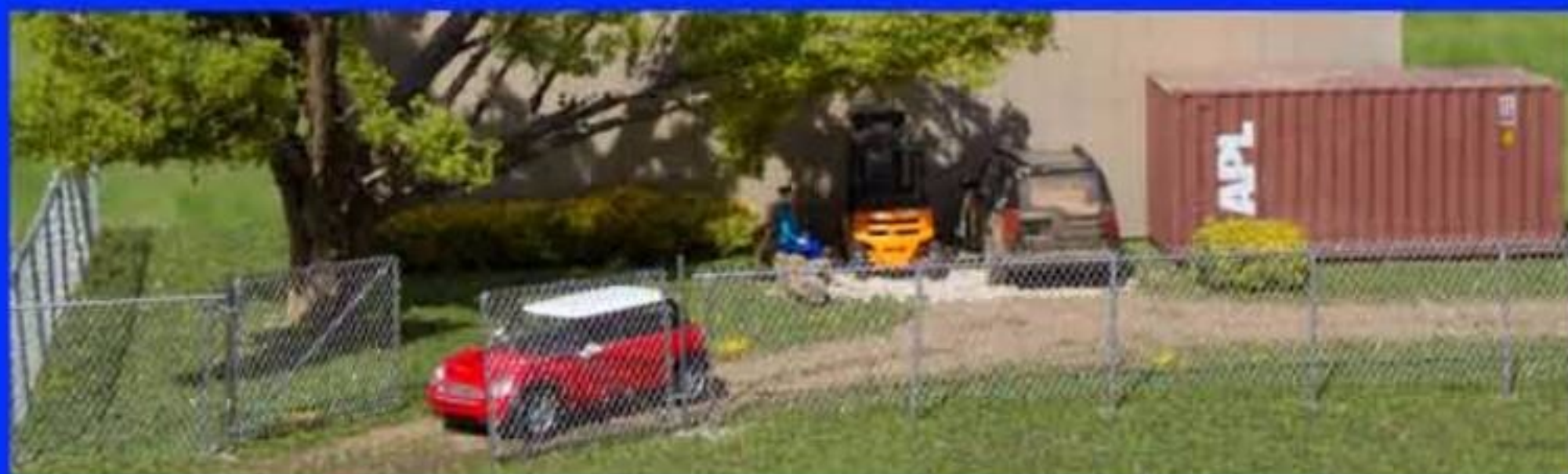


August 2017
Free Edition

Trackside Model Railroading™

**Kansas City Southern Lines -
Hot Springs Division in HO**



Free
Edition

Main Features

On the Cover

08 Kansas City

Southern Lines

Nick Muff's HO Scale Layout

Features the Hot Springs

Division from 1942-1950

42 Pacific Shores

Railroad

Steven Shores' Freelanced

Pacific Northwest HO Scale

Layout Based in the 1950s

18 Build a Chain-link

Fence and Operating

Gate in HO Scale -

Part 2





Departments

06 In Case You Missed It

Recent Railroading Events in the News

52 Along the Rails

Photos From Our Readers

August Desktop Images



From the Publishers

August 2017

Thank you for reading *Trackside Model Railroading*. This August we visit Nick Muff's HO scale Kansas City Southern Lines layout. The Union Station in Kansas City is the layout's focus, and Nick models the line from there south to Shreveport, Louisiana. His work is highly detailed with exceptional custom-built structures and scenery. The layout is based from 1942-1950 and captures the Union Station's peak time of passenger service. In addition to the layout, Nick has an E7 cab in the layout room (KCS No. 20) and a Pullman lounge car mockup that he built. Our tour of the layout includes photos, an article, and video of the trains running and some of the extras. (The Premium Edition of the magazine contains a much lengthier video of the layout in operation.)

Subscribe Now
\$14.99 Per Year
Subscription Price Includes
Video

Our second layout this month is Steven Shores' HO scale freelanced Pacific Shores Railroad. Steven's layout is based in the Pacific Northwest. His focus is on operations, and his careful planning is evident in the design of the track work. Steven has modeled several fictitious towns with a plethora of industries to offer interesting switching opportunities. The whole layout is beautifully scenicked, though Steven is still adding a few details. The Pacific Shores Railroad tour includes photographs, video, and an article.

We complete the second in a two-part project this month showing you how to make an inexpensive chain-link fence with an operational gate. We covered the steps for the gate in July and this month we share the steps to build the fence itself. There are two options to build the fence. One is more time-consuming and more detailed, and the other a bit simpler. Either way, you can build your own fence at very little cost.

We hope you enjoy seeing Steven and Nick's work. The desktop images included in the download are shown to the right. Thank you for reading. –TS



In Case You Missed It:

Recent Railroading Events in the News

Story by Jennifer Waters

June 28, 2017

San Francisco, California, USA

The Bay Area Rapid Transit (BART) light-rail has installed four security cameras in every rail car to bolster security. BART also has cameras in stations, on platforms, and on security guards. The company hopes to both deter future crimes through awareness of the cameras and to use them to help solve crimes on board its trains and at the stations. It spent \$1.42 million USD on the project, including both the cameras and their installation.

July 2, 2017

Steilacoom, Washington, USA

The Amtrak Cascades passenger train derailed near Steilacoom, Washington on Sunday, July 2nd. Several minor injuries were reported, but none of the 267 passengers was seriously injured. The locomotive and a few cars derailed. The accident occurred near the Chambers Bay golf course. The track in that area is surrounded by water on both sides, but none of the cars went into the water. The cause of the derailment has not yet been determined.

July 5, 2017

Tavares, Florida, USA

The *Royal Palm Railway Experience*, a tourist train owned by the Orlando & Northwestern Railway will soon begin running excursion trains in Florida between Tavares and Mt. Dora. The tourist trains will operate on Florida Central Railroad trackage. Some trains will begin operation this August. The company “seeks to recreate an authentic travel experience reminiscent of the famous streamlined passenger trains that once served Florida.” Daytime trains will be the first to operate, with dinner trains and brunch trains to be added in January 2018. Holiday trains will also be offered.

July 6, 2017

New York, New York, USA

A New Jersey Transit train derailed on Thursday night, July 6th at Penn Station in New York. Approximately 180 people were on board at the time. The derailment was minor and no injuries were reported, but it was the third derailment in the area in the last few months. The derailment was reportedly caused by defective ties at the

switch which allowed the tracks to widen.

July 7, 2017

Port Freeport, Texas, USA

The Port of Freeport in southeastern Texas (south of Houston) is deepening its shipping channel and has hired Primoris Services Corporation to make some upgrades to the port in anticipation of increased traffic. Primoris will build a new rail spur, work on new drainage, new lighting, and do some paving work. The project should begin this fall and conclude in summer 2018. There is also a proposed new rail line which may be constructed to Rosenberg, Texas, 60 miles from the port. If implemented, the new rail line is expected to be completed in 2020.

July 11, 2017

Washington, D.C., USA

President Trump announced plans to nominate Ronald Batory to become the new administrator for the Federal Railroad Administration (FRA). Batory recently retired as the President and COO of Conrail, and has 46 years of experience in the industry. Batory worked for the various railroads for over 20 years and was the president of the Belt Railway Company in Chicago and a manager for the Southern Pacific. Batory was one of four candidates considered and the only one of the four with railroad operational experience.

July 11, 2017

Rawlinna, Western Australia, Australia

An investigation into the cause of an April 21, 2017 Pacific National train derailment in Rawlinna, Western Australia, found that the incident was caused by a failure to line the switch after a previous train had passed in the opposite direction. The derailment blocked the remote line between Adelaide and Perth for four days. About 200 meters of track was damaged in the accident (.12 miles). There were three crew members on board. One of them was in the car with sleeping berths and was unable to exit until he was extricated from the car, as it was resting on its side and the emergency ladder was inoperable.

July 27, 2017

London, England

The commuter rail line from Gospel-Oak to Barking in London (GOBLIN) is undergoing electrification. The process has seen significant delays, but is now expected to be complete in January 2018. The GOBLIN line is currently served by diesel locomotives and is known for overcrowding. Once the lines are in, a period of testing with the new electric trains is expected. Network Rail and Transport for London intends to run eight four-car electric trains instead of the current two-car diesels.-TS

Kansas City Southern Lines-

Story by Jennifer Waters

Photos and Video by Ross and Jennifer Waters

We take a trip this month to see the Kansas City Southern Railway's Hot Springs Division on an HO scale layout built by Nick Muff. Nick is a doctor of radiation oncology and lives in

In Swope Park, a car drives on Flying Field Road as a KCS train crosses the concrete open-spandrel bridge overhead. Nick built the bridge from scratch using sheet styrene with a milled wood deck.

Sedro Woolley, northwestern Washington, with his wife Sue and their family. He models the KCS line from 1940-1952 from Kansas City, Missouri to Shreveport, Louisiana. The layout includes parts of Missouri, Oklahoma, Arkansas, and Louisiana. Its central feature is the Union Station in Kansas City, Missouri.

Nick's layout is quite unusual in that it includes not just the layout but a museum-



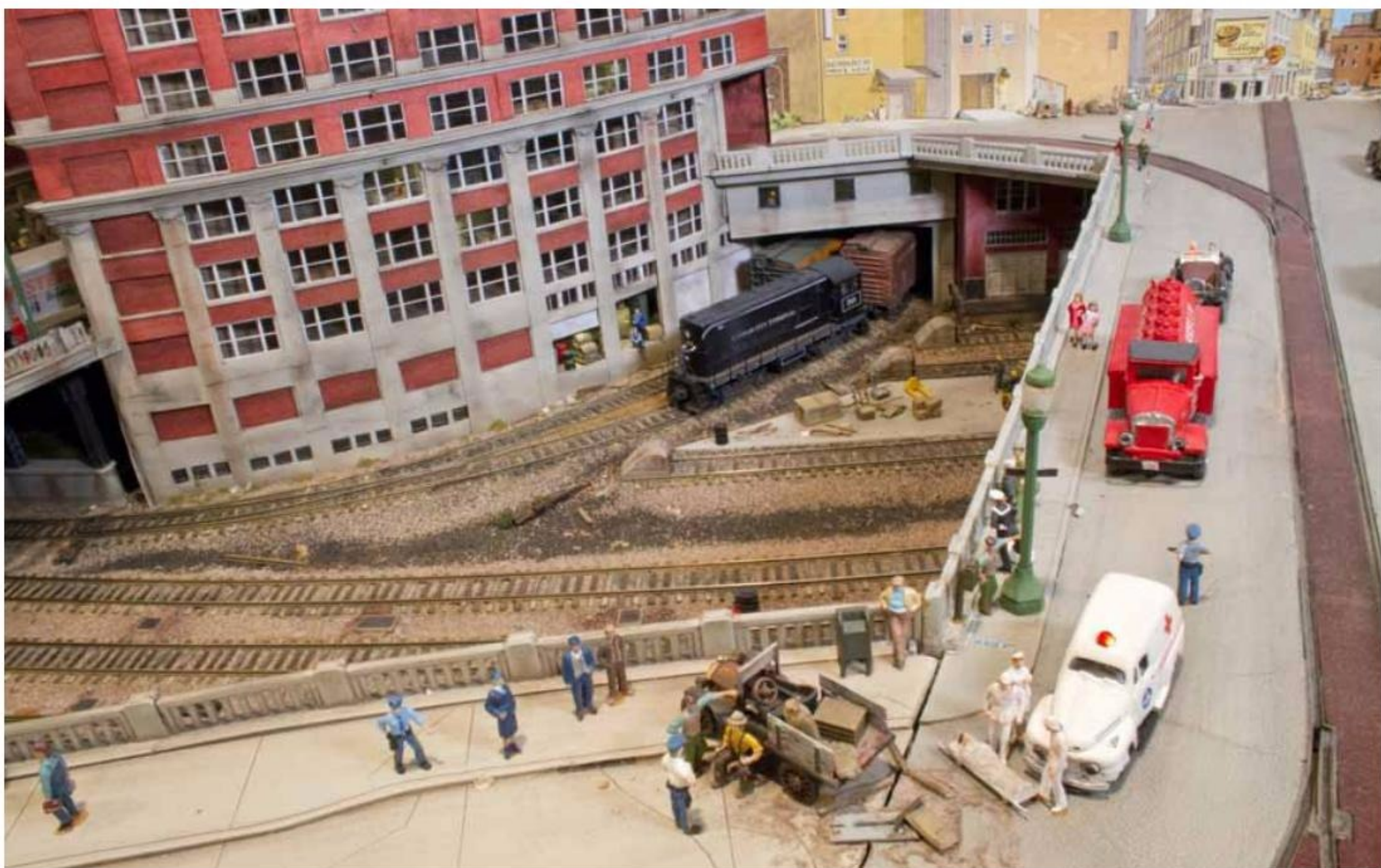
—Hot Springs Division



type entrance complete with a mock-up of a Pullman lounge car. Visitors arriving to see the layout will descend a staircase under neon signage promising the way “to trains,” and the trains do not disappoint. When visiting, you will first see a mural of passengers at the Kansas City Union Station concourse as it was in the 1940s, which local artist Fred Sutcliffe painted. You can then enter the layout room through a door Nick built to look like a locomotive door or you can walk through the Pullman car.

KCS No. 1224, a diesel EMD NW2 switcher, drops off a car at the Ford Motor Company’s stamp mill in Leeds.

The Pullman car has a lavatory, a “roomette” (a room big enough for one passenger), a display area showcasing the actual Southern Belle’s dress from 1948, a linen closet, and a dining lounge. Nick built the car with Masonite walls and fixtures and objects from the prototype, including a set of china dishes.



The entry is a pneumatic door, and opening it as you enter contributes to the historical realism of the experience as you walk into the car. Nick made a 1940s “radio station” which he plays at times and he has added recorded sounds to simulate normal train operations.

One particularly unusual and enjoyable addition to Nick’s KCS layout is the E7 cab in the layout

room. When Nick and his wife Sue added onto their home and built the 30x40 foot basement, they had the front of the cab from GN F7A No. 462D (later BN No. 682) put into the basement. Nick bought the scrapped unit and restored it completely, both the interior and exterior. He altered the F7A to make it into an E7 (with the addition of a grille behind the cab door) and restored the interior as an E7.

He numbered it as KCS No. 20. On the exterior, he sandblasted the whole cab and then painted it in KCS red, yellow, and green.

From the north end of the layout south to Grandview, the layout is on one level.



Above: Nick bought the cab of the F7A which was GN No. 462D (and later BN No. 682) when it was being scrapped. He modified the side grille of the locomotive to look like an E7 and numbered it as Kansas City Southern No. 20, the only E7 unit with the single headlight and this style of number boards. He restored both the interior and exterior of the unit.

Upper Left: An accident on McGee Street above the east throat of the Union Station Yard has resulted in injuries, and emergency personnel attend to the victim.

Lower Left: A northbound freight train travels through Grandview, Missouri, which is the KCS’ first stop south of Kansas City.

Stats

Owner: Nick Muff

Layout Name: Kansas City Southern Lines
– Hot Springs Division

Prototype: Kansas City Southern

Era: 1942-1950

Locale: Missouri, Oklahoma, Arkansas,
Louisiana

Size: 20x40 Feet (6.10x12.19 Meters)

Scale: HO (1:87)

Control: Digitrax DCC

Style: Point-to-Point with Hidden Storage
Track at Both Ends

Minimum Radius: 30"

Maximum Grade: 2%

Track Height: 20-36" on Lower Level, 48-
56" on Upper Level

Track: Micro-Engineering Flex Track Code
83, 70 and 40.

Benchwork: Modular with ¾" Plywood
Deck and 2x4" Support Legs

Turnouts: Walthers and Shinohara No. 6s
and a Few No. 5s

Switch Machines: Tortoise

Backdrop: Painted Blue with Clouds,
Building Cutouts

Scenery: Bragdon Enterprises Geodesic
Foam

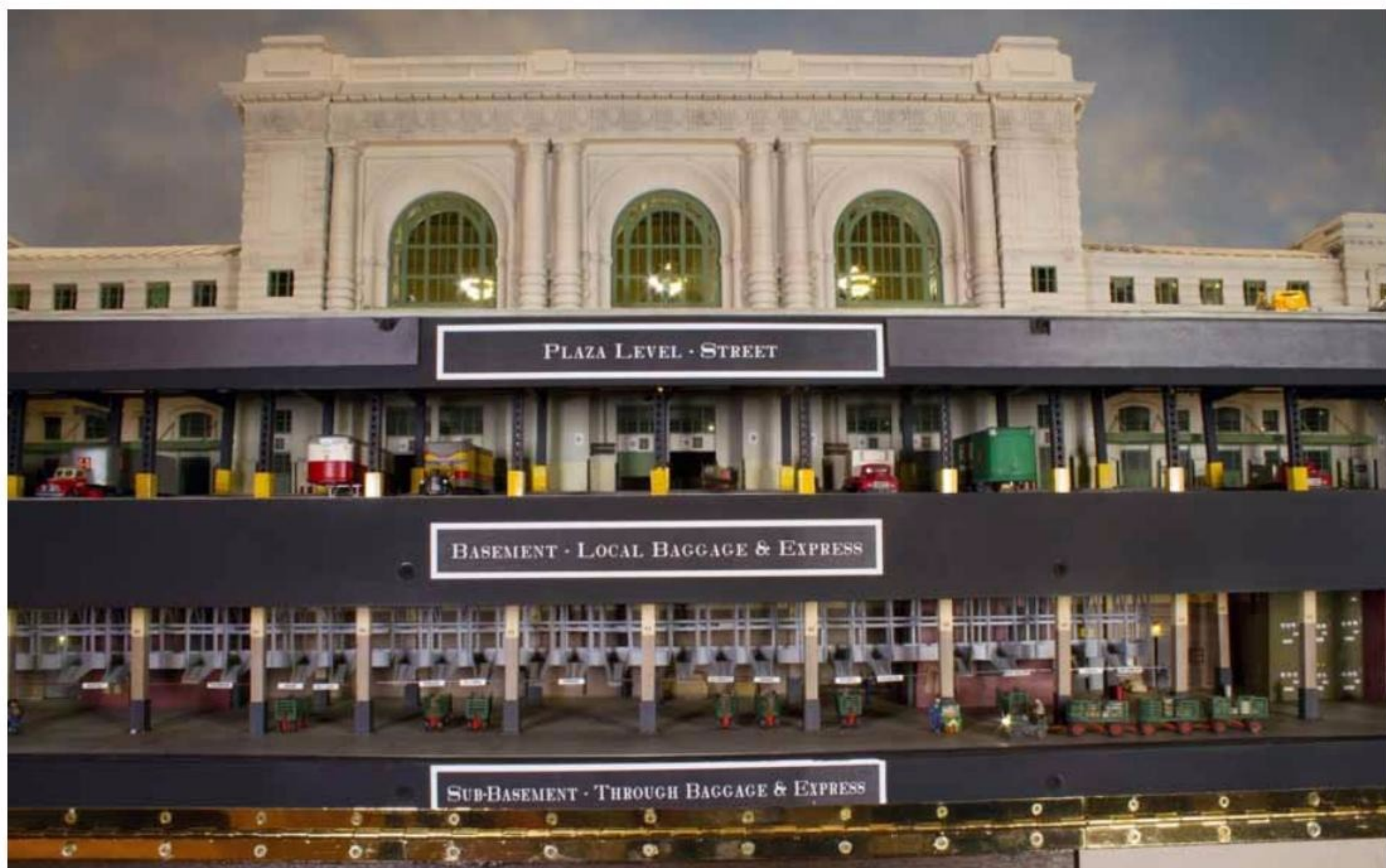
Roadbed: Homasote

Much of the upper level represents Kansas City, Missouri, starting at the Kansas City Terminal Railway yards at the northern terminus of the layout. Nick includes the east and west yards and platforms on either side of the station, and the line as it heads south through Leeds and Grandview. These parts of the layout are completely scenicked, and Nick has done an exquisite job of adding custom details throughout the layout.

Continuing south from Grandview, the layout proceeds through several Arkansas towns and through the countryside on the upper level until reaching Siloam Springs, and then goes through a three-level helix down to the lower level. The parts of the layout south of Grandview are constructed and fully operational but are not yet scenicked. The lower level will host future cane fields, an oil refinery, a sugar company, and cotton fields in parts of Oklahoma and Louisiana.

Upper Right: A panel drops down to reveal the inner workings beneath the station. On the basement level, local baggage and express is handled. One floor down in the sub-basement, through baggage and express and U.S. mail is handled.

Lower Right: Nick made wreaths which he can hang on the windows of the Union Station at Christmastime.



Also on the lower level is the Kansas City Southern's Deramus Yard in Shreveport, Louisiana and the Shreveport Union Depot. It is the layout's southern terminus. Nick plans to model Watts, Oklahoma (also on the lower level) in the winter.

The elevation on the layout ranges from its highest point of 56" at street level in Kansas City down to 48" at Siloam Springs, where it enters the helix to descend to the lower level. The three-loop helix drops the height to 34" at Watts on the lower level, and Shreveport is the lowest area on the layout at 30" high.

Nick planned the whole layout before starting construction. Installation of the E7 cab was, of course, also carefully planned. During construction of the addition, Nick and Sue had it lowered into place in the basement using a truss crane. The cab fits in the room with the layout tucking behind it at one end.

Click on the image to the right to watch a video of the extras of Nick's layout: the entry, inside the Union Station, the Pullman lounge car, and inside the F7 cab, plus a few run-bys on the layout.

The Premium Edition includes maps of both of this month's layouts and quite a few more pictures and video.

Are you curious what you are missing? [Click here to buy a copy of this month's magazine.](#)

The layout's track plan is Nick's original design. His primary interest was in Kansas City's Union Station and the inclusion of the Kansas City Terminal Railway that served the station. As such, he runs predominately passenger service.

The station and the yards surrounding the Union Station take up most of the completed area of the layout. Overall, it is 20x40 feet (6.10x12.19 meters) in a room that is 30x40 feet (9.14x12.19 meters). The extra 10 feet is occupied by the Pullman car along one side





of the room.

One of the strengths of Nick's Kansas City Southern Railway's Hot Springs Division is the level of detail he has included in the scenery and structures. The Union Station, the main focal point of the layout, he built from scratch.

The prototypical station was built in 1914 and saw passenger traffic peak in 1945, during the period that Nick models. He made the Union Station from scratch, using 1/8" styrene to build the station's detailed neoclassical architectural facade. He then made a mold of it, which he used to pour resin forms of the building. He made the

No. 72, an 0-6-0, picks up a gondola load of ash from KCT Powerhouse No. 1.

mold so that he would only have to build the form once to make two identical forms for the front and back of the building. Another modeler made Nick a metal column on a lathe and he added details to it with styrene before making duplicates of it as well.

Nick also built the Western Auto building from scratch. The prototype of the triangularly shaped structure was built in 1914 as well. At one time, it housed Coca Cola, and in the present day it is condominiums.



KCS No. 11 prepares to pull out of the Kansas City Terminal Railway Yard with a consist bound for Union Station.

Nick built it using styrene and laser cut window frames, with over 100 windows total. The prototype landmark sits over the east throat of the yard in Kansas City.

In addition to the custom made structures, there are scenic details throughout the layout. Some of these include lighted vehicles, a scrapyard, traffic incidents, and people involved in all sorts of activities. Nick included the open-spandrel concrete bridge

at Swope Park on the layout, which he constructed with two spans instead of three due to space limitations. The bridge crosses the Brush Creek.

Nick uses Digitrax DCC to operate the layout. He also plans to install a computer-simulated throttle control in the cab so that an operator can sit in the E7 and control trains on the layout.

The cab has a Nathan air horn and a brass bell, which are operational. The locomotive also sits on a frame supported by 16 springs and will be moved from side to side by a cam, lever and variable speed DC motor.

This will make it so the cab moves slightly when it is in operation.

Nick does highly-detailed CAD drawings of locomotives for manufacturers, providing the plans and reviewing the pre-production models for accuracy. We have included a few of his drawings in the Premium Edition for those who are interested in seeing them.

Also, be sure to watch the video of the layout in action. The link to the video is on [page 14](#). Thank you for joining us at Nick's Kansas City Southern Lines Hot Springs Division. –TS

This is the view inside the cab of Nick's E7. The cab has a functional Nathan AirChime P5 horn.



Build a Chain-link Fence and Open



Operating Gate in HO Scale - Part 2



Last month we built a gate for a chain-link fence as part 1 of a two-part project (see the photo on the right). This month we show the steps to build the chain-link fence itself. We offer a more complex version of steps to create a stronger gate that is a little more realistic and a simpler version for those who want to spend a little less time on their fences. If you wish to follow the more complex steps, you will need some 18-20 gauge wire.

If you built the gate last month, you can pick up right where you left off then and build your fence. If not, you can still build a fence with these steps. You will need some piano wire in .025 and .032 inch sizes (22 Gauge or .644

What You Will Need:

Wire Cutters (Like Those Below)

Scissors

“Clear” Nylon Tulle Fabric

Piano Wire in .025 and .032 Inch Diameter (22 Gauge or .644 mm and 20 Gauge or .812 mm)

Super Glue

Scale Ruler

Mini Needle Nose Pliers

Scissors

Paper Cutter

Hand Drill with Small Bit

Stranded Wire (18 to 20 Gauge)

mm and 20 Gauge or .812 mm), wire cutters that can cut tempered high-carbon steel (it will dull some cutters), a scale ruler, scissors, Super Glue, “clear” nylon tulle fabric, a paper cutter, a hand drill with a small bit, and tweezers. The more complex fence is not much harder to make and



Left: You will need wire cutters like these to cut the steel piano wire. Steel will dull cutters, so cut the wire using the holes (arrow 2). When making your measurements, it will be important to figure out the gap from where the wire will actually cut (arrow 1) and the outside of the hole where you insert the wire. You will have to account for that gap every time you make a cut.

doesn't add much to the cost, but it does require working with small pieces of wire and will take a little more time.

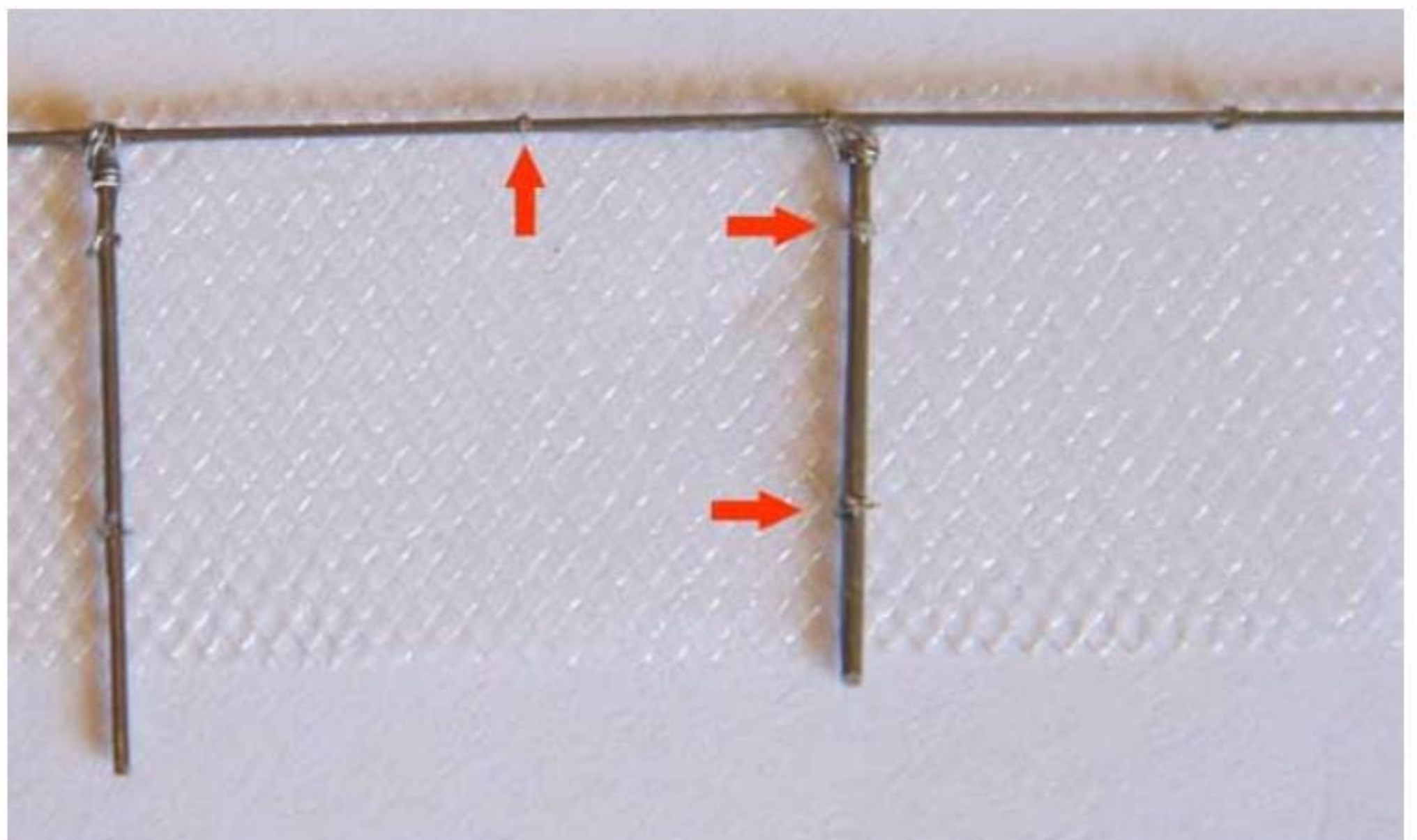
If you did not buy nylon tulle fabric already for the gate project last month, you will need to buy some for the fence. Nylon tulle is a fine mesh that is used for wedding veils and various other garments that require netting. The netting looks like the chain-link metal material used on fences. Most nylon tulle will be appropriately sized for an HO scale fence, though you may be able to find some with a larger pattern that is appropriate for O scale if that is what you need. We used "clear" nylon tulle (which appears to be white on the bolt at the store). Once it is applied to the fence, it looks like metal fencing material and catches the light appropriately.

Have fun building your fence. The steps start on the next page.- TS



Above: We built this gate last month (shown with a completed fence). The gate can be opened and closed to stage photos. If you have not built it and would like to do so, the steps are in the July 2017 issue of *Trackside Model Railroading*.

Below: The more complex steps will show you how to add ties (shown by the red arrows) to your fence to make it even more realistic. Also, note the post length difference. Cut some posts (particularly end posts) 8 feet long instead of 6 so that you can anchor the end in the layout for stability.



1 Measure the length of the fence you want to build. If you built the gate last month, start the fence line next to the gate.



2 Cut the .025 inch piano wire to the length you need for the top rail of the fence.





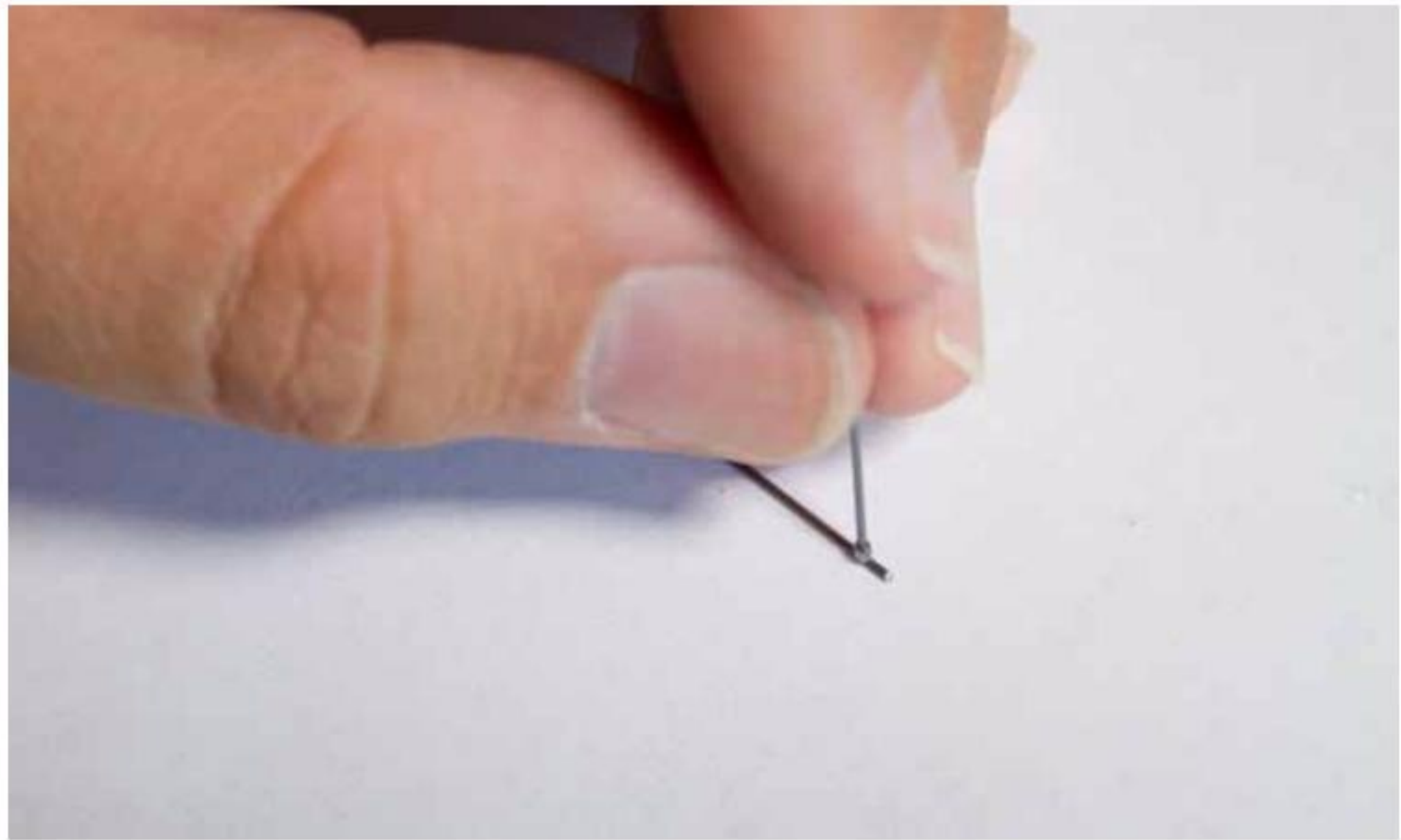
3 Cut 6 scale posts from the .032 inch piano wire (enough to put one in every 8 feet). Remember that with cutters like these, you need to figure out the gap between the edge of the cutters and the center where the actual cut is made. Our gap is about a foot, so measuring at 5 scale feet gives us a 6 foot post.



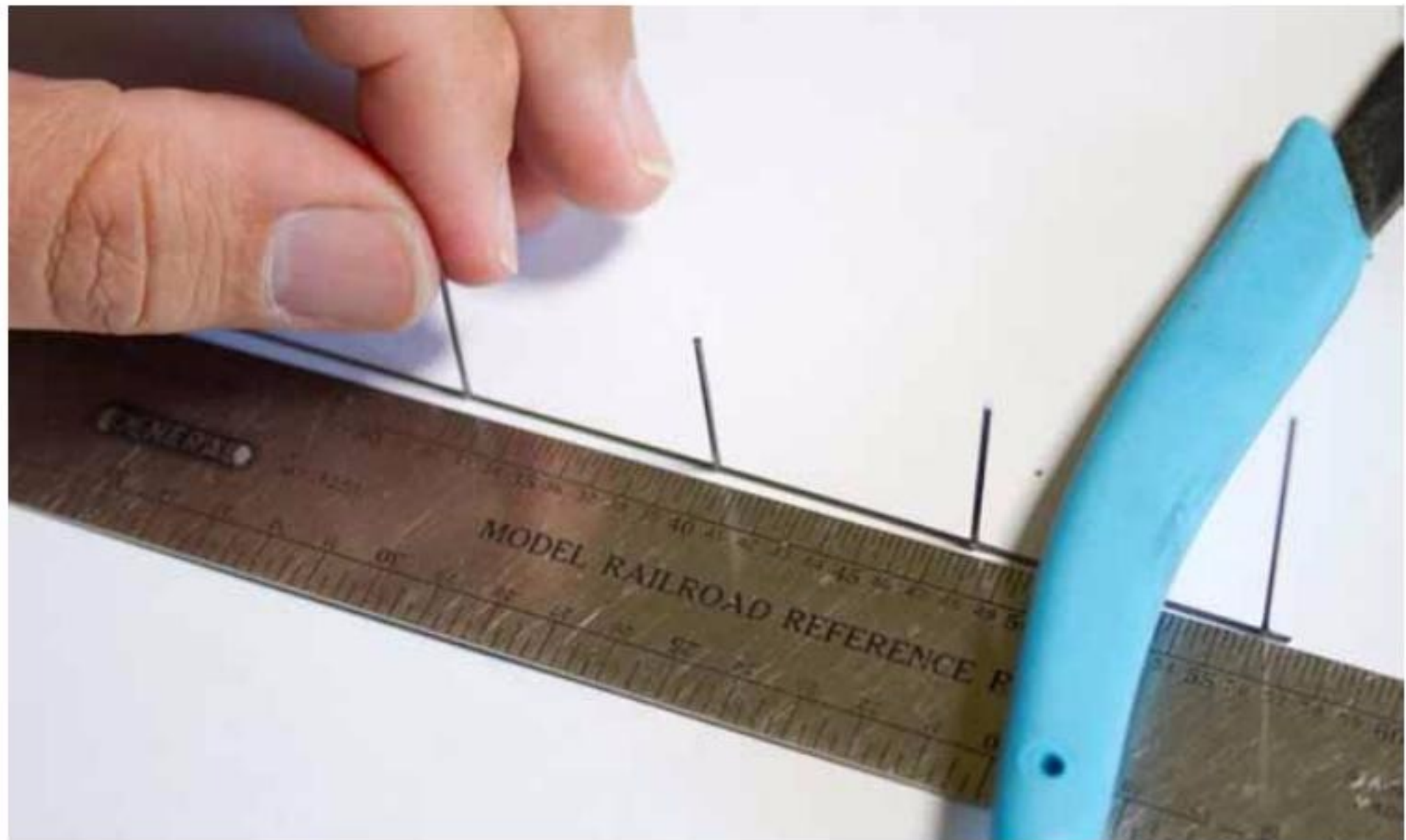
4 Cut at least two 8 foot long posts for the ends of the fence (also from the .032 inch wire). You will need to drill a hole into the layout to insert each of the posts. If you want to make the finished fence stronger, add a few extra 8 foot posts in the fence line.

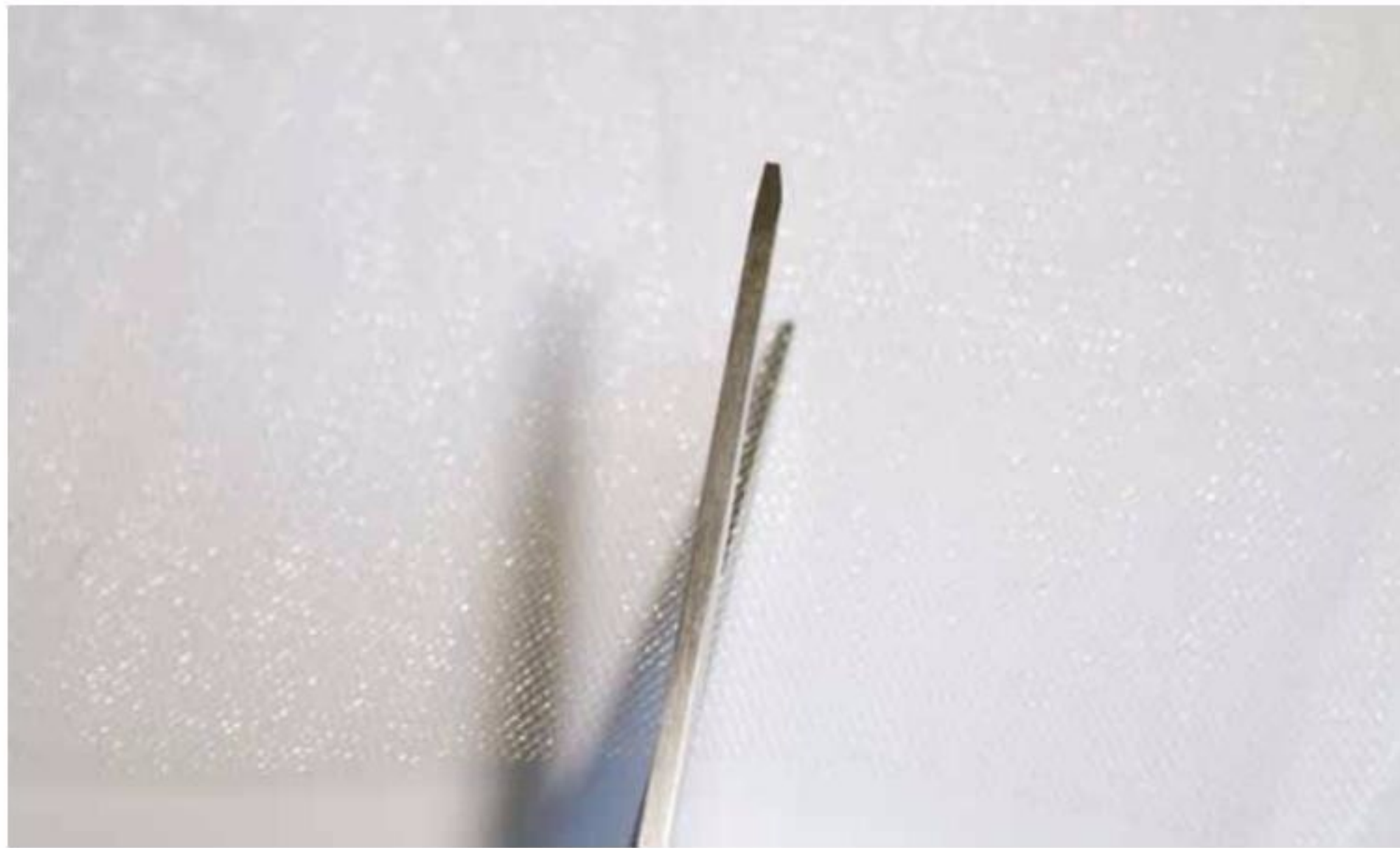
5 Glue the posts to the top rail, gluing the longer posts at either end first. We recommend that you use Super Glue.

(If you want to make an even more realistic and stronger fence, skip steps 5-6 and go to step 17.)

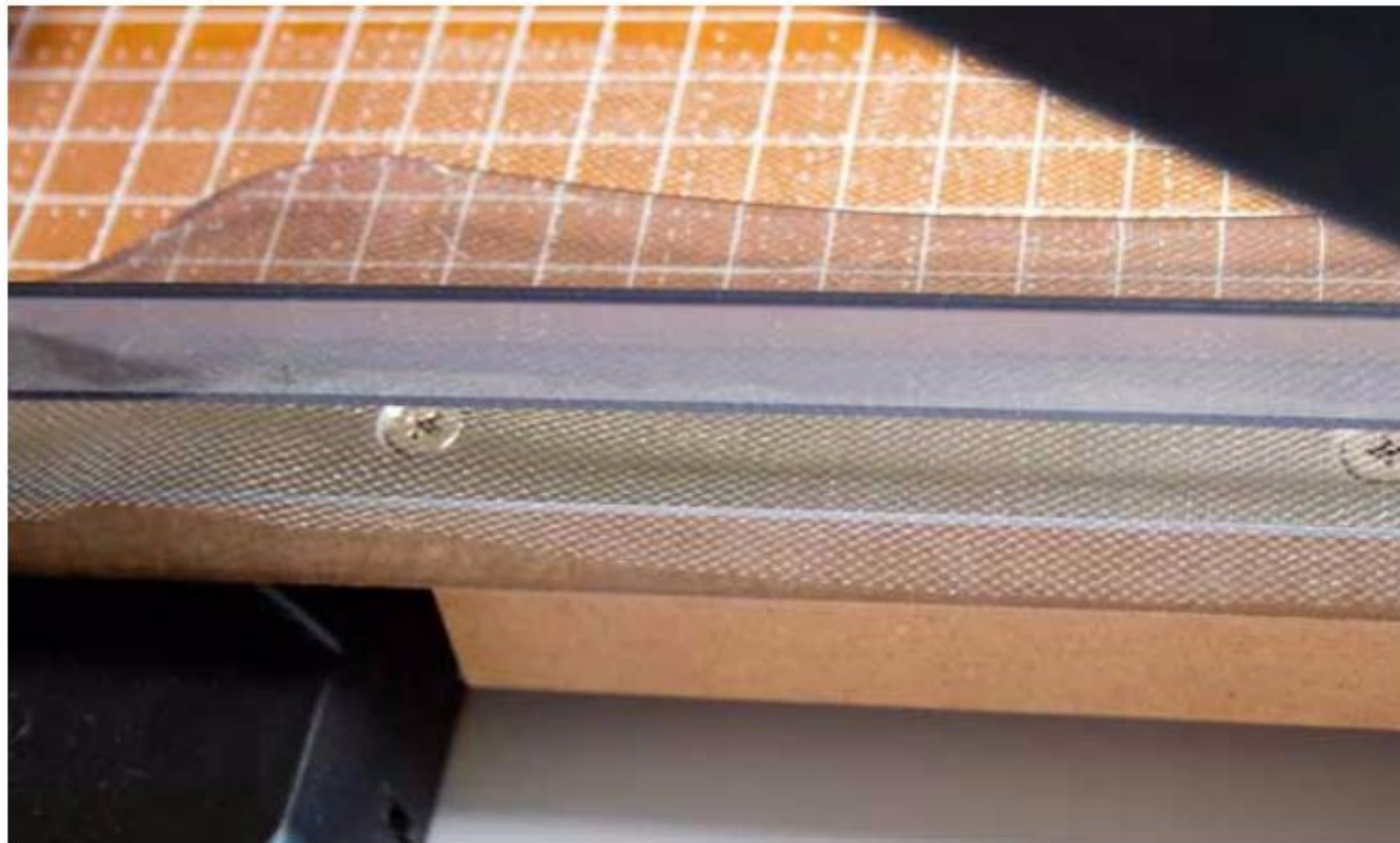


6 Glue one post every 8 scale feet. If you cut extra 8 foot posts, glue one now and then instead of a 6 foot post. Wherever you use a longer post, you will have to drill a hole into the layout to insert it. It is a bit more work but will result in a stronger fence.



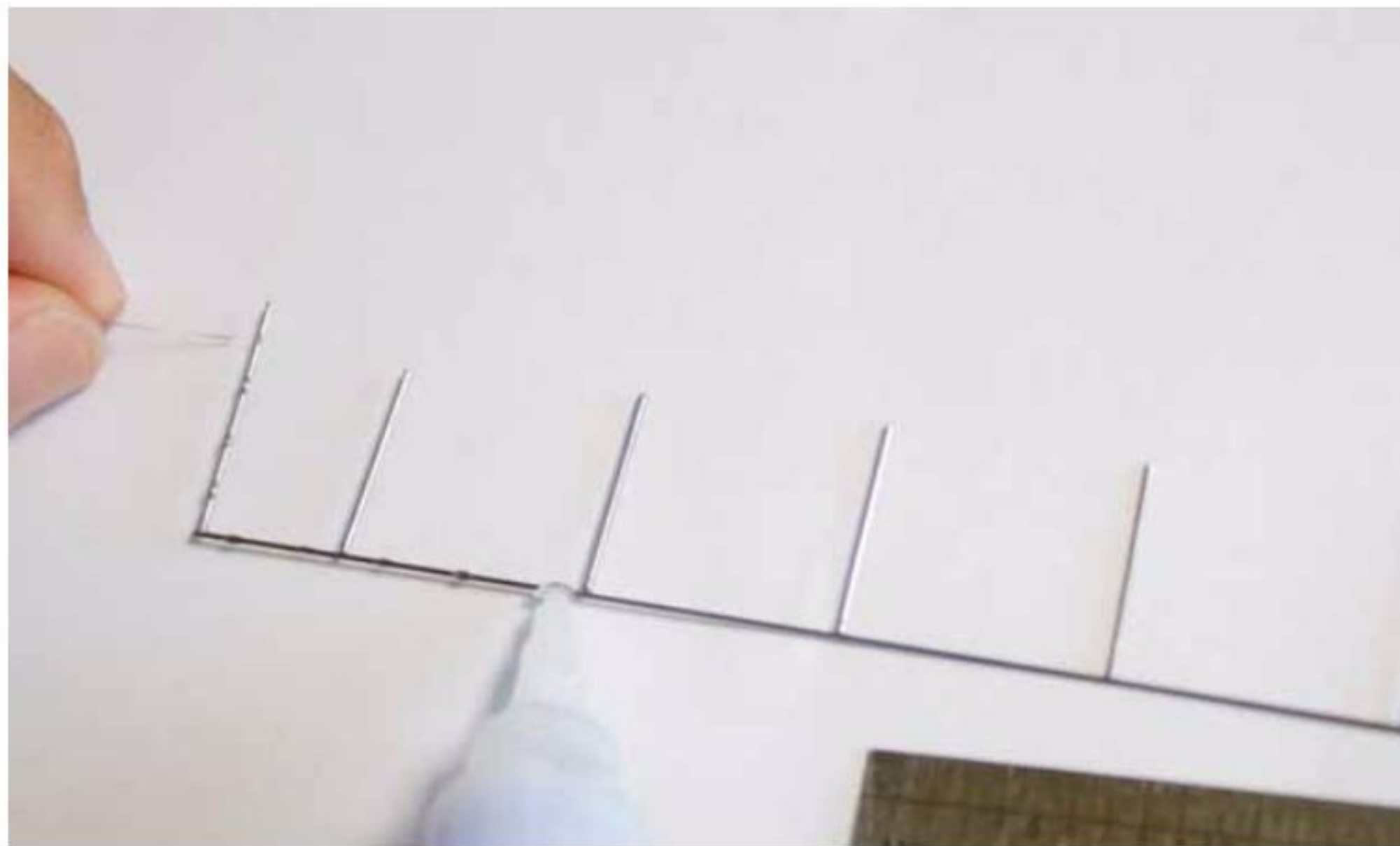


7 Cut a piece of nylon tulle from the fabric for the fencing material.

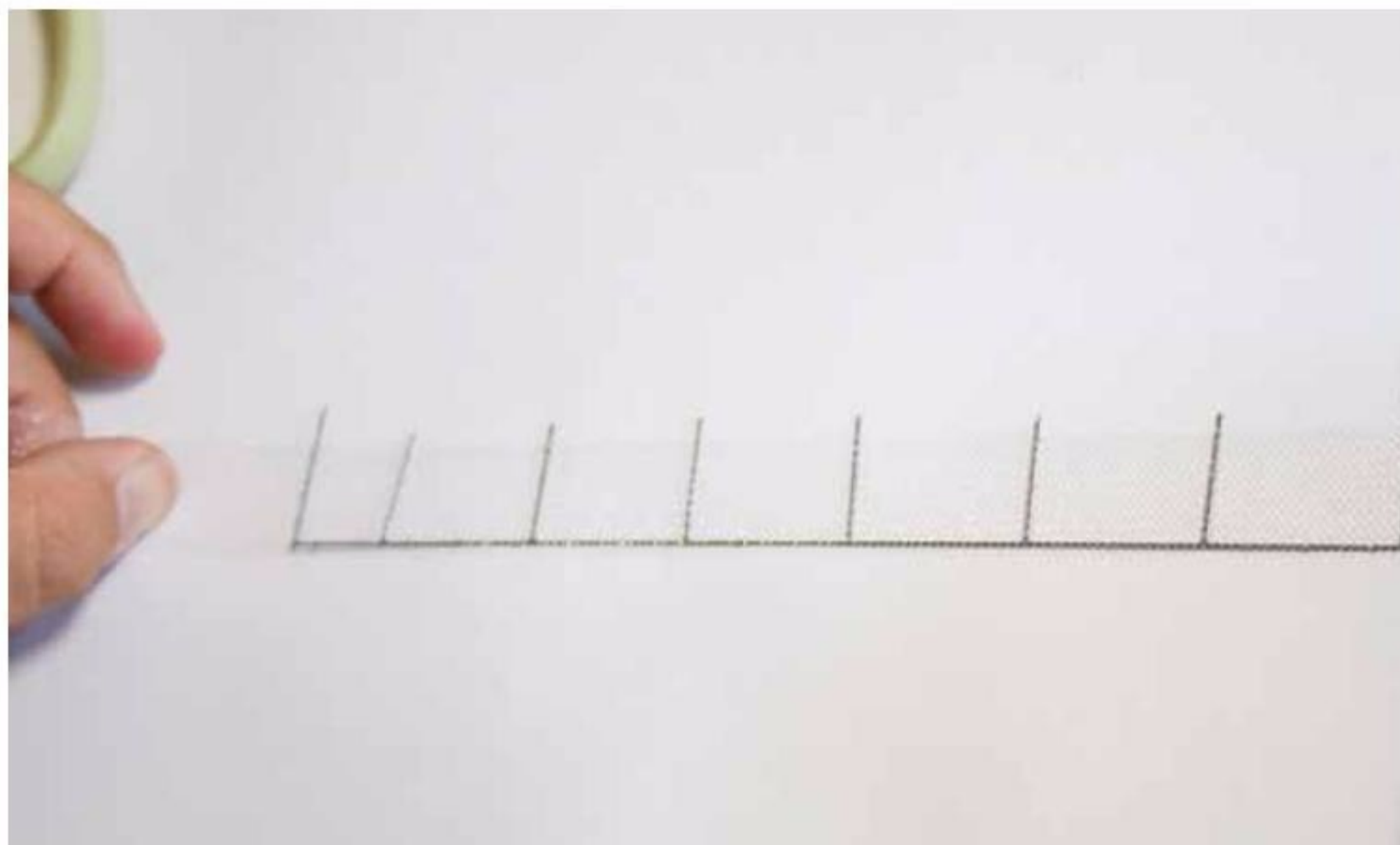


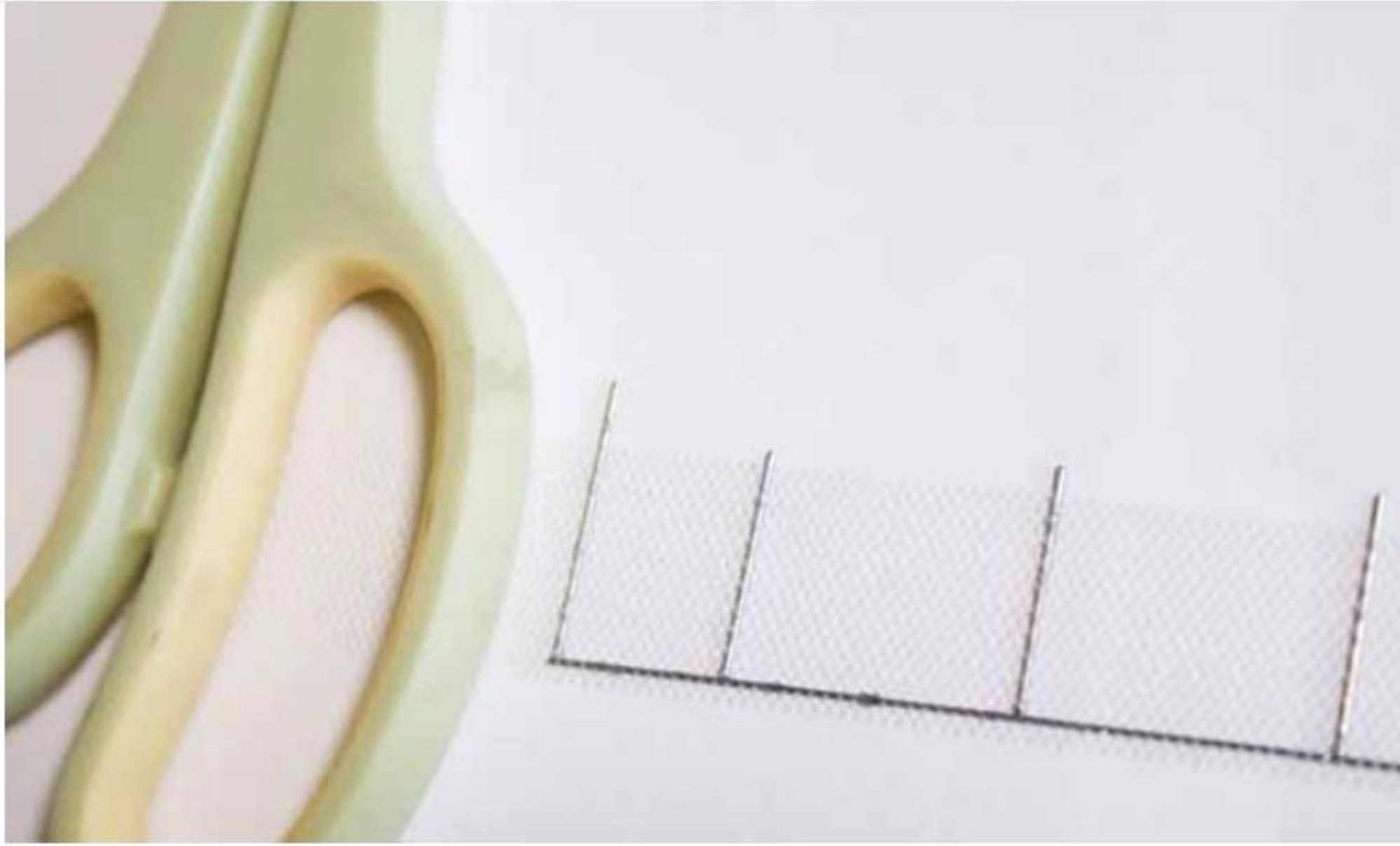
8 Trim the tulle with a paper cutter to six scale feet high. Cut it as straight as you can.

9 Once the posts have dried, apply small drops of Super Glue to the fence posts and top rail. If your drops of glue are too big, they can fill the gaps in the tulle once you place it. If you accidentally apply a bit too much, just dab some off with a paper towel.

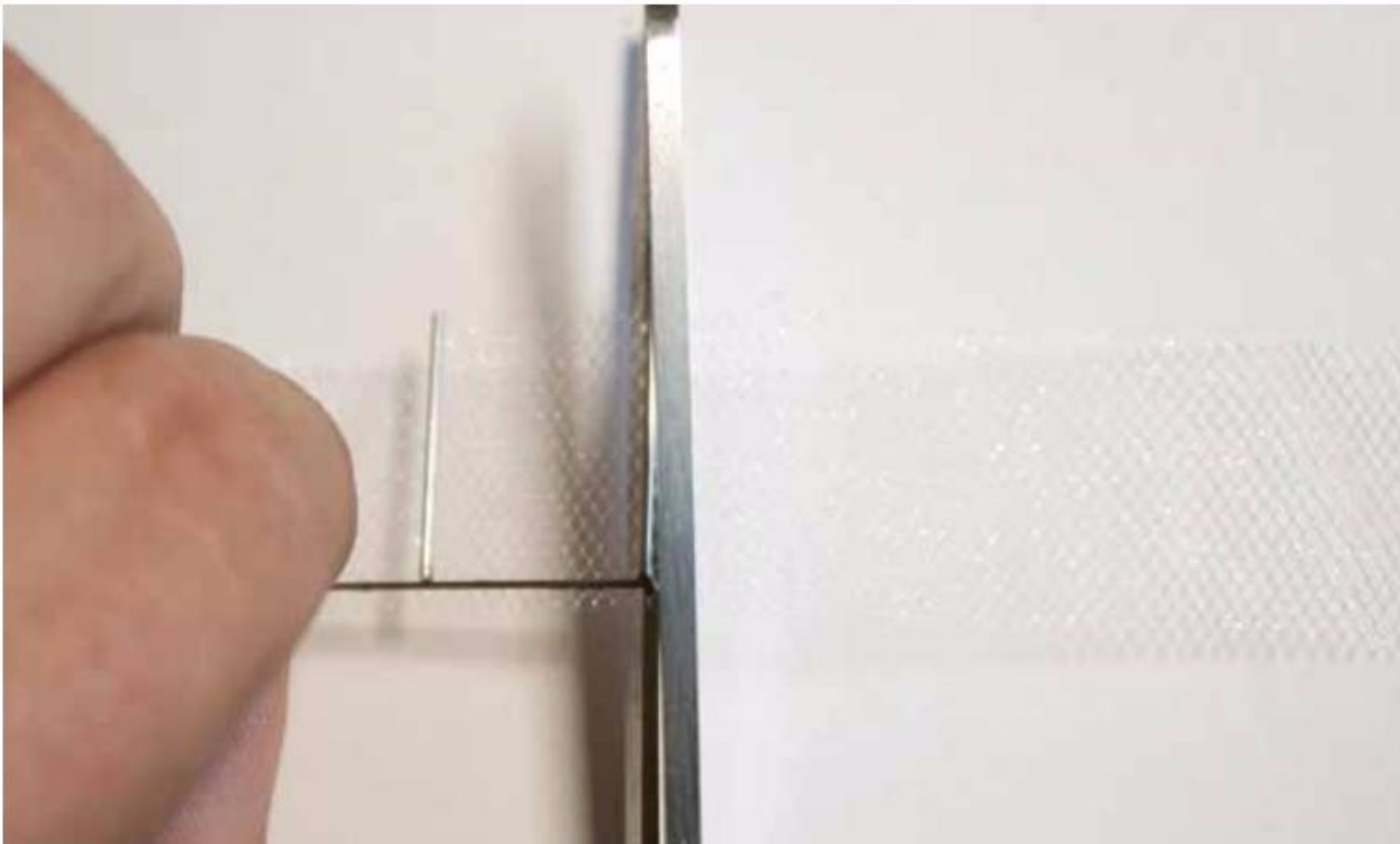


10 Place the clear nylon tulle strip that you cut onto the fence. Make sure it is straight.



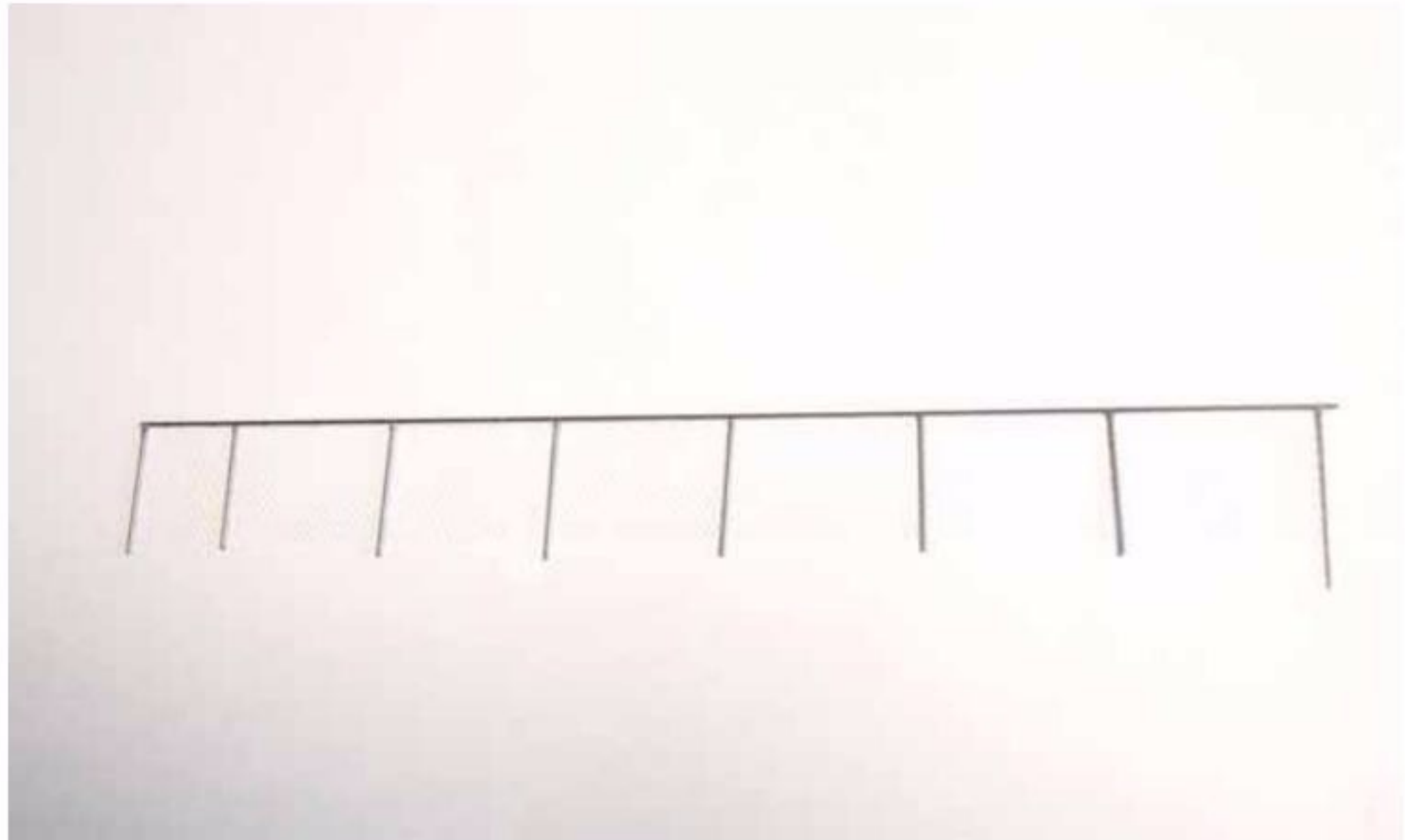


11 You may want to weigh down the fabric for a moment while the glue dries to help keep it straight.



12 Trim the edge of the fencing material with a pair of scissors.

13 Your fence should now be finished and ready to install on the layout. Trim the end of the top rail if necessary.



14 If you completed the project from July, the gates should already be installed. Now, use the hand drill to make a small hole next to the gate where you planned to start the fence line.





15 Insert the fence into the hole adjacent to the gate. Drill a hole to insert each of the longer posts that you used.



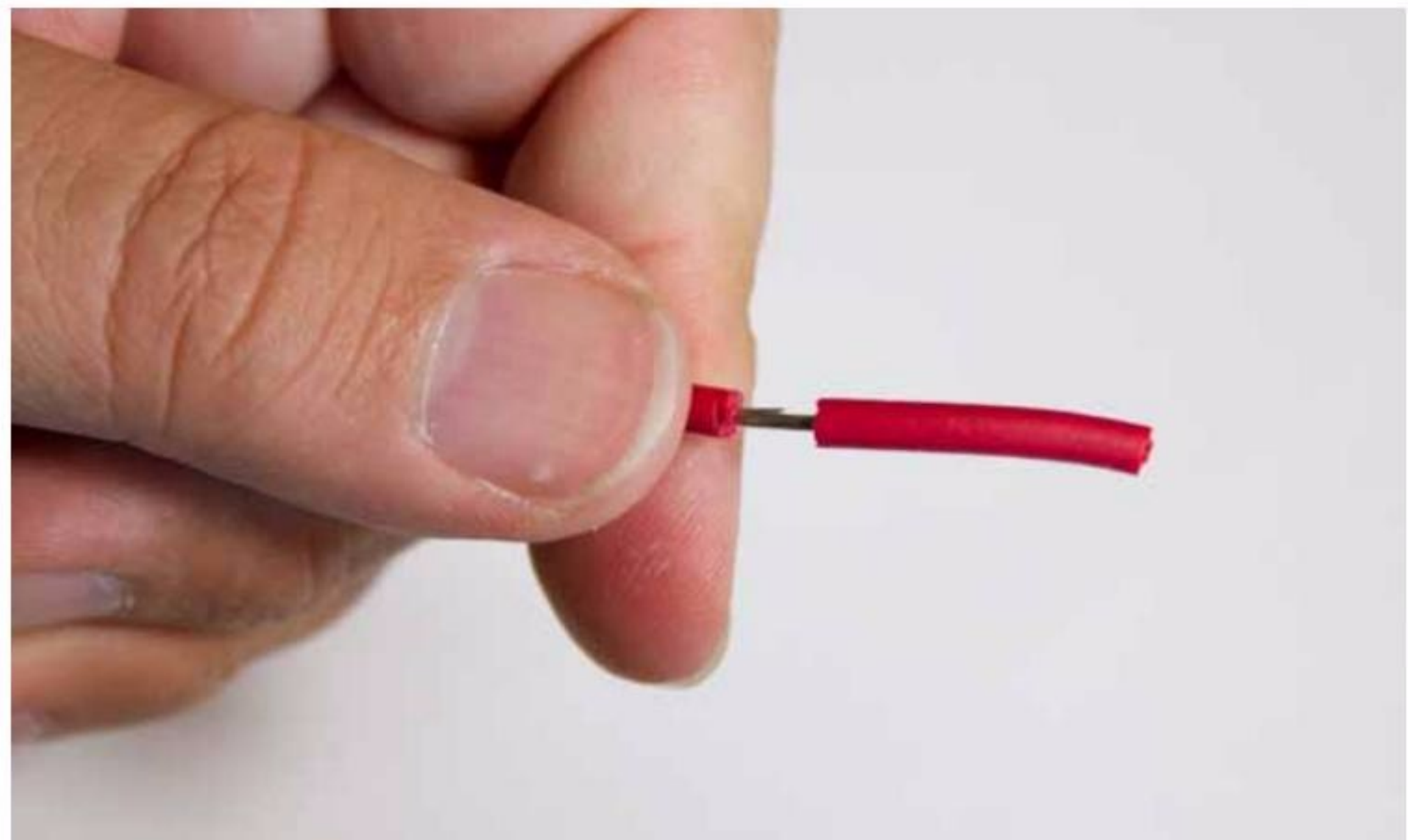
16 The fence should look like this. Note how realistic the clear nylon tulle looks in the light.

17 If you want to make your fence look even more realistic and you want it to be stronger, follow steps 17-34 instead of 5-6. Skip steps 17-34 for a simpler fence.

Strip about 1" of insulation off of some 18-20 gauge wire.



18 Remove the insulation from the wire.



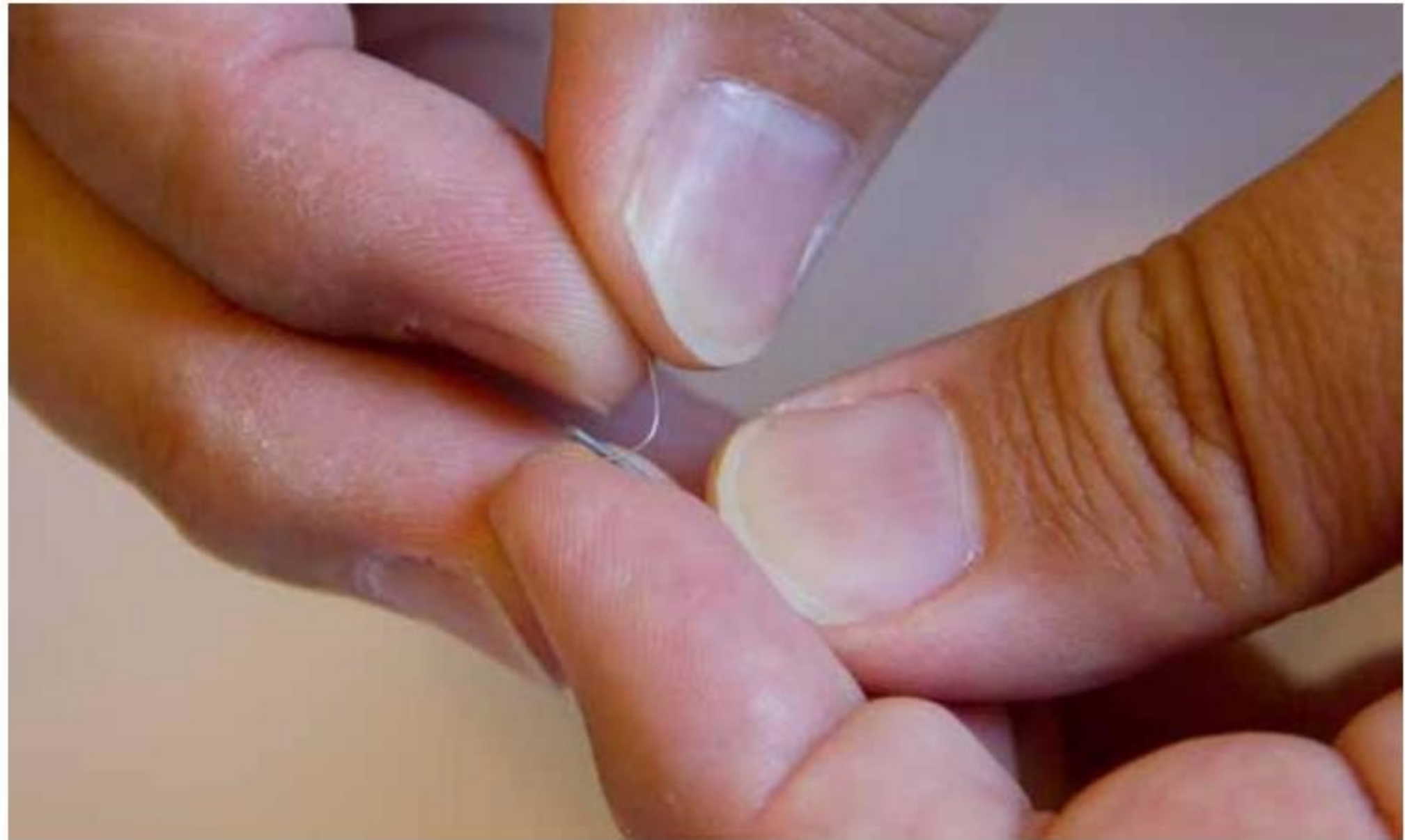


19 Now cut the stripped wires.

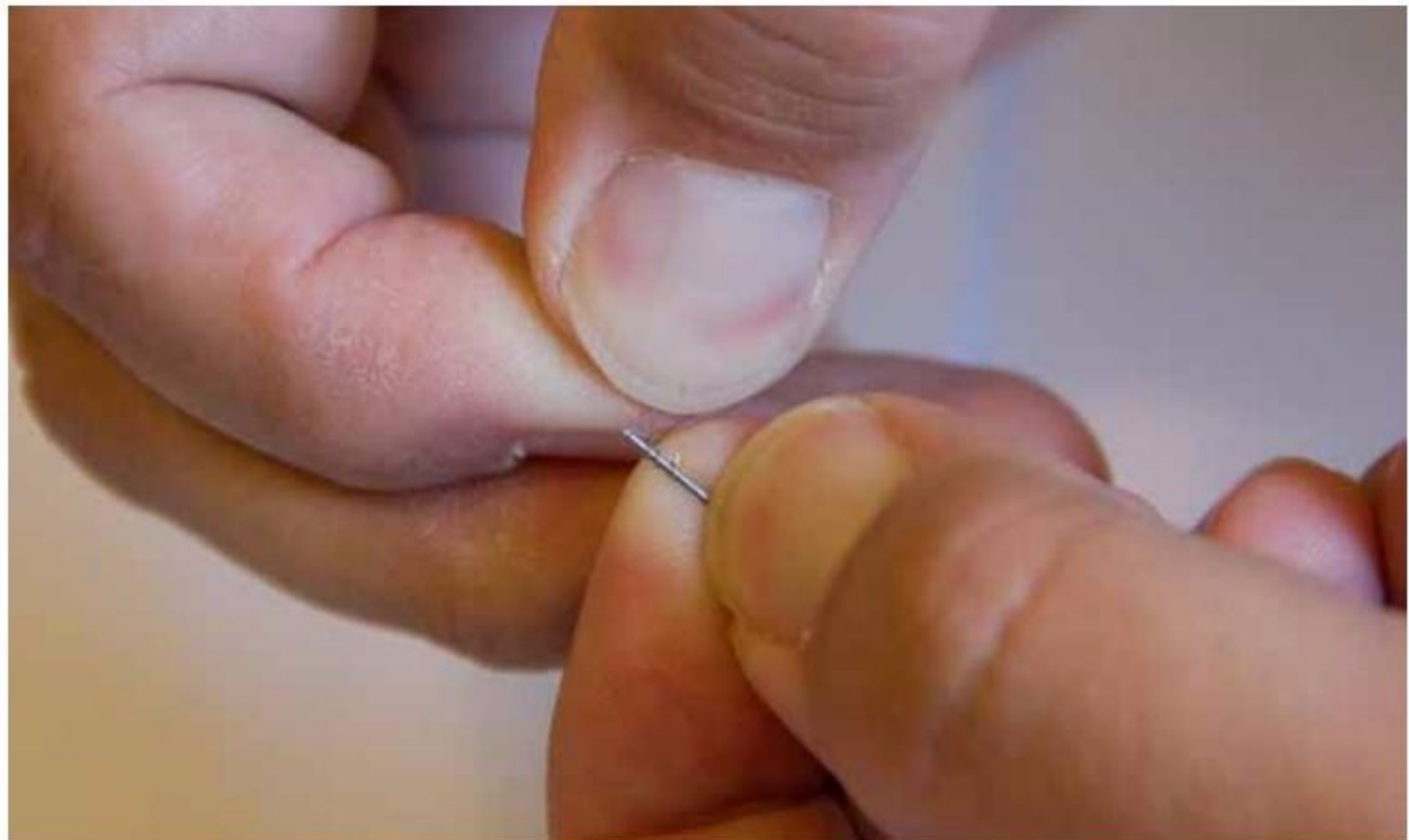


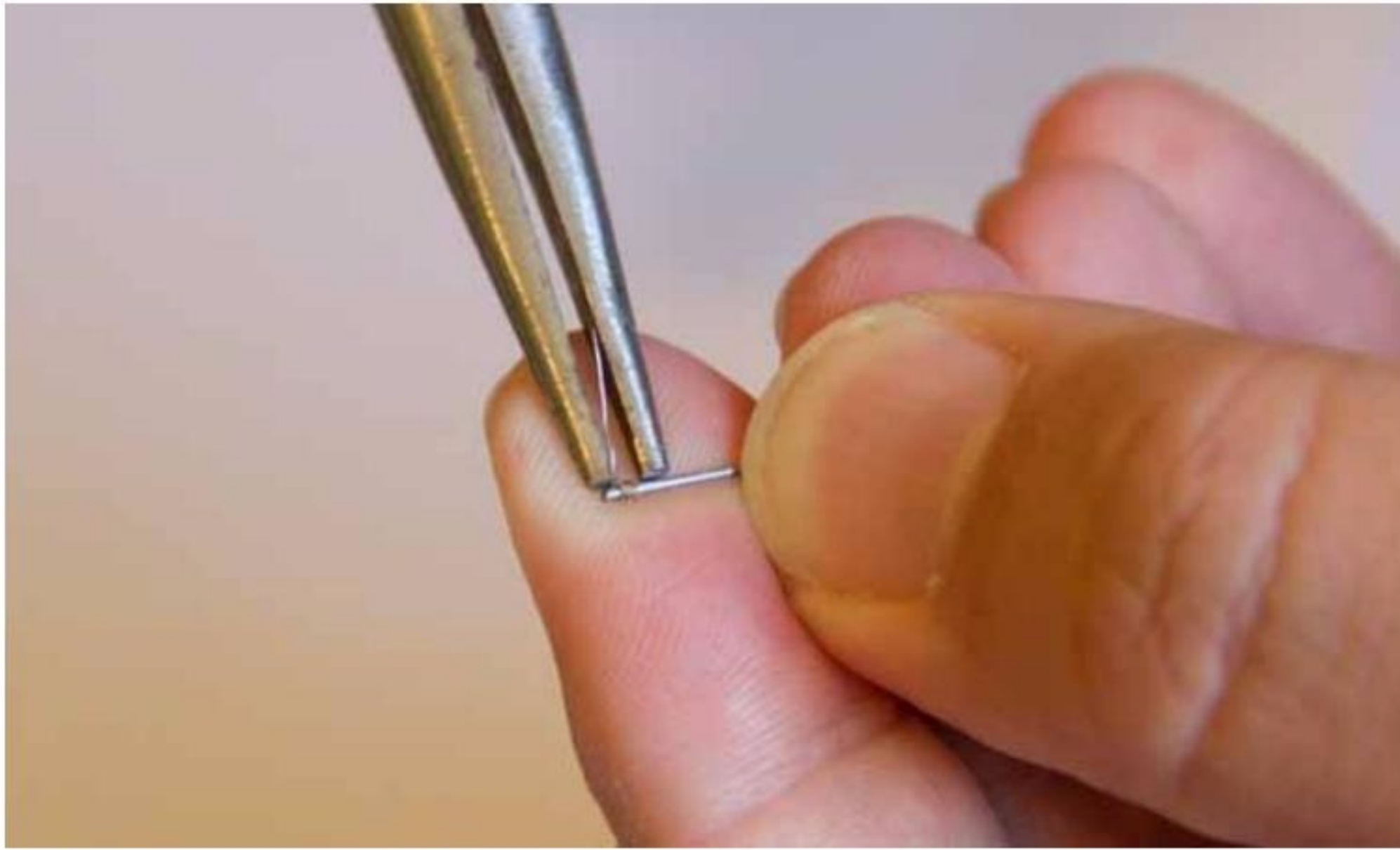
20 You will use these to make tension bands and ties on the fence.

21 Hold one of the wires and place an end post (one that is 8 scale feet long) in the center.

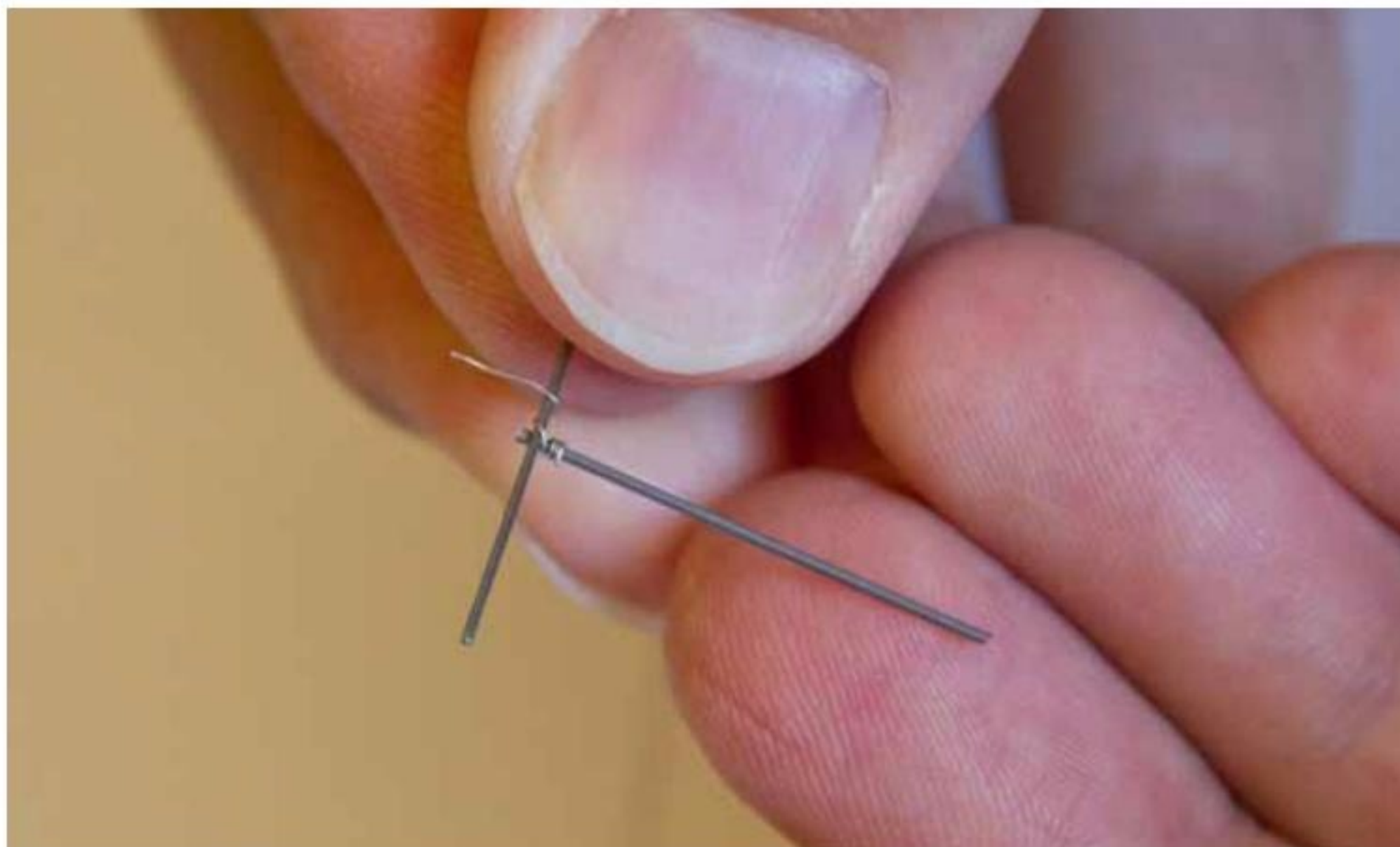


22 Wrap the wire around the post 3-4 times.



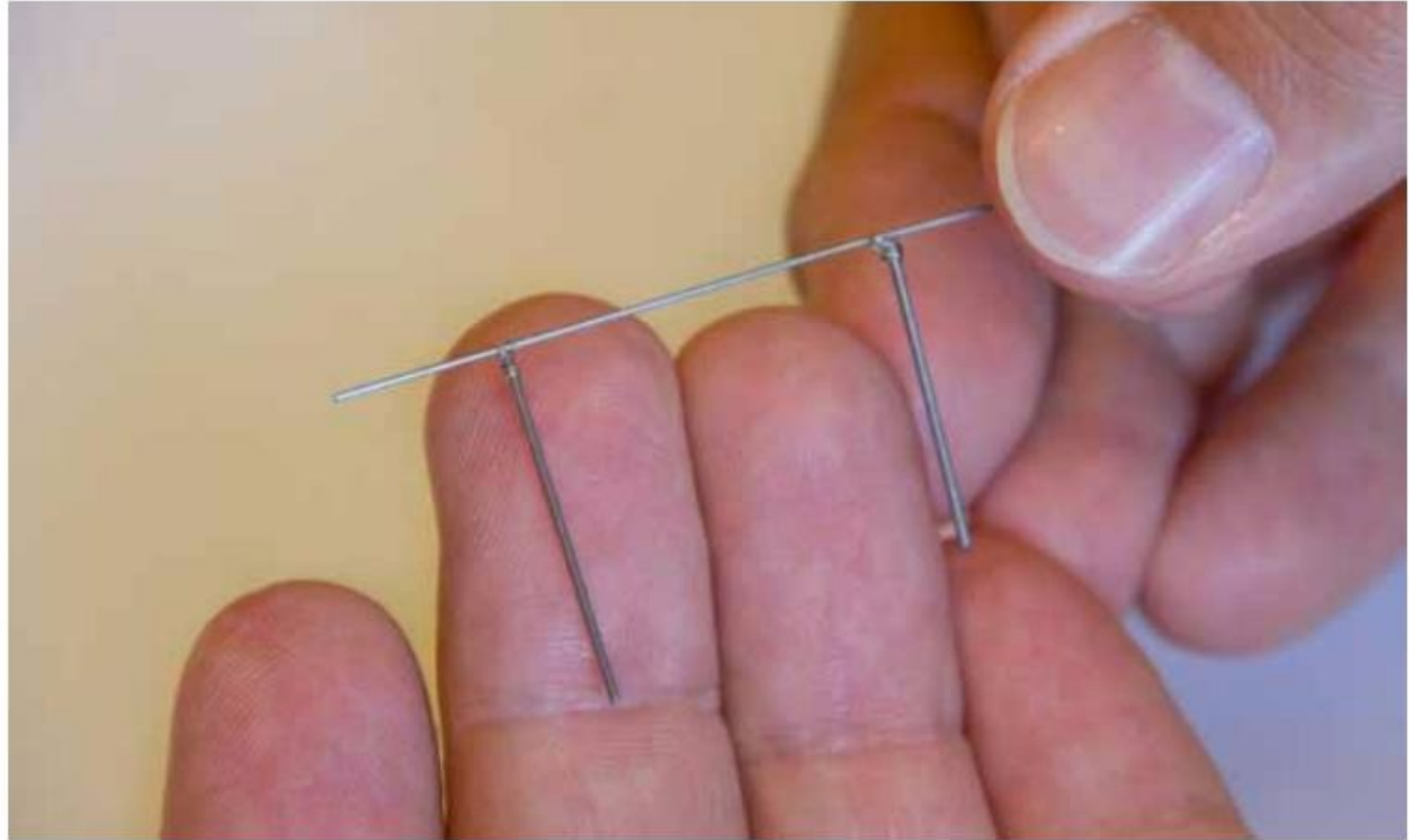


23 Squeeze the loops together with a pair of tweezers.

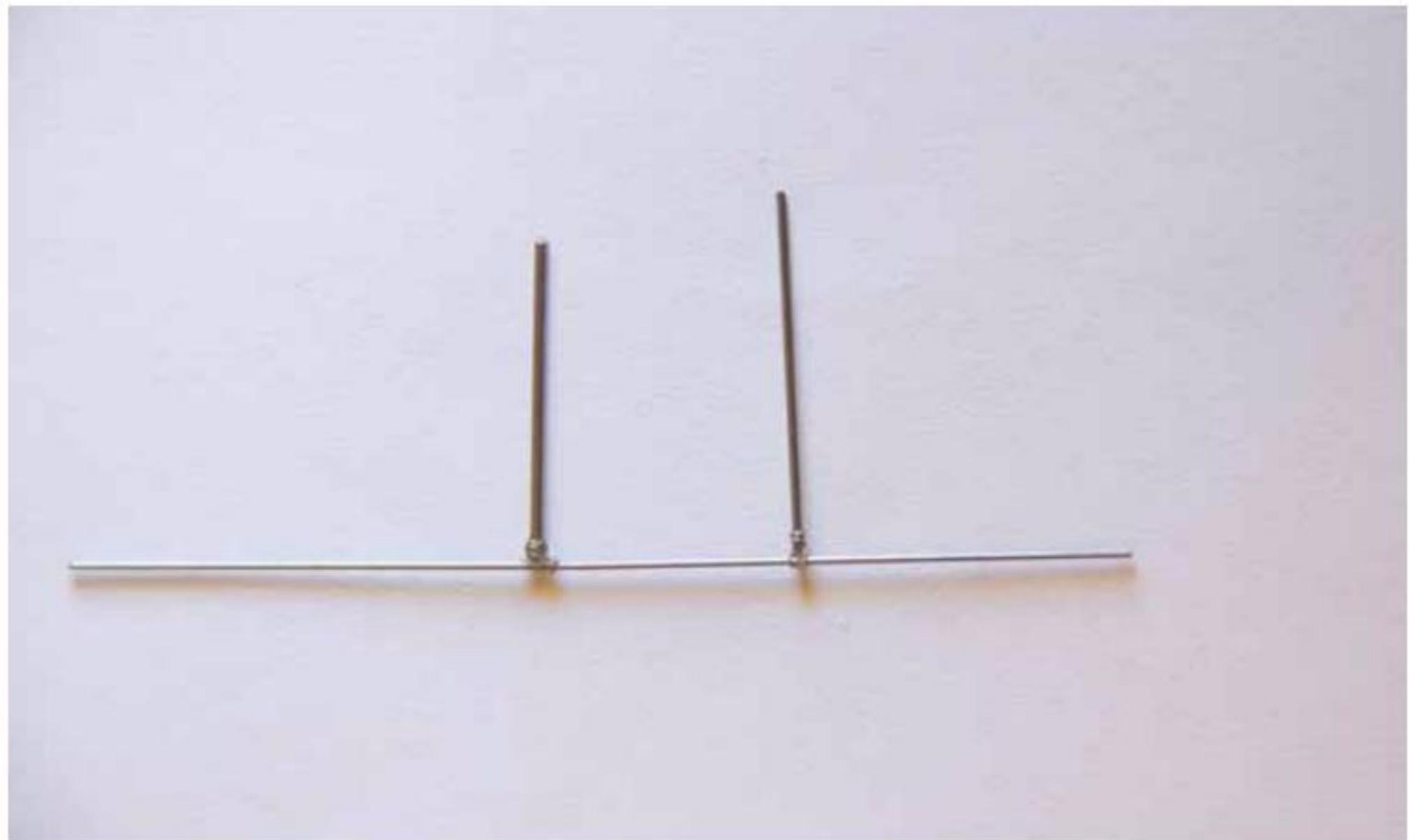


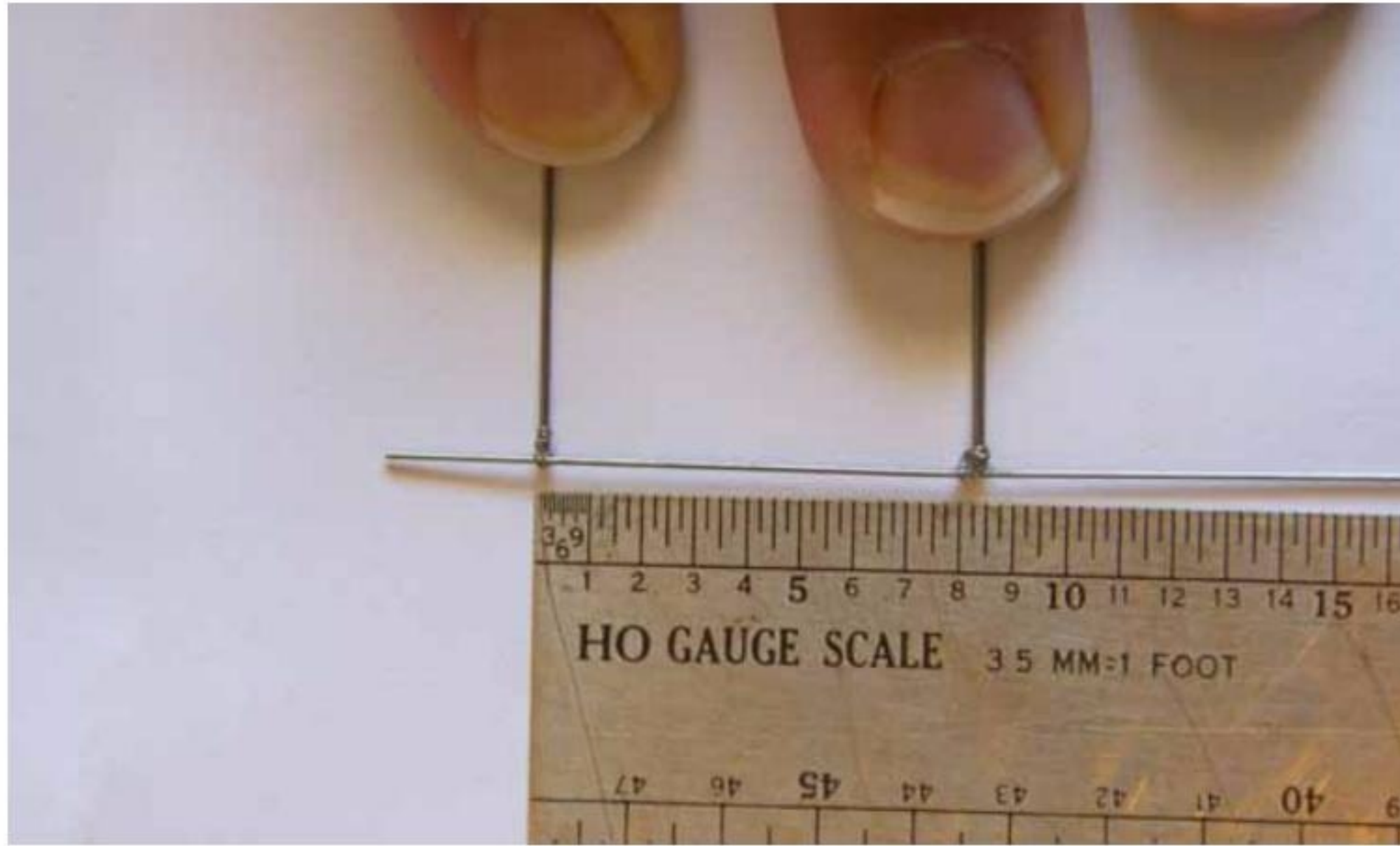
24 Now wrap the wire around the top rail the same way. Cut off the excess wire.

25 Do the same to a 6 scale foot post.

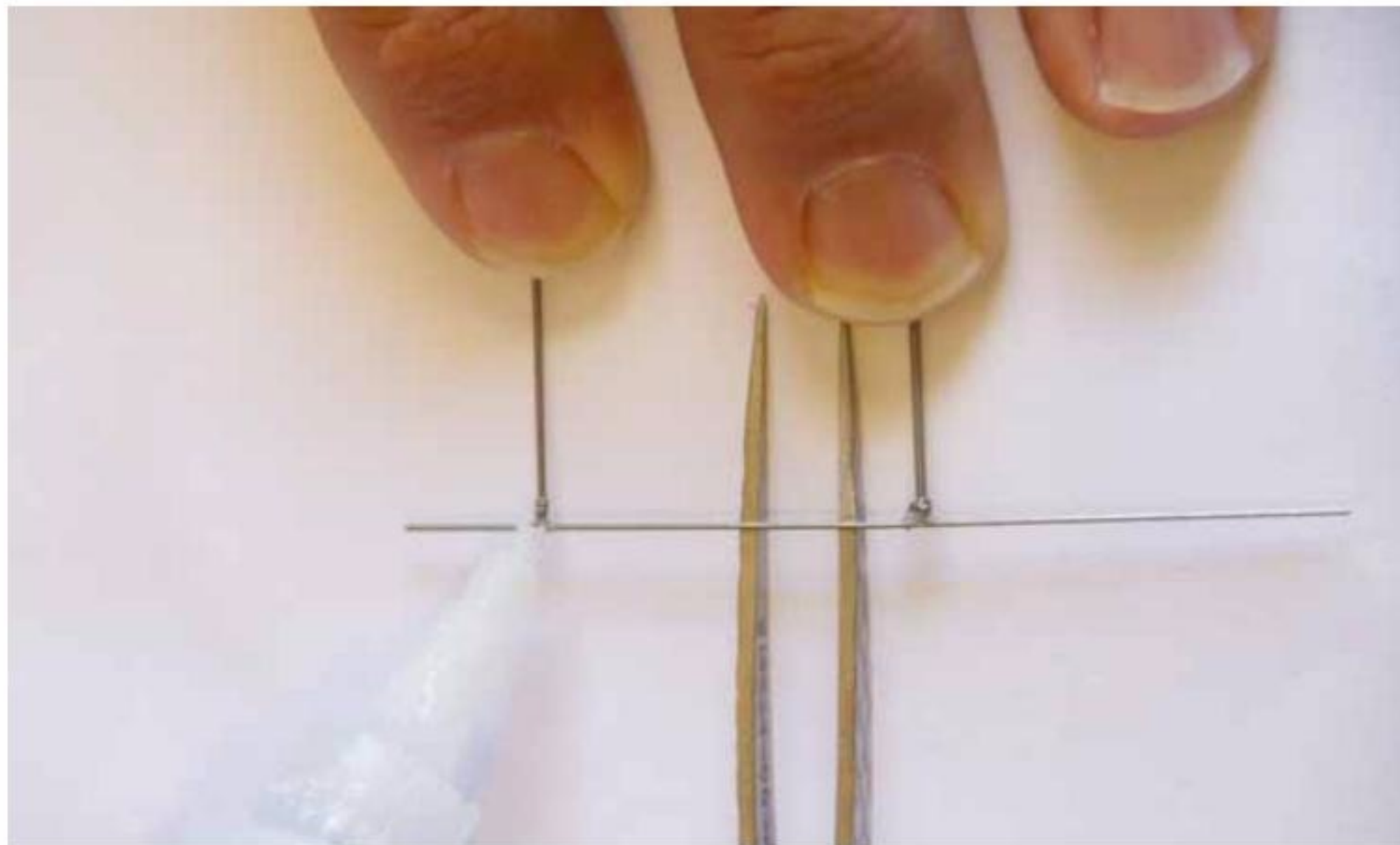


26 It should look like this.
Note that the posts are not fixed in place yet, and they can slide up and down along the top rail.



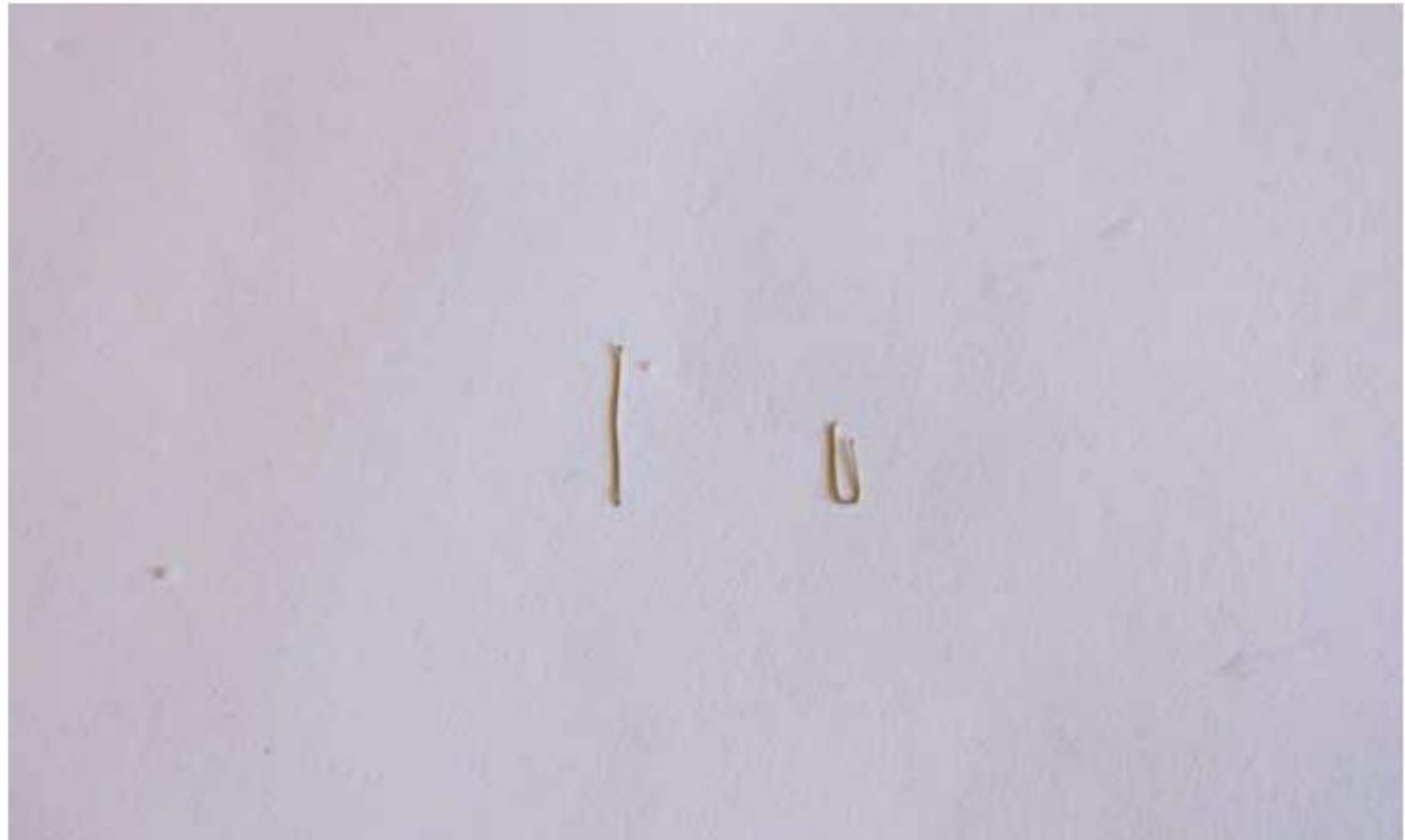


27 Align the posts 8 feet apart.

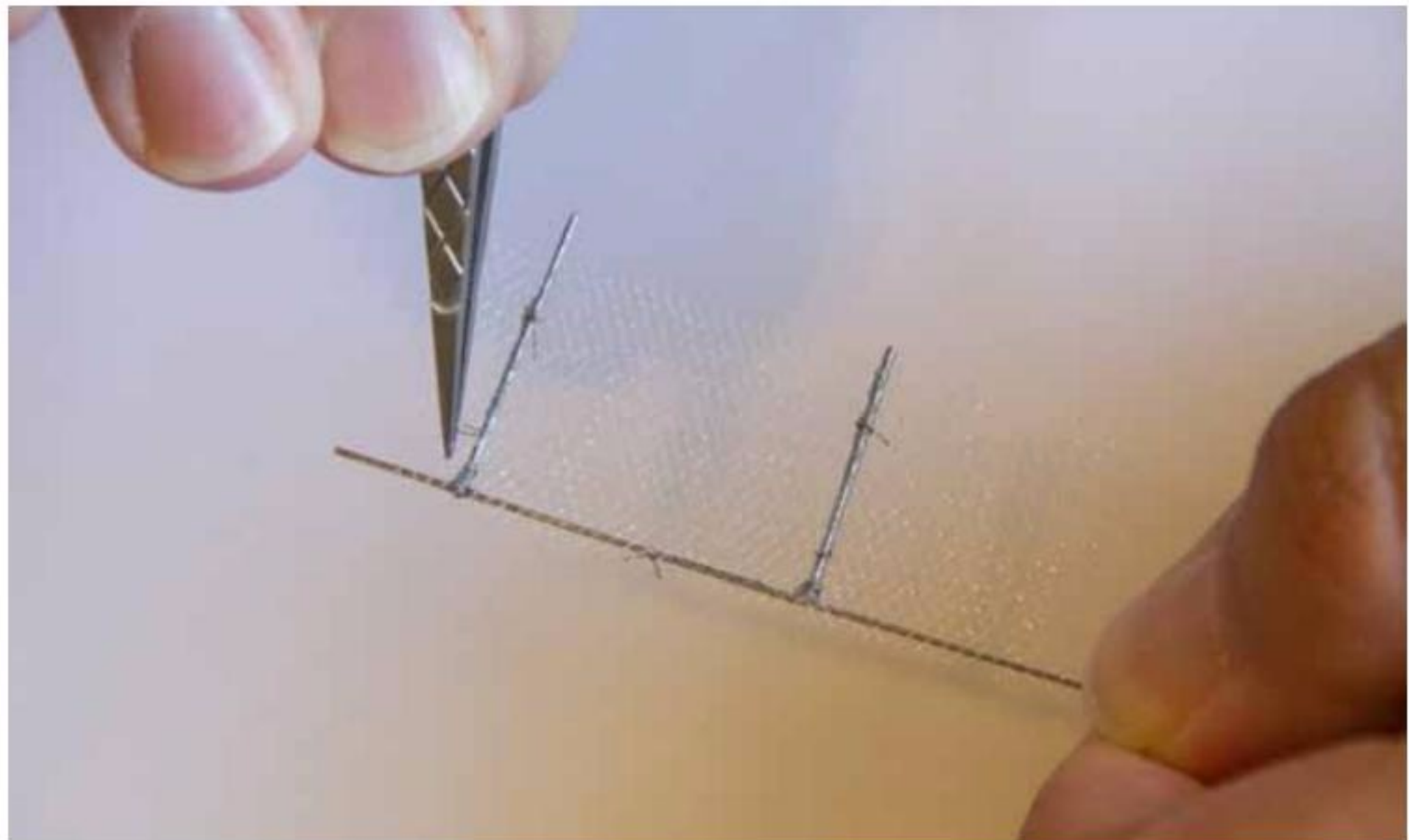


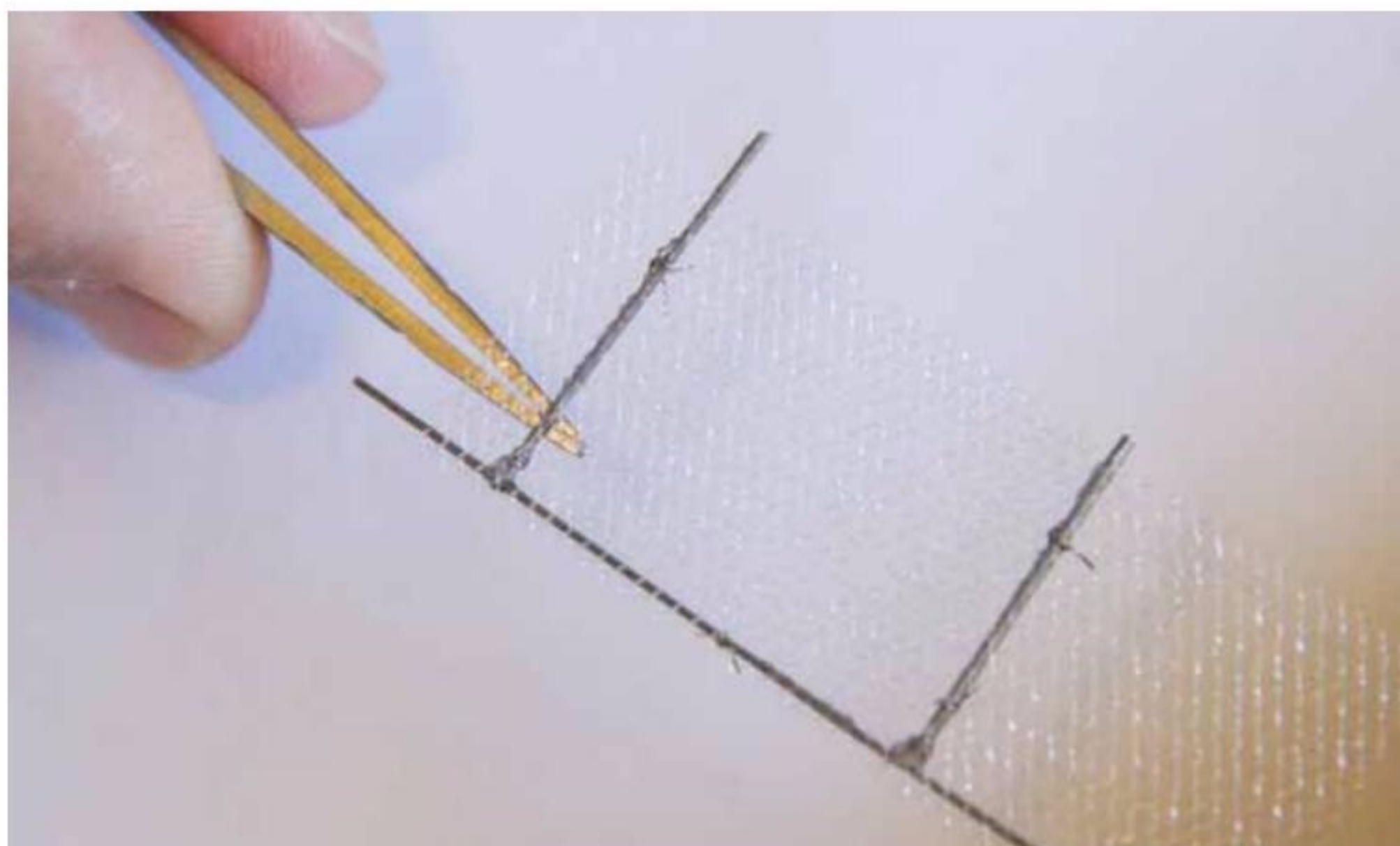
28 Add a drop of Super Glue to the joints. Then wrap more posts, gluing one every 8 scale feet along the top rail.

29 Bend a few of the small wires in half like this. Now, complete steps 7-12 (cut the nylon tulle and apply it to the fence).



30 Carefully pick up the bent wires and insert them through the nylon tulle, two on each post and one in each section of the top rail.



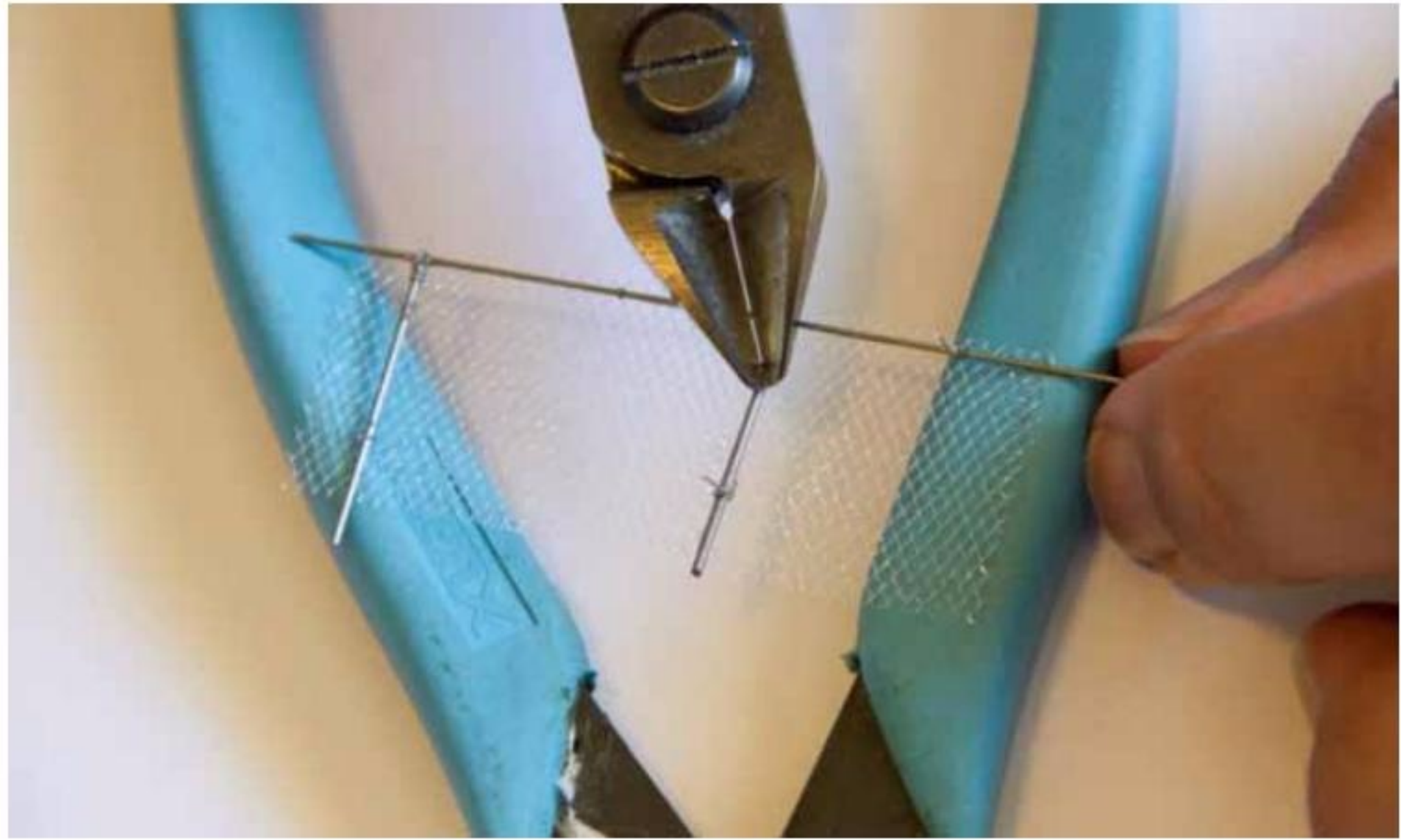


31 Grab the wires from the underside and twist the fence around one complete turn.

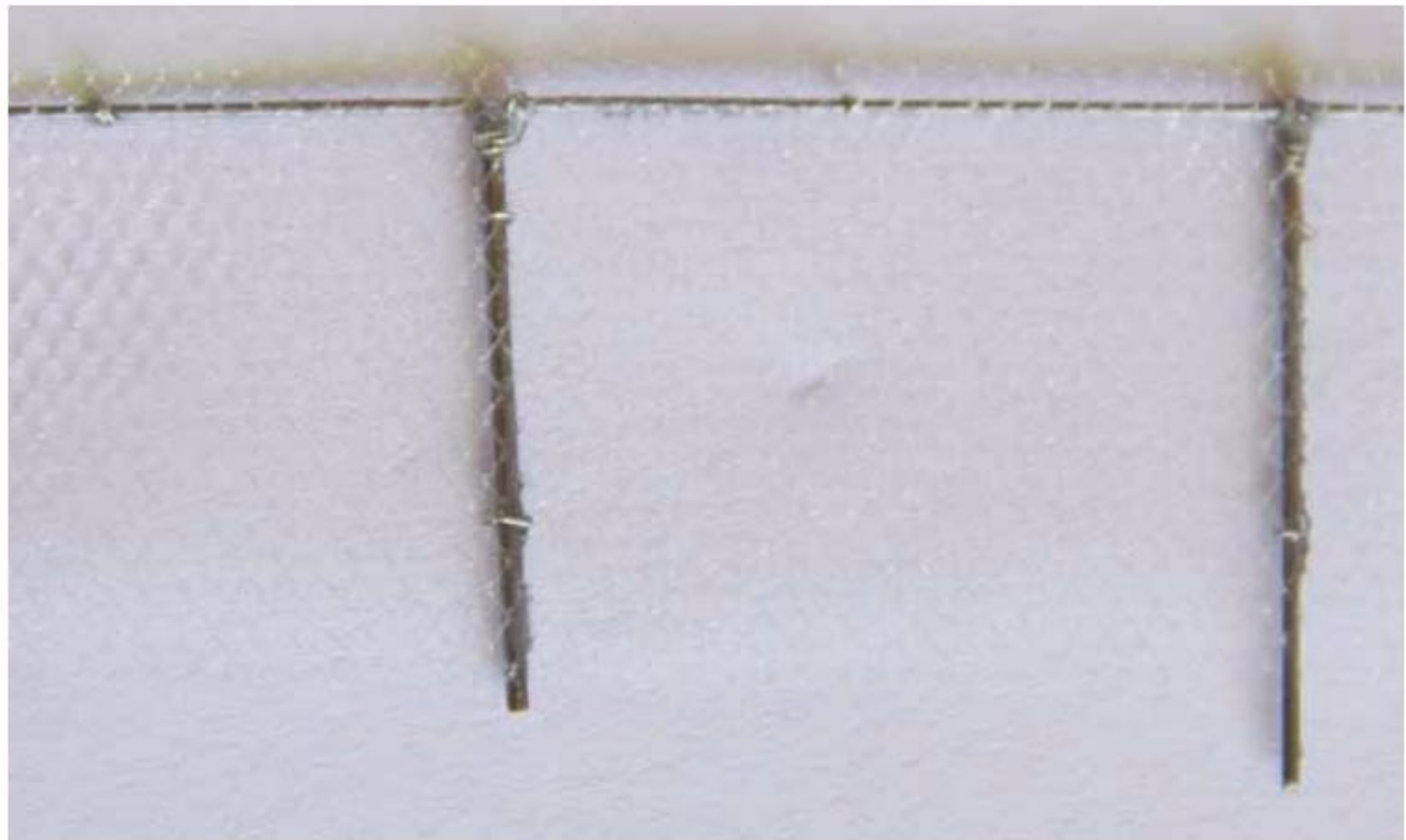


32 Turn the fence over so that the wires are sticking up toward you. Apply a drop of glue one each one.

33 Trim off the excess wire on each tie.



34 Turned over, the fence should look like this. The thin wires represent the ties that are used on prototypical chain-link fences. The added wire wrapping on the posts and top rail also adds realism and strength to the finished fence.





35 Complete a fence for the opposite side as needed. Your finished fence line and gate will add great detail to almost any layout.



36 If you have not completed the gate from last month's project, this is it along with the fence. The gate actually opens and closes and can be moved to stage photos. You can add tension wires between the fence and gate by threading two small wires between them and twisting them. –TS



GREAT L
TR
MAKE A
DIFFE

CANYON
SCE



LOOKING
FOR TREES
ALL THE
DIFFERENCE

CREEK
NICS



Pacific Shores Railroad

Story by Jennifer Waters

Photos and Video by Ross and Jennifer Waters

Steven Shores models the freelanced HO scale Pacific Shores Railroad, based on the Northern Pacific in a freelanced Pacific Northwestern locale. The layout includes the fictitious towns of Sewerd, Laundry, Union, Zenith, the Dedman Mine, the industrial town of Hilltop, and the Walters Yard. Steven started the remodeling of the basement room and construction of the layout in his Puyallup, Washington home in 1995.

Steven's main modeling focus is operations, and he spent about a year planning the benchwork, lighting, and main layout before he began building anything. His friend Doug Walters offered planning advice to help make the operations on the layout smooth and realistic. Some of the main

Lower Left: Steven uses hand-thrown switches on the layout so that operators have to throw an actual switch during ops. Some of the switches that are hard to reach are attached to a rod hidden in an object. This culvert hides the mechanism for one of the hidden switches and is operated by pushing or pulling the culvert to operate the turnout.

Upper Right: No. 232 leaves East Sewerd on the super-elevated mainline. Steven made the trees on the hill behind using Butterfly Bush and Spirea cuttings.

Lower Right: No. 1855 pulls a freight train along the waterfront in Union. The elevated area of Hilltop can be seen in the upper right of the picture.



considerations that went into the planning of the layout were: maintaining a consistent length for passing sidings to accommodate a typical train length of 8-9 cars, including run around tracks at all industries, keeping switching off the mainline as much as possible, and having equal amounts of trailing and leading point turnouts at switching sites to make operating easier.



Considerable planning went into operations in the Walter Yard, which is named for Doug Walters. The yard has three inbound/outbound tracks, a caboose track, an engine escape track, an icing track, and six classification tracks. Steven and Doug designed it with a switching lead so that switching can take place without interfering with mainline operations.

The layout is 13x20 feet (3.96x6.10 meters), built as a loop with a lift-out bridge at the entrance. Steven is considering expanding the layout by expanding the mainline down a

The M&W train crosses the trestle on the highline out of Sewerd.

28" hallway between Union and Laudry and extending the layout around the furnace to build another town and switching area. Currently, the mainline travels through the wall after leaving Union and goes through a small bedroom before returning to the main layout room in Laudry.

The town of Sewerd is split into East Sewerd and West Sewerd by a steep mountain. The mainline connects the two halves of the town by travelling through a tunnel in the mountain.

On the east side, the railroad interchanges with the Matheson & Western Railway, modeled by Steven's friend Greg Price.

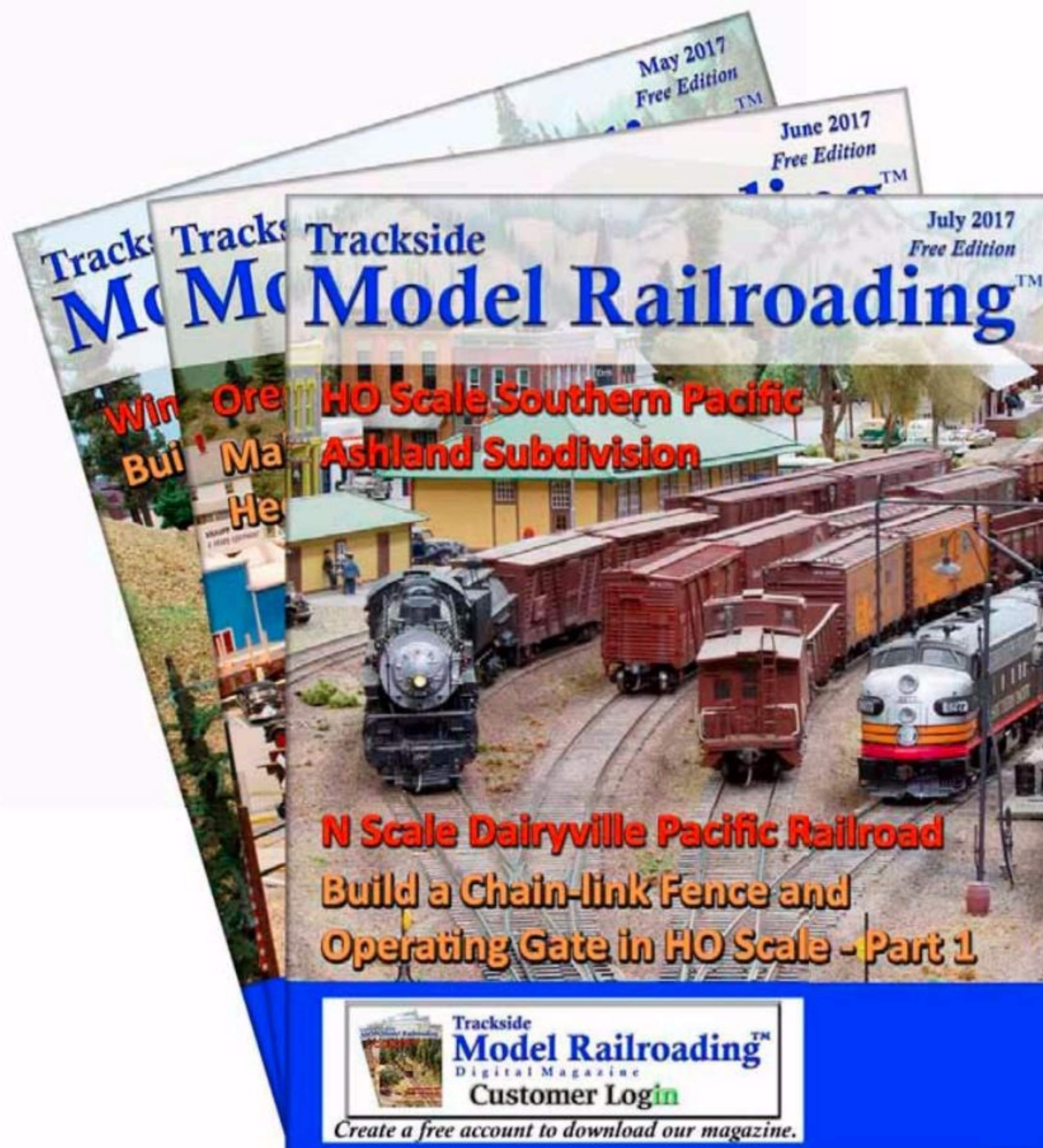


Are you reading this magazine on Issuu or on our current Free Edition preview page? If so, we want to make sure you know that you can read the three most recent free magazines (instead of just one) if you sign up for a free account on our website. The free account also allows you to download the Free Editions of the magazine to your own computer.

Sign up here:

<https://www.tracksidemodelrailroading.com/signup/>

If you enjoy the free version and would like to help us offset our costs to create the magazine, you can purchase the premium edition of the magazine for only \$2.49 per issue or subscribe for \$1.25 per issue. The Premium Edition contains more images and video of the railroads that we tour.





(You may remember the M&W from our November 2014 issue.) Trains leaving East Sewerd can take the high line up to the Dedman Mine. An oil/fuel storage facility and a coal dump are located in West Sewerd.

Zenith hosts an engine repair facility that services both steam and diesel locomotives. There is a separate inbound track for steam and for diesel locomotives to ease organization during operations. The facility is complete with a pit for mechanics to climb under the locomotives and perform maintenance. Steven built the concrete pad and pit using joint compound with a styrene frame. He also made the roads on the layout with joint compound, adding it in thin layers and smoothing it with a damp sponge once each layer dried.

The city of Union is located on the

Upper Left: Great Northern No. 232, an ALCO RS-3, sits on a siding at East Sewerd.

Lower Left: A train passes through Laudry. Note that in the far right, Steven has installed a mirror to make the town seem to continue.



waterfront. It hosts several major industries that provide for interesting switching opportunities and provide products for the PSRR to haul. Some of the industries in Union are: an oil/fuel refinery, cold storage, grain silos and manufacturing. A large mirror behind Union makes the town appear to continue into the distance.

The upper area of Hilltop behind Union has the industries of: cement and gravel, lumber, wood chips and manufacturing.

Steven also utilizes a mirror in Laudry to expand the visual space. It reflects a box car on a bridge, making it appear that there are two separate cars.

He painted the opposite side of the car differently than the front and painted the words backwards, so you may not notice that it is actually just a single car.



Laudry is also home to a wood products company and a stockyard as well as a team track. Steven constructed the main building at the stockyard around a support post.

Almost all of the switches on the layout are hand-thrown, as Steven feels that having to throw the switches manually makes for more realistic operations. A few of the switches that cannot be reached are controlled by linkage attached to a foreground object so that they are not visually obvious. One of these is a switch in Sewerd controlled by pushing or pulling a water culvert pipe. Others are attached to a truck in Laudry, gravel piles in Hilltop, and tree

stumps at Dedman Mine. There are several yard turnouts controlled by switch machines, as they are too far to easily reach and hiding them in that location was not realistic.

Steven built the layout with a combination of L-girder and open grid benchwork with $\frac{3}{4}$ " plywood and Homasote sub-roadbed. The scenery base is plaster cloth, and in some places insulation foam. Some areas are reinforced with Popsicle sticks for added strength under the plaster cloth. Steven used Sculptamold over the plaster cloth to finish the scenery base. Over that, he installed cast plaster rocks that were dry brushed. Much of the dirt he used for the scenery he collected

Upper Left: A mixed manifest Northern Pacific train heads down the mainline from Zenith. The engine repair facility is in the background. Steven used moss and other plants for some of the scenery.

Below: This truck in Laundry hides one of the hidden switches. Also, note the two boxcars on the line crossing over the town. It is actually just one boxcar, painted differently on the opposite side (with the words backwards) and reflected in a mirror.

at a local baseball diamond.

He also gathered dirt and rocks at the Puyallup River and sifted it to varying sizes, down to the finest grade that he sifted through pantyhose.

The trees are handmade using dried Butterfly Bush and Spirea plants coated with ground foam. Steven also made bushes on the layout using moss that he collected and soaked in alcohol and glycerin for preservation.



Stats

Owner: Steven Shores

Layout Name: Pacific Shores Railroad

Prototype: Northern Pacific (Freelanced)

Era: 1950s

Locale: Pacific Northwest USA

Size: 13x20 Feet (3.96x6.10 Meters)

Scale: HO (1:87)

Control: Wireless NCE DCC

Style: Linear Walkaround Loop with a Lift-out Bridge

Minimum Radius: 24" on Mainline

Track: Atlas Code 83

Benchwork: Combination of L-Girder and Open Grid with 12" Centers

Turnouts: Walthers No. 6s off the mainline. In Walters Yard, 6s for the classification tracks, several double slips and lots of curved turnouts at both ends.

Switch Machines: Mostly Hand-thrown, but six Tortoise machines.

Backdrop: Hand-Painted with Stencils and Sponge, Paper Cutouts

Scenery: Plaster Hardshell over Cardboard Webbing, Insulation Foam, Ceiling Tile

Sub-roadbed: Homasote and 3/4" Plywood

Roadbed: Cork

Subscribe Now

14.99 Per Year

Includes Video



Click on the image to the right to see the video of Steven Shores' Pacific Shores Railroad.



The aisles at the Pacific Shores are 30" wide, allowing for enough room to comfortably host an operating session with the operators able to walk around one another. The benchwork is a maximum of 24" deep so that Steven can reach all the way to the backdrop if he needs to make repairs anywhere. He used Masonite for the layout fascia, soaking it in water before attaching it to the benchwork so that he could bend it and leave no hard corners. The backdrop is a clean, simple painting of clouds and layered mountains that he did himself. He used stencils for the cloud shapes and painted the tree-topped mountains using sponges. He also added paper cutouts of various structures as well as building flats to add more depth in the towns.

Upper Left: Westbound NP No. 910, an RS-11, hauls a mixed manifest over the tall bridge at Shower Canyon on the way to East Sewerd. The train will terminate in the Walters Yard.

Lower Left: A Western Pacific train pulls into the Walters Yard.

Steven chose to paint the fascia a green tone that matches well with the Woodland Scenics ground foam and other scenic details he used on the layout. He took some foam with him when he purchased paint for the fascia and fabric for the curtains beneath the layout. The result is an olive green that blends in well with the layout and does not distract the eye.

Steven has used metal and plastic shavings and other scrap from his home and workplace to produce realistic car loads and other scenery on the layout. He has also completed some of his scenery with non-traditional techniques. One of these unusual techniques is the construction of a hill in Zenith. The hill is built using a stack of old fiber ceiling tiles, which Steven carved to look like a rock formation.

The PSRR operates using wireless NCE DCC. Steven is not running operating sessions yet, but he is planning them and will run with about six crew members: four road engine operators, one person working the Walters Yard, and one working Union and Hilltop. –TS

Along the Rails

Photographs from our Readers



Jared Wertenberger shared this image he shot of a Proto 2000 Heritage PRR 0-6-0 as it handles some industrial switching at the Great River Railway Club of Burlington, Iowa.



John Castaneda shared a picture of the Southern Pacific Daylight that he shot at the North County Model Railroad Society of Oceanside, California.

96 layouts & we're in our 5th year now!

