

Trackside

September 2017

Free Edition

Model Railroading™

Paradox Valley Railroad in On30

HO Scale

Beaverton Modular Railroad Club

Paint a Basic Layout Background



Free
Edition

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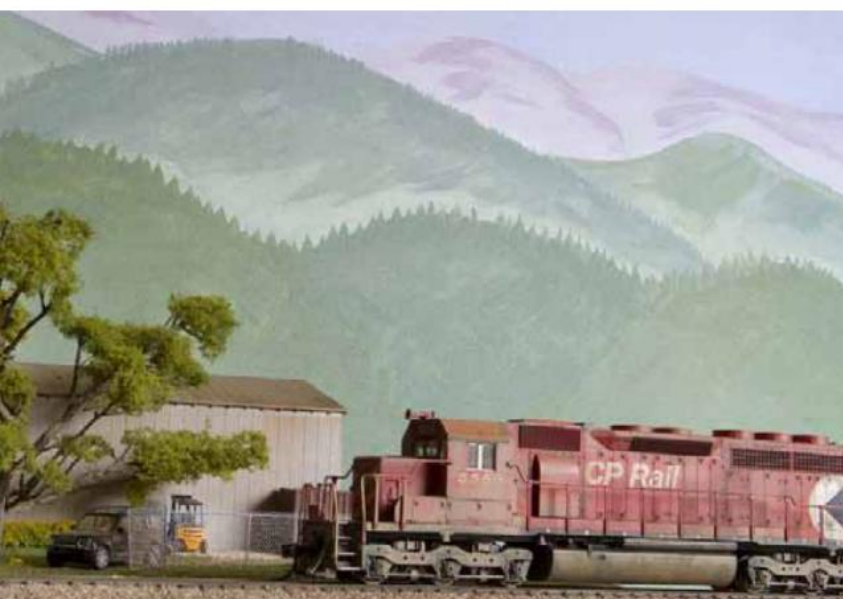
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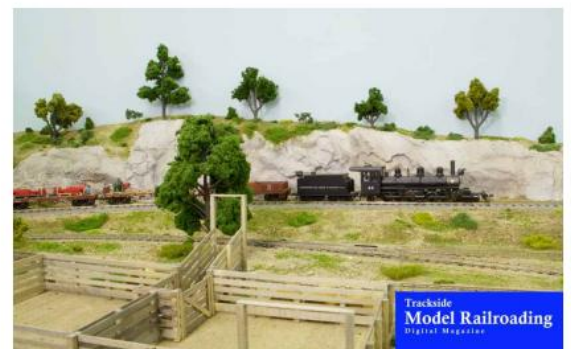
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From the Publishers

September 2017

This month we visit Mike Long's freelanced On30 Paradox Valley Railroad. Mike's Paradox Valley is a large layout set in the lowlands of the Colorado Rockies in the 1930s. Mike enjoys operations and is a skilled builder. He frequently changes industries and track routing to alter operations and keep the hobby interesting. We think you will enjoy seeing the PVRR running on his spacious, clean layout featuring a variety of industries and details.

Our second layout this month is the Beaverton Modular Railroad Club's traveling layout. The modules can be set up as small as 10x10 or up to 18x52 feet to accommodate a variety of show locations.

You can visit this layout in the Portland area two times each year as it is put up for a show in the Beaverton Library in the summer and at the Great Train Show in the winter each year. The club also operates a static layout at its permanent location in Portland and we will be sharing that layout in an upcoming issue.

Our project this month is painting a simple layout background. We keep it simple and we believe it is easy enough for inexperienced painters to complete. We hope that modelers who have felt intimidated about painting a backdrop will give it a try and see that they are able to add an attractive background to their dioramas or layouts and improve the overall presentation of their work. We use acrylics to paint our background and recommend starting that way if you are painting a small area.

This September's desktop images are shown to the right. Thanks for reading *Trackside Model Railroading*. –TS

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In Case You Missed It:

Recent Railroading Events in the News

Story by Jennifer Waters

July 28, 2017

Fort Worth, Texas, USA

GE Transportation has announced that it plans to move its diesel-electric locomotive production and kits for international customers from the current plant in Erie, Pennsylvania to its plant in Fort Worth, Texas. The company said the move will make production more cost effective. Locomotive orders from all manufacturers in the U.S. have declined in recent years. The plan to move production is subject to a 60-day discussion and bargaining period because of the union. If GE makes the planned changes, the Erie plant will require layoffs but will still be the design, engineering, and prototype production plant. The plant in Fort Worth will also see an increase in jobs.

August 1, 2017

Washington, D.C., USA

Amtrak and the rideshare company Lyft have announced a new partnership. Customers using the Amtrak mobile app will have access to make a ride request with Lyft. New

Lyft users will receive a \$5 discount off their first four Lyft rides when using the promotional code AMTRAKLYFT. Lyft is available in the majority of the areas that Amtrak serves. The idea of the partnership is to provide complete transportation from travelers' departure locations all the way to their final destinations.

August 2, 2017

Hyndman, Pennsylvania, USA

About 1,000 people in the small town of Hyndman, Pennsylvania were evacuated when 32 cars of a CSX train derailed in the town on Wednesday, August 2nd. The train had a total of 178 cars and was carrying propane and sulfur. Part of the train hit a house and a garage in the derailment. Some of the cars caught fire, and officials decided it would be safer to allow the fire to burn itself out rather than to attempt to extinguish it. The sulfur fire put itself out by Friday and people were allowed to return to their homes on Saturday once air quality tests determined that it was safe.

August 8, 2017

Washington, D.C., USA

Robert Sumwalt has been approved by the U.S. Senate for a two-year term as the Chairman of the U.S. National Transportation Safety Board (NTSB). Sumwalt has been a member of the board since 2006 and is a former commercial pilot and a former manager of the aviation department at SCANA. He succeeds Christopher Hart as Chairman. (Hart is still a member of the board.)

August 13, 2017

Noxon, Montana, USA

A Montana Rail Link coal train derailed in northwestern Montana on Sunday, August 13th, with 30 coal cars spilling coal near the Clark Fork River. No structures were damaged in the derailment and nothing hazardous was being hauled by the train.

August 17, 2017

Houston, Texas, USA

Texas Central Partners is building a high-speed bullet train between Dallas and Houston, Texas. The company signed an agreement with the mayor of Houston on August 17th regarding job creation and economic development as part of the bullet train project in the city. The passenger station will be located near U.S. 290 to the north of

Interstate 10 and west of Loop 610. The bullet train will be based on the Japanese Shinkansen N700 series trains and it will be financed privately. It is expected to cost \$10 billion USD.

August 21, 2017

Carbondale, Illinois, USA

Amtrak offered a special train in Illinois that travelled from Chicago to Champaign and then on to Carbondale for passengers to view the solar eclipse. The train sold out in 22 hours and carried 409 riders to see the eclipse in Carbondale, which had one of the longest times of eclipse totality of any location in the country.

August 29, 2017

India

Multiple train derailments have occurred in India this month. On August 19th, a passenger train derailment in northwestern India killed 23 people and left many more injured. On the 23rd many were injured in a derailment and on the 29th another train derailed but did not cause any injuries. AK Mittal, the country's railway chairman, resigned after the second derailment occurred. Suresh Prabhu, the country's railway minister, also offered to resign but the Prime Minister requested that he wait. India has had a considerable number of railroad fatalities in 2016 and so far in 2017. –TS

Paradox Valley Railroad

Story by Jennifer Waters

Photos by Ross and Jennifer Waters

This month we visit Mike Long's Paradox Valley Railroad, a freelanced layout based in the lowlands of the Rocky Mountains in Colorado. The Paradox Valley connects with the Rio Grande Southern at Placerville and the Rio Grande Western at Brendel (both off layout). It also connects with a logging line

that proceeds out of the town of Paradox. The logging line is owned by Thomas Bros. Lumber Company in Timber City.

The railroad is supported mostly by hauling coal for the coal mines, logs and lumber to and from the saw mills, and shipping livestock. It also offers some passenger service and hauls other general freight. Saw mills are located in Dolores, Enterprise, and

No. 44 surprises a few cows as it rounds the corner eastbound out of Dolores.





Jamestown. Livestock ships from Lone Pine and Jamestown. The coal mines are off-layout, and the logging line is in the hills out of Paradox with a connection to Empire. General freight ships from several areas to supply the towns. Ridgeway is one major source of freight traffic on the PVRR, including refrigerated loads.

Mike's Paradox Valley is a 30x33 foot (9.14x10.06 meter) On30 layout built in a large shop. It is on two levels and is a point-to-point with a reverse loop in Durango.

The eastern terminus is Paradox, which is on the upper level, and the western terminus is

A few of the quarry workers ride on the caboose of the train headed by No. 44.

Durango, which is a staging area with a yard on the lower level. A branch line comes from Durango onto the main layout near Dolores. In one direction, the line heads gradually upgrade from Dolores through the Hot Creek Canyon, Jamestown, and Lone Pine and loops around the back side through Ewa. Then it gradually continues up the 2% grade toward Empire on the upper level. In the other direction from Dolores, the line goes through Enterprise and terminates in Ridgeway.



Upper Left: A mixed manifest crosses the Three Dog Trestle as it travels west.

Lower Left: No. 44 heads for the tunnel as it continues its way toward Jamestown.

There is also an area called Sydney on the layout, which is another staging area that is under the Lone Pine area. It is called Sydney because it is “down under” the rest of the layout. It is currently unscenicked, but Mike plans to add scenery.

One unusual feature of the PVRR is that Mike has built a branch line from the Empire area on the upper level into his small office. The duckunder bridge is 62 inches high and enables him to drive a train directly onto his work desk for repairs.

Mike spells the PVRR’s Ridgeway with the “e” in part because he wants to accentuate that though the Paradox Valley is based in Colorado, it is freelanced and the towns are not intended to resemble any of the prototypical towns whose names he borrows. The Paradox Valley hauls logs, lumber, ore, livestock, various manufactured goods and supplies, and some passenger service.

Mike and his wife Vicki moved to Salem, Oregon in 1999. They then moved into their home 2001 and the property already had a shop on it.

Stats

Owner: Mike Long
Prototype: Paradox Valley Railroad
Era: 1930s
Locale: Lowlands in the Colorado Rockies
Size: 30x33 Feet (9.14x10.06 Meters)
Scale: On30 (1:48)
Control: Digitrax DCC
Style: Linear Walkaround
Minimum Radius: 24 Inches
Maximum Grade: 2%
Track Height: 42 to 62 Inches
(1.07 to 1.57 Meters)
Track: Peco Flextrack
Benchwork: L-Girder
Turnouts: Peco Medium
Switch Machines: Hand-Thrown
Backdrop: Painted Blue Sky
Scenery: Plaster Cloth, Homasote,
Insulation Foam
Roadbed: Homasote, Cork, Plywood

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Mike had previously modeled O scale, but built a small switching layout with Grandt Line cars in HO_{n3} in the new shop. He found that he did not enjoy it as much as he had enjoyed O scale, so he switched back and started the Paradox

Valley Railroad in about 2004.

The layout plan has evolved a bit over time, as he changed its operation from his original plan.

He found that the design needed modification because it did not operate quite how he had envisioned. One change that he made is the removal of a reverse loop at Durango, which used to have one at either end of the staging area (it still has one reverse loop).

Mike has also completely rebuilt the town of

Upper Left: In the Hot Creek Canyon, Thomas Bros. Lumber Company No. 14 passes by with the lumber train.

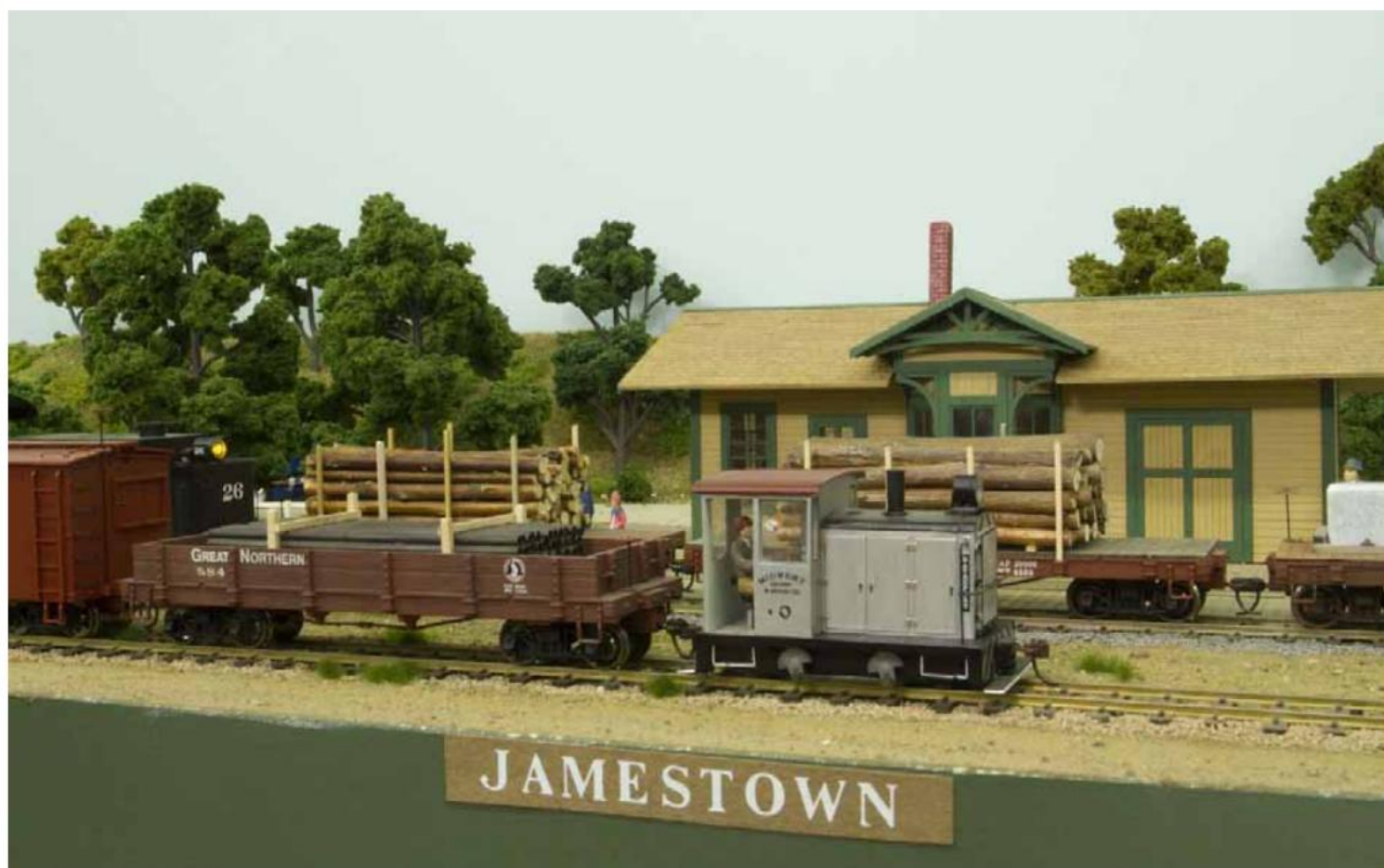
Lower Left: A mixed manifest train steams through Empire on the upper level.

Are you interested in seeing more? More photos, video, and a CTC Style map for Mike Long's Paradox Valley Railroad are included in the Premium Edition of Trackside this month.

Dolores and re-arranged Jamestown to alter operations. At one time, he had a coal mine in the canyon opposite Jamestown but he has removed that as well. He finds that if he makes changes to the layout now and then it keeps the hobby more interesting and adds variety during operations.

The Paradox Valley runs a mixture of different narrow gauge steam locomotives. These include Bachmann Spectrum, Broadway Limited Imports, Precision Craft Models, and Mountain Model Imports locomotives. Mike prefers narrow gauge, which is appropriate for the coal and logging industries that the PVRR serves.

Mike has an extensive history in model railroading. In addition to building other layouts in the past, he also worked for Campbell Scale Models for years.



Above: The Quarry's Davenport builds a train in Jamestown.

Left: The staging area of Durango is shown here. It has a reverse loop at one end.

Right: The Thomas Bros. Lumber Company owns the logging line up in the hills outside of Paradox. The line connects to the PVRR through Empire.

Click on the image to the right to see the video of Mike Long's Paradise Valley Railroad.



His scenery is very well done and the majority of the layout is scenicked.

Mike constructs the scenery using a variety of different methods. Some areas have Homasote as the scenery base, some areas are built using insulation foam, and some use plaster hardshell as the base. Mike made the

rocks with casting plaster. The benchwork is L-girder. Some of the structures are scratch-built and some are kits.

Mike made some buildings using paper with a printed texture that is realistic enough that you cannot tell it is paper unless you examine it quite closely.





Above: A Paradox Valley train in Ewa travels downgrade.

Upper Right: Davenport No. 10 picks a loaded car at Nelson's Electric in Jamestown.

Lower Right: No. 44 passes Stinky's Stockyard in East Jamestown.

The Paradox Valley has its own paint scheme. However, it also purchases used equipment from other railroads, so you will see a variety of power running its log trains and various freight loads. There are quite a few different industries on the layout to add to operating

interest. Mike has operating sessions about once every three months with four crew members. They run 6-8 car trains and move about 11 trains per session. The layout control is Digitrax DCC.

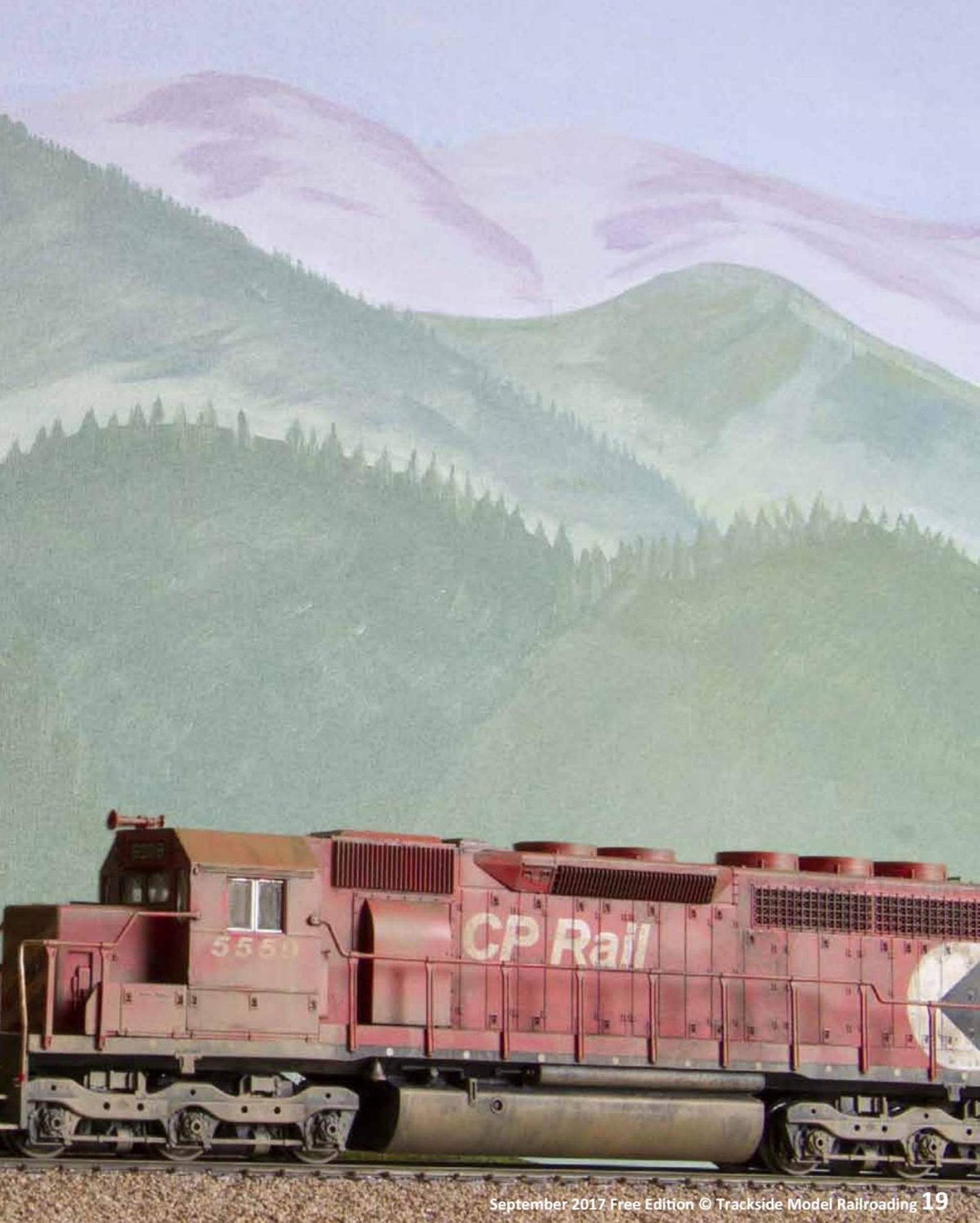
The PVRR has been included in former layout tours, though it has undergone a number of changes and upgrades since then. Mike has more changes planned, including the addition of more scenery in the Sydney area and the upgrade of many of the pine trees. We hope you enjoyed our tour of his railroad. Please be sure to view the video of the Paradox Valley. The link is on [page 15](#).

-TS



Paint a Basic Layout Background





This month we will show you how to paint a basic layout background that is interesting but not distracting. We believe that anyone can do this, regardless of painting experience. To keep it simple and avoid the temptation to add too much detail, we use a 2" foam paintbrush instead of a smaller paintbrush. This helps keep the project from getting too complex and time-consuming. A simpler background can be a good thing, as it will support but not distract your eye from the layout itself. (This is not to say that there is never a place for a background with more detail, but the point of this project is to show that anyone can paint a basic, suitable background regardless of experience.)

We use inexpensive acrylic paints in white, blue, red, and yellow. Acrylics are probably the best choice for a small background. If you are painting a background in a large room, flat latex paint would be a better choice. It will dry more slowly to give you more working time and will be less expensive given the volume of paint you will need. If you are

What You Will Need:

Acrylic Paints in White, Blue, Yellow and Red (Or You Can Use Flat Latex For a Larger Area)

2" Foam Paintbrush

Wall, Masonite, or Whatever You Are Using as a Background

Water

Old Wash Cloth

Palette (Or Mixing Cups for Latex Paint)

using latex paint, we recommend buying a small amount of similar colors in lighter or darker tones in addition to the basic colors you choose to add a little more variety to your background. You will need some sort of palette with acrylics (even a plastic disposable plate would work). If it's white it may make color mixing a bit simpler. Use a 2" foam paintbrush and have a little water handy to water down the acrylics when needed. If you are using flat latex paint, you can mix different shades in little cups when



Left: By holding the brush vertically (left side) you can make small trees on the more distant mountains. Then, using the triangular edge (right side), you can make larger trees on the closer mountain ridges.

you want to add variety.

Before beginning, lightly sketch the basic outline of the mountain ridges you plan to paint. Then start with the sky and paint each ridge of mountains coming forward. Try to keep the lighting fairly flat. (If you are painting clearly directional lighting, it could detract from your layout and will become more complicated as you will have to consider how to keep it consistent throughout and match the room lighting.) Also, for the ridges that are a very different color, give the paint time to dry before painting the next layer (as we do before painting blue/green mountains in front of the distant purple ones). For the ridges that are a similar color as whatever is behind, you won't need to wait because a little color mixing won't be noticeable.

Follow the steps in the following pages to create your own background. You can make yours with similar colors to ours or use whatever colors are appropriate for your layout. Remember that much of the background will be obscured by structures, trees, and trains on the layout. We made the

Right: The finished background has enough detail to be interesting but not distracting, and the flat lighting will not detract from the layout. Using a foam brush will help keep you from being tempted to create too much detail.

closest mountain range fairly tall so that a fair amount of it can be obscured without losing sight of the rest of the background. Also note that it is fine to have a large amount of sky in the background. A taller backdrop will make your layout an impressive sight for visitors and will create opportunities for better photographs of the layout in the future.

If you have wanted to paint a background for your layout but have been intimidated because you aren't sure of your painting skills, we encourage you to try creating a background like this one. It is easier than it looks, and if you aren't satisfied with it you can always paint over it in blue and try again. One benefit of using acrylic paints is that they dry quickly and can be applied thin enough that you can paint over them multiple times without leaving noticeable texture.

Have fun with your background and we would love to see your work if you want to share it on our Facebook page:

<https://www.facebook.com/TracksideModelRailroading/>

-TS



1 We are painting our background on a canvas, but you may be painting on a wall, a piece of Masonite, or whatever else you choose. These steps can be used for a background on a small diorama, a portable backdrop, or in a full layout room.



2 First, use pencil to lightly sketch the outline of where you plan to paint in the mountains. You can barely see the pencil lines we drew because we don't want any pencil to show through when we paint.





3 Mix some blue paint to paint the sky. Bear in mind that paint generally dries a little darker than it is when wet. We are using inexpensive acrylic paints, which dry quickly.



4 Paint the sky with the foam brush, covering the whole area with the blue you mixed.

5 Here is the sky painted with a solid blue.



6 We wanted to have some variation in the sky color with it being a bit lighter closer to the horizon, so we mixed more blue in a lighter shade.





7 Paint in the lighter blue as desired. If you do this quickly enough, the original paint will still be wet. If you are doing a large area and are using acrylics, you won't have long before the paint starts to dry.



8 This is our sky with the lighter blue added. Notice that it is not absolutely solid, and the lighter blue has the appearance of a light haze.

9 Now you are ready to add distant mountains. We mixed a light purple for this. You can make them purple, blue, or green. Just remember that if they are in the distance they will be light in color because of the haze you are looking through when you view them.



10 Paint in the base color for the distant mountains. Notice that we made the tone similar to that of the sky so they don't stand out much.





11 Mix a lighter color of the same shade you used for the distant mountains.



12 Add the lighter color into the mountains to simulate haze in the air and give a little variety.

13 We let the paint dry for a few minutes, as we will be adding a different color for the next mountain layer and don't want the two to mix. (Our next layer will be green. If you are just using green or blue in your layers, you may not need to wait.)



14 Mix the color for your next mountain layer. These are closer than the layer you have painted but still a bit distant. We mixed a light blue/green color for this layer.





15 Begin to paint the mountain layer, beginning at the peaks. We spread the paint in a line and then pulled it down. If a little variety shows in the color, this can add interest, so don't worry if you have a little more of the blue or yellow soaked into one part of the foam brush.



16 Continue painting that layer, making sure to cover the mountains with paint.

17 Now mix a slightly darker paint in the same basic tone and begin adding trees on parts of the ridge. We did this by holding the brush vertically and lightly dabbing paint in lines to create trees.



18 We left a few areas without trees to simulate areas that have been logged. Spread some of the darker color over the upper parts of the mountain ridge, blending it with the lighter tone.





19 Now mix a darker color to begin the closest ridge of mountains or hills. We made ours a bit of a yellower green than the former ridge. Just add paint as needed until you are happy with the color. There is no need to wait for the middle layer of mountains to dry if you are using a similar color.



20 Begin covering the closer mountains with paint, beginning at the top ridge line.

21 You will want to make trees on this mountain as well, and since it is closer they should be a bit larger. We used the triangular edge of the foam brush for these instead of the narrower tip of the brush that we used for the more distant trees.



22 We wanted to make the closer hills slightly different in color, so we made the green of the left side hill yellower than the center hill. This adds a little variety without adding any effort. Here, we are adding trees on that hill.





23 The whole background now has a coat of paint. We gave it a few minutes to dry to see if we wanted to make any changes. We decided that the blending in the center mountain was a bit harsh and we wanted to add a little detail to the right side middle mountain and to the purple mountains in the distance.



24 We painted a middle tone into the center mountain to soften it just a little, but still left some color variation.

25 Here, we were adding some color variation to the right side mountain and were unhappy with how it was blending so we used a wet washcloth to gently wipe away some of the paint. Since the first layer of paint is already dry, you can make corrections like this without damaging anything.

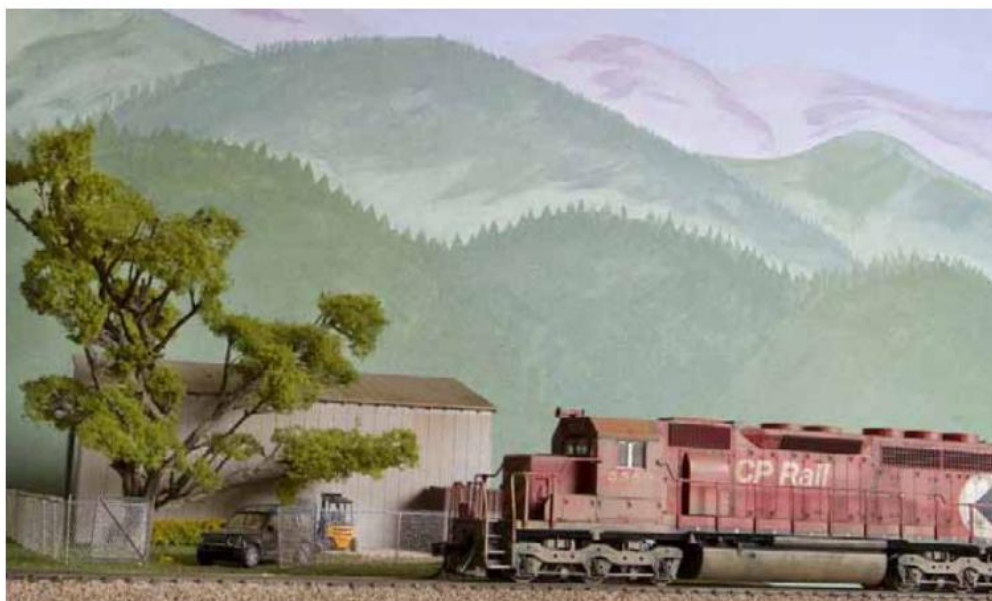


26 We mixed a slightly darker purple to add to the distant mountains and give the background a little more interest.





27 Here is the finished background. Note that there is some color variation in each part, but the overall effect is one of flat lighting and not much detail so that it will not distract from the layout itself. Much of the lower part of the background will be obscured by trees and structures, so we allowed for that by making the front range fairly tall.



28 Here, we show a sample scene in front of the background. In an actual layout, you will have more trees and buildings obscuring the background, but here you can see that it provides an interesting scene that won't detract from whatever details you place in the foreground. Thanks for following along and have fun with your on background. –TS



**GREAT L
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DIFFER**

**CANYON
SCE**



LOOKING
FOR THE
CREEK

CREEK
NICS



Beaverton Modular Railroad

Story by Jennifer Waters

Photos and Video by Ross and Jennifer Waters

The Beaverton Modular Railroad Club owns two layouts. One is a permanent HO scale layout located at the Alpenrose Dairy in Portland, Oregon, and the other is a modular HO scale layout. We photographed both layouts and will share the modular layout this month and the permanent layout in a later issue. The club was founded in 1989 and

Below: Spokane, Portland & Seattle No. 805, owned by Chapman Dix, heads a passenger train.

Right: Jon Gerrard's Weyerhaeuser No. 4, an O-6-0T, moves some empty log cars up the narrow gauge line and into the mountains.



d Club

began with the modular layout and only five members. It has since grown to 20 active members and has had the permanent location since 1998.

The modular layout can be set up to fit a 10x10 foot area if only a minimum number of modules are in use, or up to 18x52 foot maximum (5.49x15.85 meters). The track is double mainline with a third line used as a branch line to access the yards, though that line can be used as a mainline during shows when club members want to have three

trains running simultaneously. There is a nine-track yard for staging and setting up departures and arrivals.

The layout is multi-seasonal. If only a certain season is intended to be featured at an event, members set up the appropriate modules.

Sometimes, they set it up to display different seasons simultaneously. The “Polar Express” modules built by Kevin Summers feature snow-covered mountains, and a few cottages sit in the hills close enough that the crew can spot their chimney smoke on clear days.



Stats

Owner: Beaverton Modular Railroad Club

Prototype: Freelanced

Era: Not Specified, Members Have

Freedom to Run Preferred Power

Locale: Freelanced

Size: 18x52 Foot Maximum (5.49x15.85 Meters), 10x10 Foot Minimum (3.05x3.05 Meters)

Scale: HO (1:87)

Control: Wireless NCE DCC

Minimum Radius: 40"

Track: Atlas Code 100 at 2,4, and 6 Inches Back From the Front (With an Extra ¼" Spacing Between Tracks Around the Curves)

Track Height: 40"

Benchwork: Traveling 4, 6, and 8 Foot Modules

Turnouts: No. 6s and 8s on the Mainline, No. 4s in Sidings

Switch Machines: Hand-Thrown Except at Kitty's Cove

Backdrop: Hand-Painted, Paper Cutouts

Scenery: Plaster Hardshell over Cardboard Webbing, Insulation Foam, Fiberglass on Port Module

Sub-roadbed: Plywood

Roadbed: Cork

The airport, yard, and industrial area are set more in the summertime.

Another module based in autumn shows off a typical northern Georgia fall. Club member Bill Thomason is building a barn from a Branch Lines laser kit. The barn is in the process of falling down. He added metal roofing to it that he etched in acid to weather. He used plaster for the rocks and SuperTrees for the module's trees.

The club takes the modular layout to two shows per year: a show at the Beaverton Library in the summer and to the Portland Great Train Show in the winter. In the past, they also participated in a Christmas show at the Expo Center. The layout includes a flat car and loading dock that delivers candy to visitors at shows. A member places a piece of candy on the flat car and pulls it out of a shed, switches it and backs it to a loading dock where it hits a beam that pushes it into a chute to deliver it to the waiting visitor.

The candy module was built by club member John Heiderscheit. Parents and children find this enjoyable and it is a fun way to introduce kids to model railroading.

Club members installed low plastic shields to protect the layout and use a barrier to keep people back a few feet from the layout. They find that the lower shield works better for

The September 2017 Premium Edition of Trackside includes a map of the Beaverton Modular Railroad Club's Layout.

them than a tall one because they can still converse with the public while they operate trains from inside the layout without tall shields to make communication difficult.

Southern Pacific No. 600, an AC6000 owned by Andy Anderson, is on point of this train on the module built by Bill Thomason.





Easy communication with visitors is important to the club as members enjoy not only sharing their work but also helping people learn about modeling.

The layout control is NCE DCC, which functions well for the club's needs and enables them to run trains with sound at shows. However, they can still run a line in DC now and then if they need to do so. The club was founded before the NMRA came out with the modular specs, so the modular layout was built according to Ron Tarjany's specifications from the book *Ron Tarjany on Modular Railroading*, which was published in 1980.

Many of the modules have now been rebuilt moving away from the original specifications, and the new corner modules are narrower than the original 30" width. The track is placed at 2, 4, and 6 inches in from the

Upper Left: Willamette & Pacific No. 1801 is owned by Jim Jones. This EMD GP9 is in the SP's Black Widow paint scheme. The farm module was a collaborative effort between Bill Thomason and Kim Winters.

Lower Left: The club uses real water in the port module, and the boats actually float. They drain the water via a plug prior to traveling. Using real water makes the shipping weight lower.

outside of the layout. The narrow gauge line is 5" from the inside of the layout and is elevated.

The layout has an unusual feature at the port, which is called Kitty's Cove and was built by member Jon Gerrard. The Kitty's Cove module uses actual water instead of simulated water. The module is made with fiberglass and has a drain plug. Members fill it for shows and then drain it when it's time to pack it up. Using actual water that can be drained makes the module lighter than it would be otherwise. When full, the water in the harbor weighs about 40 pounds. The boats move a little in the water and the use of actual rock and sand in the harbor looks very natural. Jon is building a machine that he will install in the module that will produce a vibration to create waves in the water.

The layout includes an industrial area with various factories, a private airport, a logging line in the hills, and an old, abandoned line where workers are currently pulling up track.

Near the port is a small rural town where farmers sell their produce at the farmer's market and ship out goods from a spur. There is also a passenger station for travelers.

Members are working on a variety of changes on the modules including some new backdrops.



Upper Left: A worker arrives at the fueling platform in the industrial area.

Lower Left: Charlie Guinasso's P&W 2315 hauls a mixed manifest through the woods.

They are always upgrading details and making alterations to improve the layout's function. If you are interested in seeing their static layout or visiting them at a show, you can visit their website at: <http://www.beavertonrailroadclub.com/>

The club currently has 20 active members, a few retired members, and a few in the probationary period prior to becoming full members. All members are involved with both the modular layout and the permanent layout at the dairy. When both layouts are operating at the same time it has been a bit of a stretch to cover them with enough operators, but as the club has grown recently it has been easier. Having more people also helps with public interaction as members

share their love of model railroading with others.

One interesting aspect of the Beaverton Modular Railroad Club is the variety of equipment you will see on the layout. The club allows people to run whatever power they like, so during our visit we saw a variety of power: Union Pacific, Southern Pacific, Weyerhaeuser, Santa Fe, Spokane, Portland & Seattle, Burlington Northern, Portland & Western, and Willamette & Pacific. Don't miss the video of the layout in action. The link is below. We will share the club's permanent layout in an upcoming issue. —TS

Click here to subscribe to the Premium Edition and see more pictures and video of every layout.

Click on the image to the right to see the video of the Beaverton Modular Railroad Club's traveling layout.



Along the Rails

Photographs from our Readers



Chad Thomas shared these detail shots of his HO scale CD&R Railroad. A photographer looks down the tracks to catch a shot of an oncoming train, and a truck hits the gas to speed through the crossing before it arrives.



Above, farmers begin the harvest at this farm adjacent to the tracks on the CD&R.

Model Railroading™

