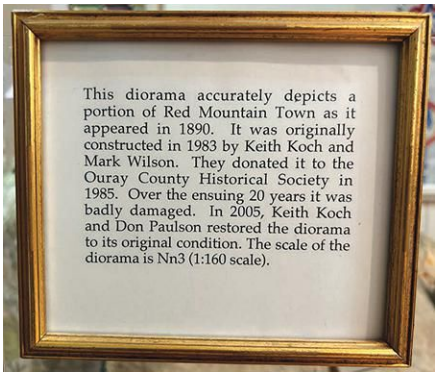


Photo 9: Museum interpretive sign on the plexiglass enclosure of the Red Mountain diorama.



Photo 10 (*Right*): "Aerial" view of the Red Mountain diorama, showing Nn3 Silverton RR tracks, mine, and town.

with images he took of the current site of the former town of Red Mountain taken at roughly the same spot as the colorized historic photo (***Photos 5 & 6***). I persuaded Preston to share more images with our readers, which he does here in a great photo story. Enjoy.

FINALLY

… please e-mail me at *thomasknapp@att.net* with your comments, questions,



Photo 11: Another aerial view of the Red Mountain diorama, showing Silverton RR tracks, mine, and town.

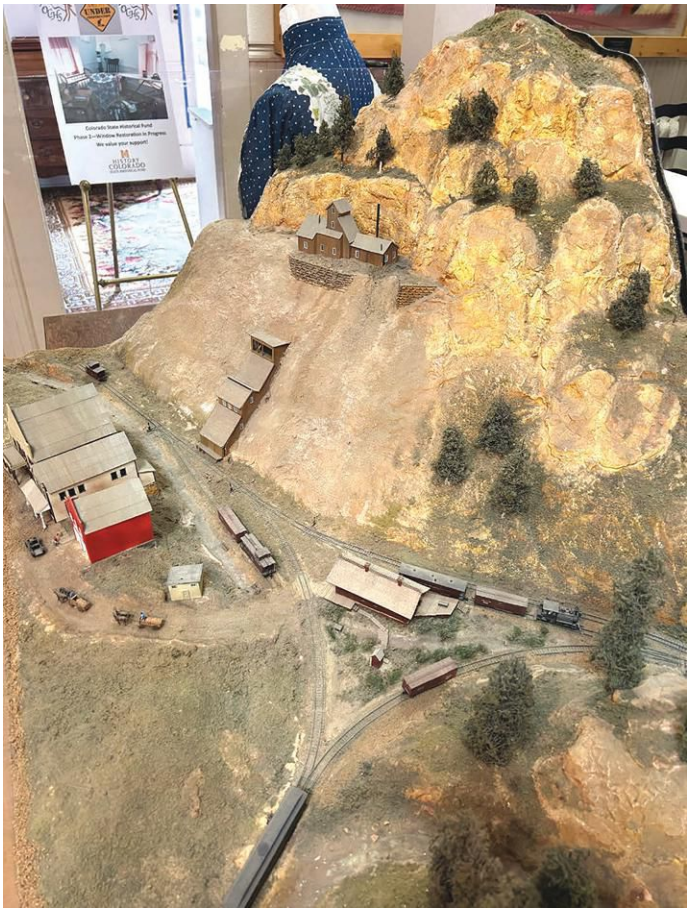
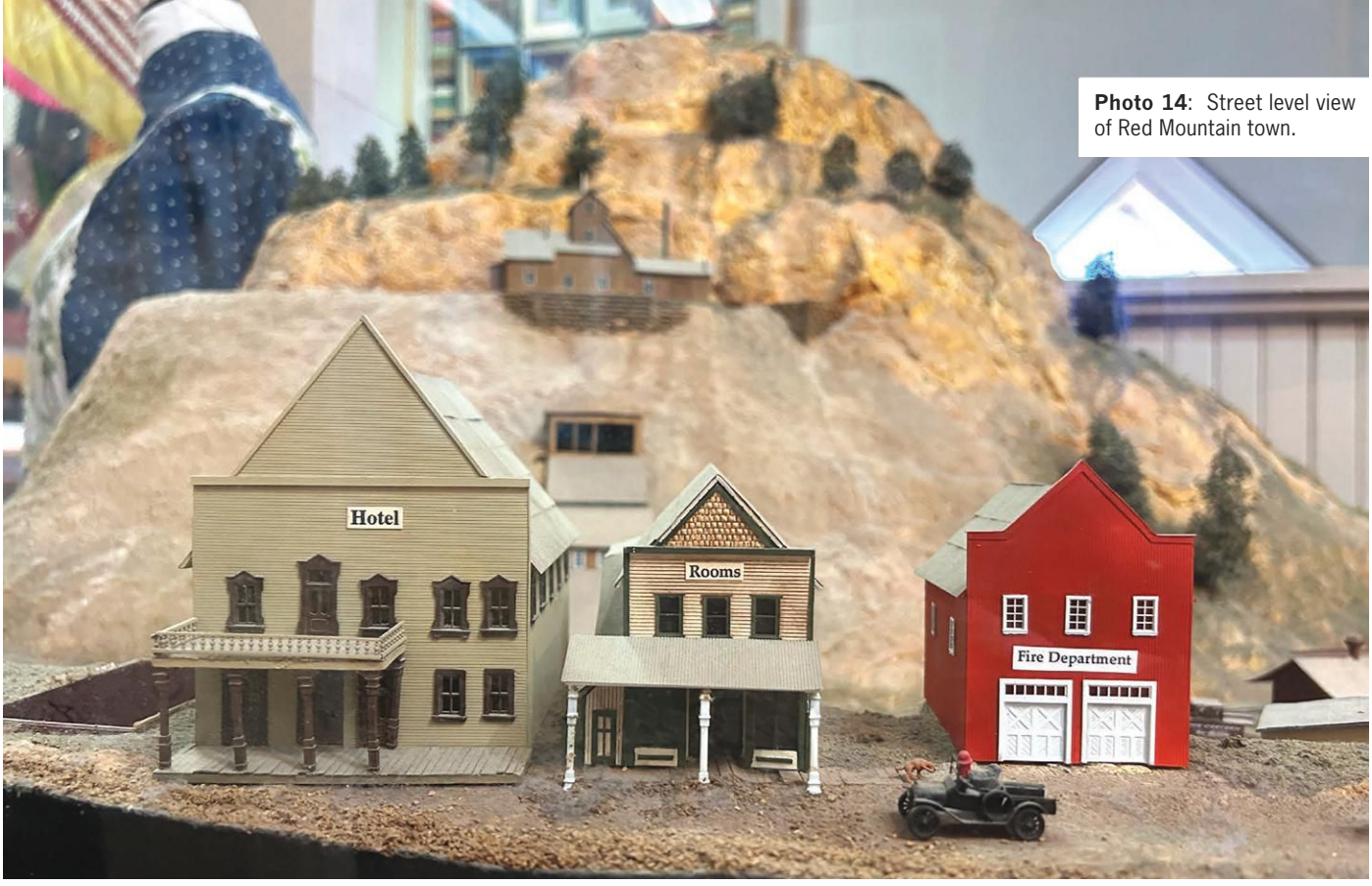


Photo 12: National Belle Mine structures cling to "The Knob" hill, above town and depot.



Photo 13: Another view of the National Belle Mine, with Red Mountain town in foreground.

Photo 14: Street level view of Red Mountain town.



and ideas for content. I would especially like to see the modelling of other Nn3ers out there that I could share with the readers of this magazine. Each reader out there has their own unique knowledge or skill which can be shared with the rest of us, so put pen to paper (or fingers to keyboard) and share with us. Also, manufacturers who have narrow gauge and shortline products and other products which help model the 19th and early 20th century scene, please let me know.

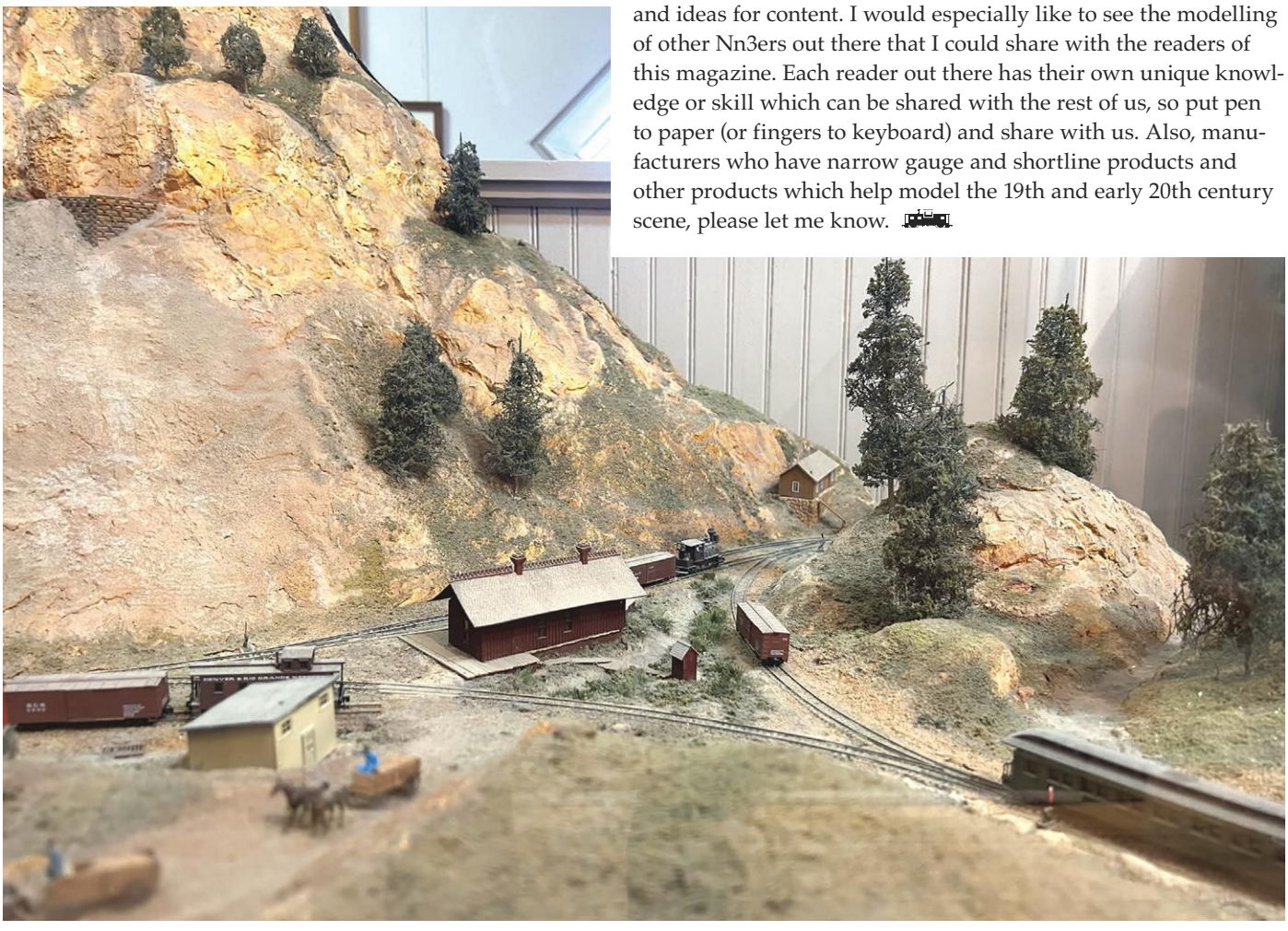


Photo 15: Silverton Railroad wye and depot. Building on the lower left is the town jail, and only one of two remaining structures in Red Mountain.



Photo 16: Wide angle aerial view of diorama showing layout of Silverton Railroad tracks.



Photo 17: The north end of Red Mountain, showing old mine structure and stub turnouts complete with harp switch stands, with a train stopped at the depot.



Photo 18: Looking down from the National Belle Mine at the depot and wye area.

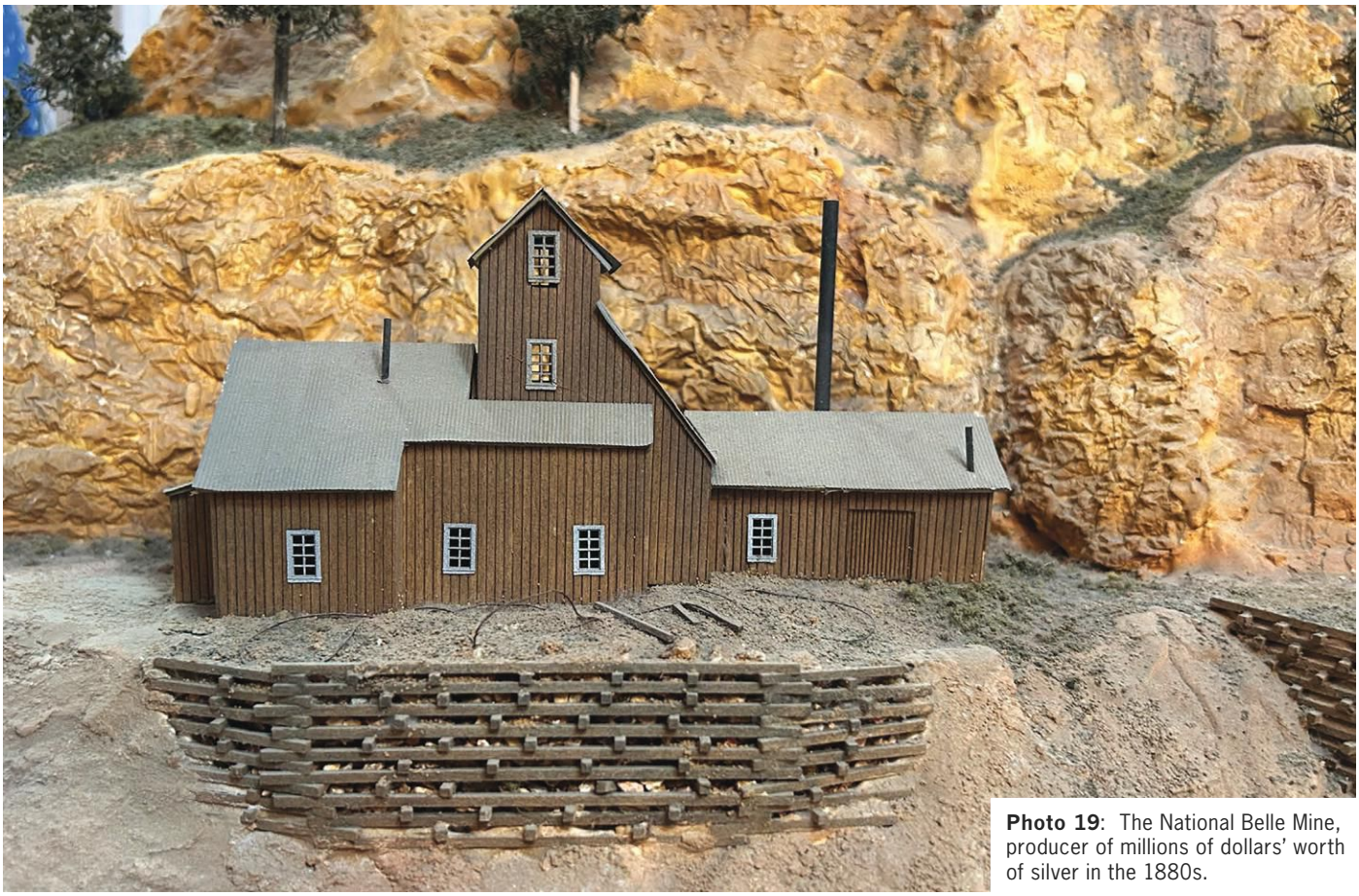


Photo 19: The National Belle Mine, producer of millions of dollars' worth of silver in the 1880s.



Photo 20: The Silverton Railroad's iconic "Red Mountain" combine parked at the Red Mountain depot.



Photo 21: Details in Red Mountain include the outhouse across the creek from the depot, wagons, and a vintage automobile entering Red Mountain's main street.

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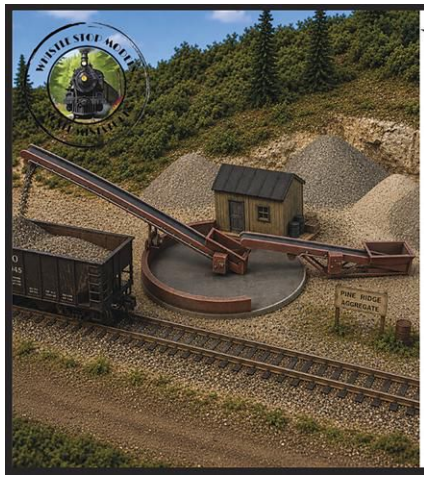
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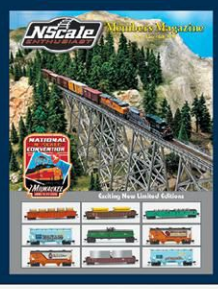
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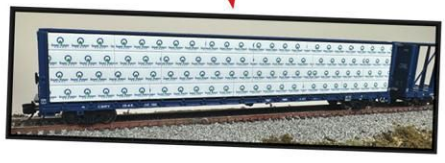




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