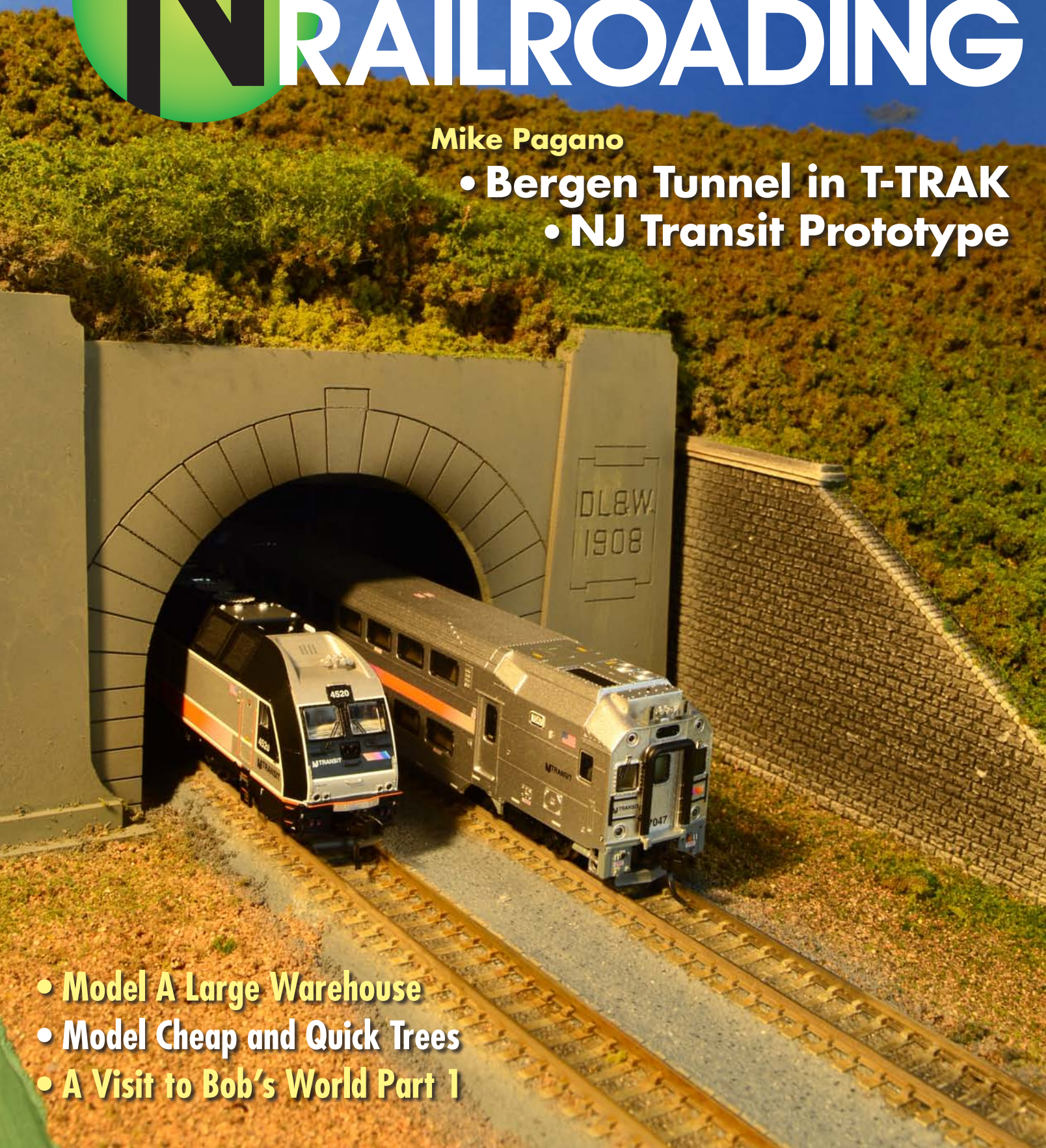


N SCALE RAILROADING

#118 MARCH 2020

Mike Pagano

- Bergen Tunnel in T-TRAK
- NJ Transit Prototype



- Model A Large Warehouse
- Model Cheap and Quick Trees
- A Visit to Bob's World Part 1

WELCOME!

Welcome to *N Scale Railroad-ing* #118, the first digital version of the magazine. There is a lot more we want to do but, like we did in print, the plan is to show people as we evolve rather than talking about it.

The **advertising index** is on page 02 because ads are even more important without shop sales and paying subscribers.

Each article will have a box on the last page. If you enjoy the article, please consider clicking on the box to gift a small amount to the contributor. There is no budget to pay authors like I could in 001 to 117.

Page 03 starts the **New Products** section and most of the **advertising**. Click an ad to visit their sites.

Page 14 is Mike Pagano's article on modeling the **NJ Transit** tunnel's west portal with **T-TRAK**. Mike's article on the **prototype** NJ Transit starts on page 21.

Page 29 is a construction article on making a **large warehouse**. Page 40 is an article on making very **inexpensive generic ever-green trees**.

We start with T-TRAK and on Page 45 is part 1 of 3 of a visit to **Bob's World**, one of the larger layouts in the northwest.

Page 56 starts our **Travel Guide with N Calendar, N Clubs, Brick and Mortar Shops** in good standing.

Most of this will later be on the website to support the surviving shops who supported **NSR**.

An abbreviated **N Horizons** is on page 62. This as a "gossip column" except the manufacturers are consulted on everything.

Observations is on page 63. This is normally an editorial page, often written by guest writers.

The "**Outro**" page is on page 64 which will double as coming attractions.

This is the general idea of the new format. It has great potential that we intend to explore and share! ▶



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The EMD SD70ACe is available in standard DC as well as with factory-installed DCC and Special-order DCC+Sound courtesy of a high quality ESU LokSound decoder! Order yours from your preferred hobby store today and start enjoying the latest freight locomotive from BNSF in N scale today!



The Isolated Cab design of the latest SD70ACe release mirrors some of the newest (as of 2020) modifications of the SD70ACe as used by the BNSF. These variations differ from past releases of the BNSF SD70ACe not only in the cab details on the side and roof, but also in the location of the headlight, which has been moved down to the nose of the locomotive from above the cab windows.

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GP38-2 BNSF 2256 is Atlas 40 003 612.



Chicago and North Western 5022-B is Kato 178 5395. I was so excited about the Kato 400 set I didn't realize there was a separate A unit in the box.

Available for Pre-Order from



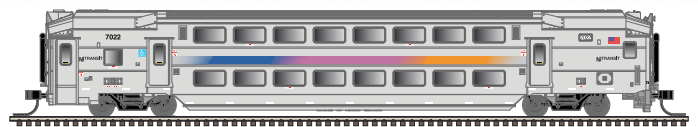
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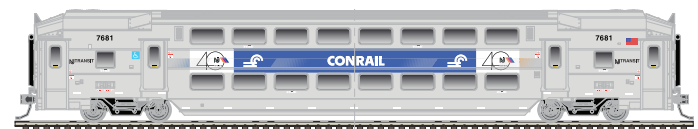
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NP 704 is MTL 141 53 320 and NP 708 is MTL 141 54 320. The windows and air conditioning ducts on 10-1-2 sleepers are different on each side.



Northern Pacific 717 is MTL 141 55 320 and the third 10-1-2 in the set.

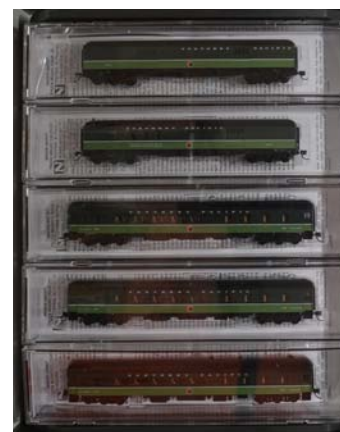


Northern Pacific 1513 is MTL 147 51 320.






Northern Pacific 1440 is MTL 148 52 320. These cars are great looking models of one of the best paint schemes ever, and this was Northern Pacific's simplified scheme when most railroads started painting their passenger cars and locomotives in easy to maintain but ugly schemes.

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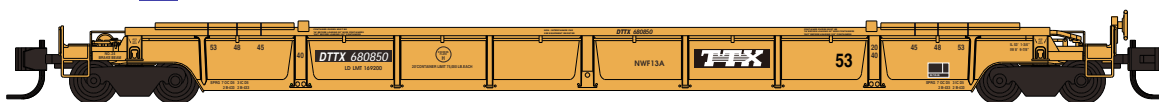
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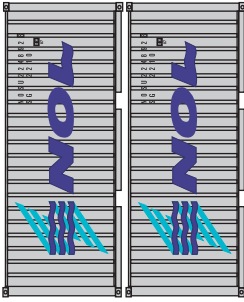
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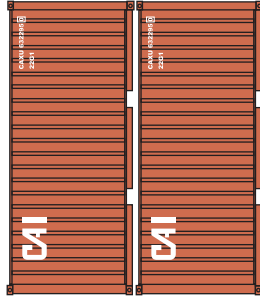
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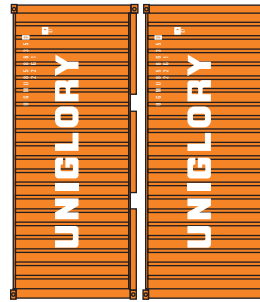
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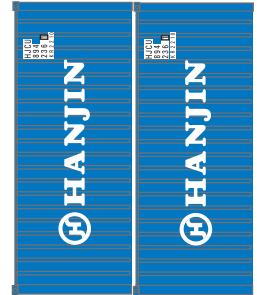
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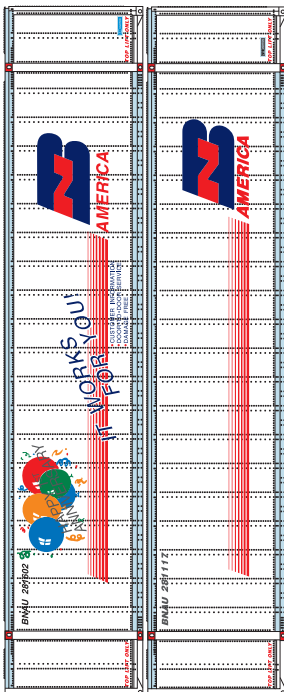
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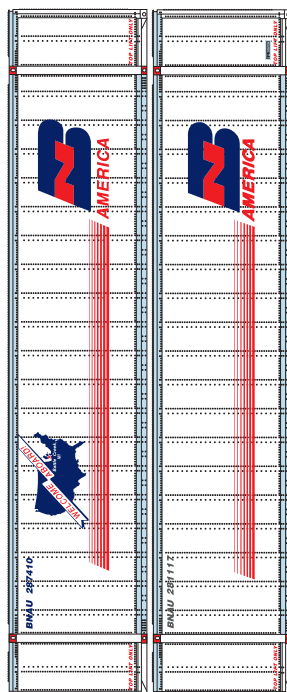
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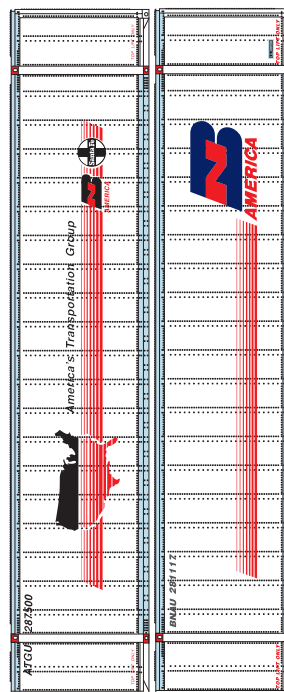
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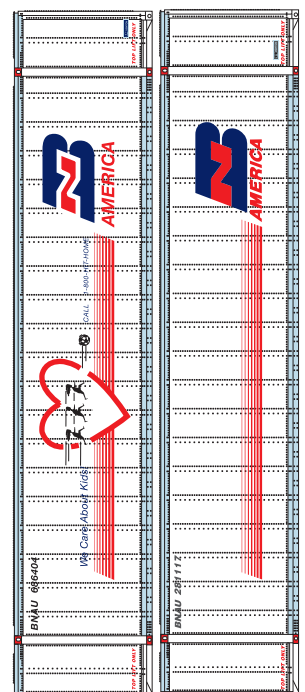
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Lake Erie Biofuels 252110 is Atlas 50 004 374. Very colorful scheme for a black tank car!



Archer Daniel Midland 17431 is Atlas 50 004 087.

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 Jeff Wilson's T-TRAK module took first place in Kansas City
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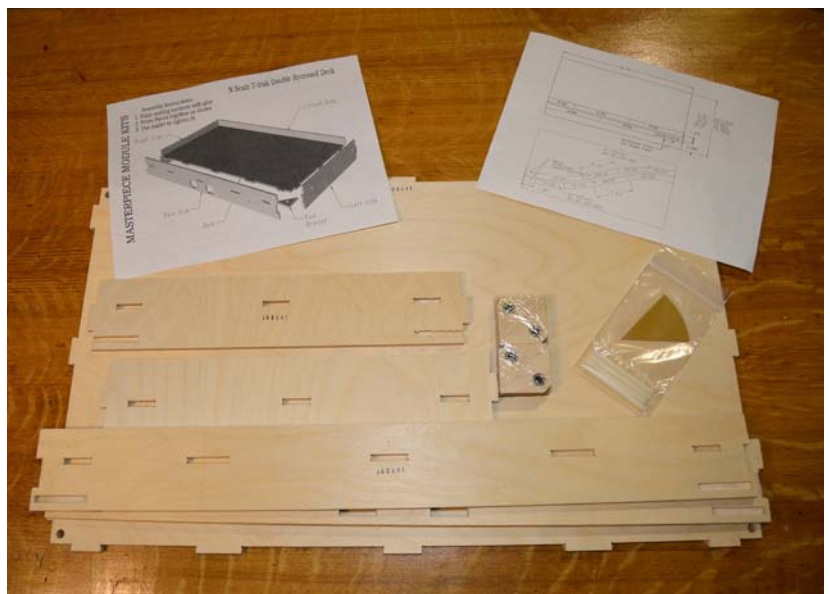
The Bergen Tunnel

by Mike Pagano/ Photos by author



Above. NJ Transit commuter trains pass through the Bergen tunnels to get commuters from outlying areas of New Jersey to the Hoboken Terminal. This prototype is the focus of our two-foot T-TRAK Module.

In the previous NSR article (issue 117), I illustrated building a one-foot T-TRAK module from a Woodland Scenic kit. In this article, I will start building a two-foot module that represents a famous tunnel on the NJ Transit. Building a larger T-TRAK module takes a little more material but it's almost the same amount of work. Instead of making my own parts for this module, I decided to use another commercial kit. This time I decided to build the module with a kit made by Masterpiece Models. One of the great things about the T-TRAK standard is all the modules can be interchangeable with all other modules built to the standard. By using a pre-made premium kit to get my module up and running quickly, I quickly got to the application of scenery and texture steps. Follow along as I take you through the construction steps to complete a two-foot tunnel module.



01 Above. Masterpiece Model makes an assortment of different modules either with a flush deck or a depressed deck that requires a 1" Styrofoam insert for the sub-roadbed. The kit illustrated in this article is a double wide depressed 24.33" x 14.00" x 2.75".



02 Above. This module kit can be assembled in one evening. File and sand all mating surfaces to make the parts fit firmly in place. Use a good quality wood glue to assemble the kit and work on a hard sturdy surface so the parts can be tapped into position until reaching the correct fit.



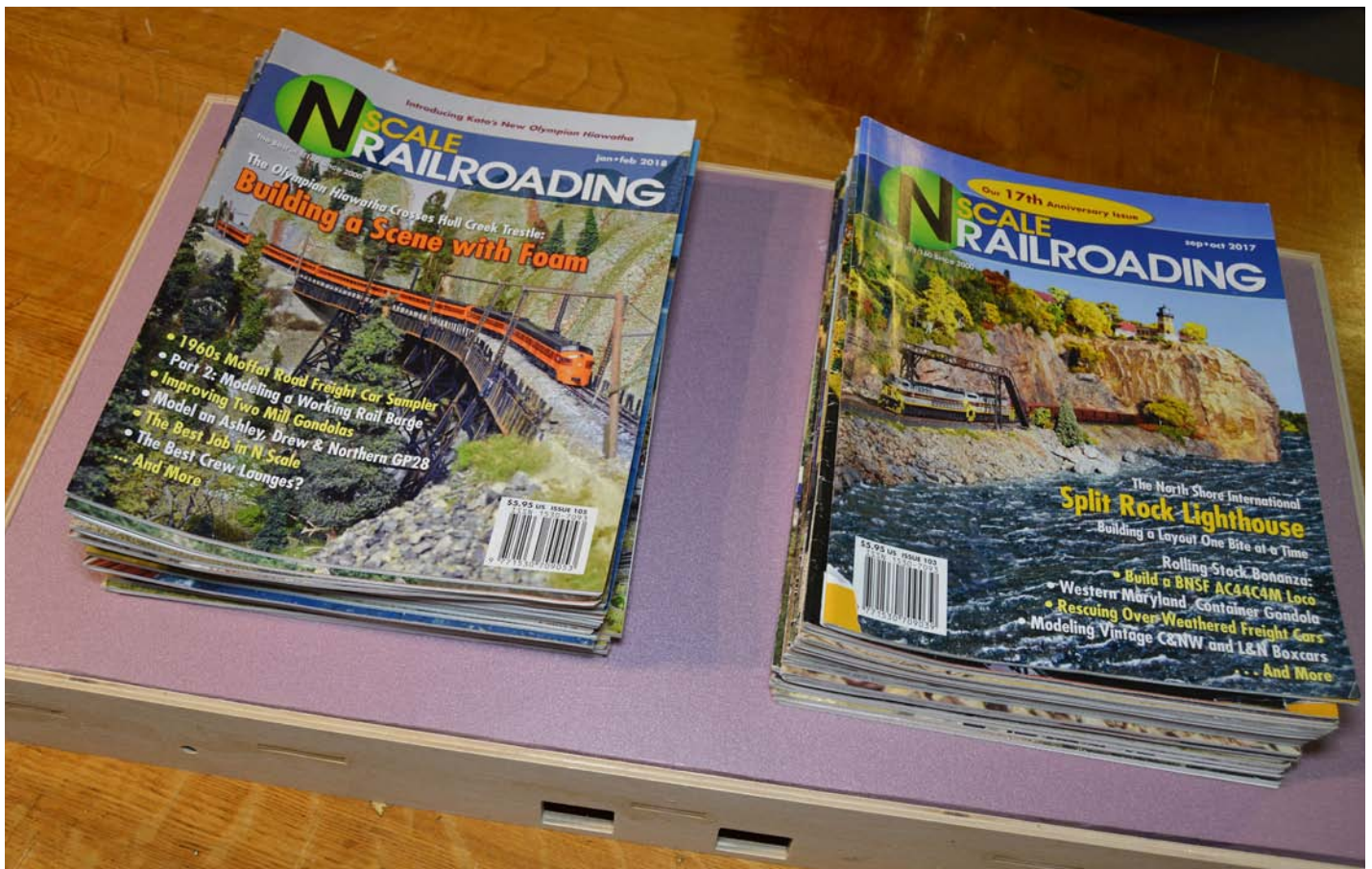
03 Left. Turn the module upside down and glue the corner foot brackets after installing each bracket with the 1/4-20 insert.



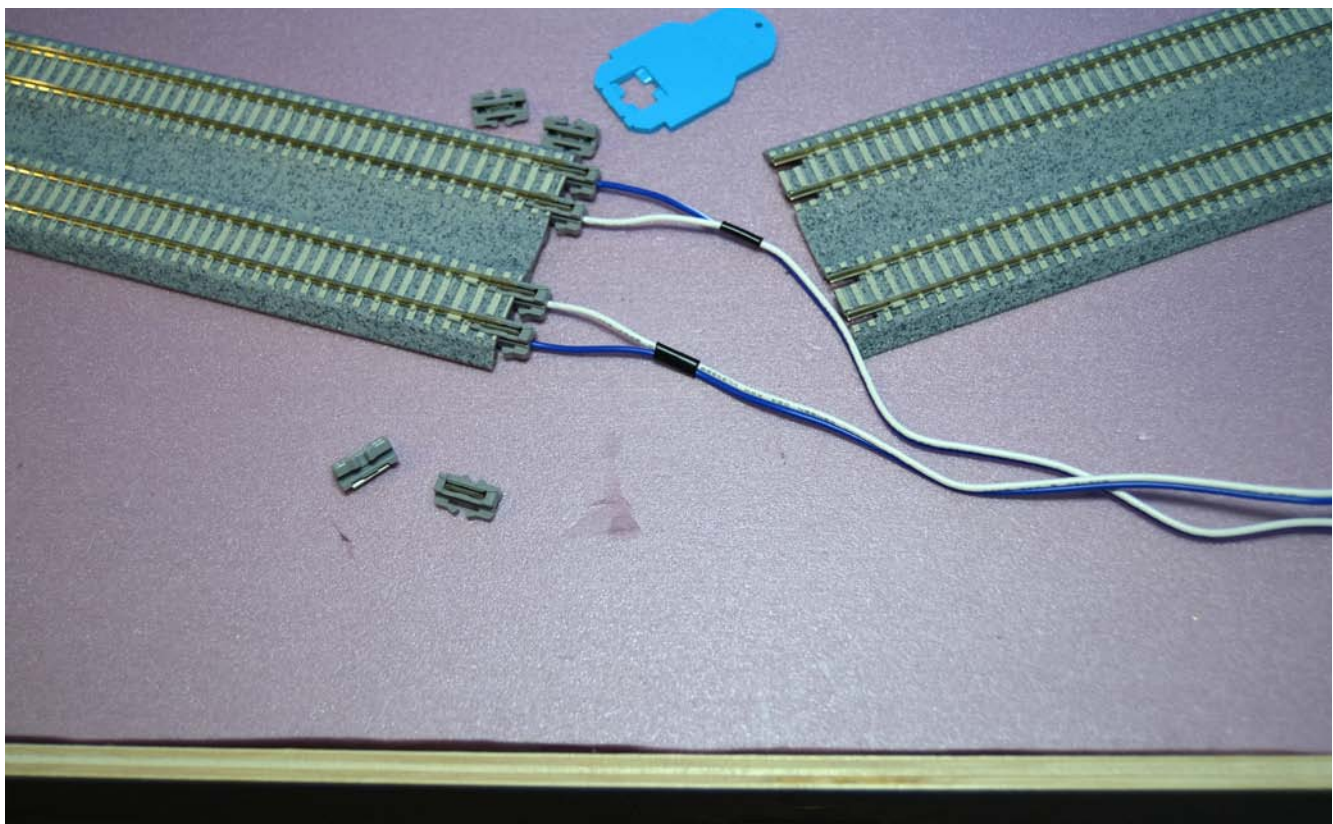
04 Above. If your using a depressed deck, cut a piece of 1" insulation Styrofoam for the recess and check for a snug fit.



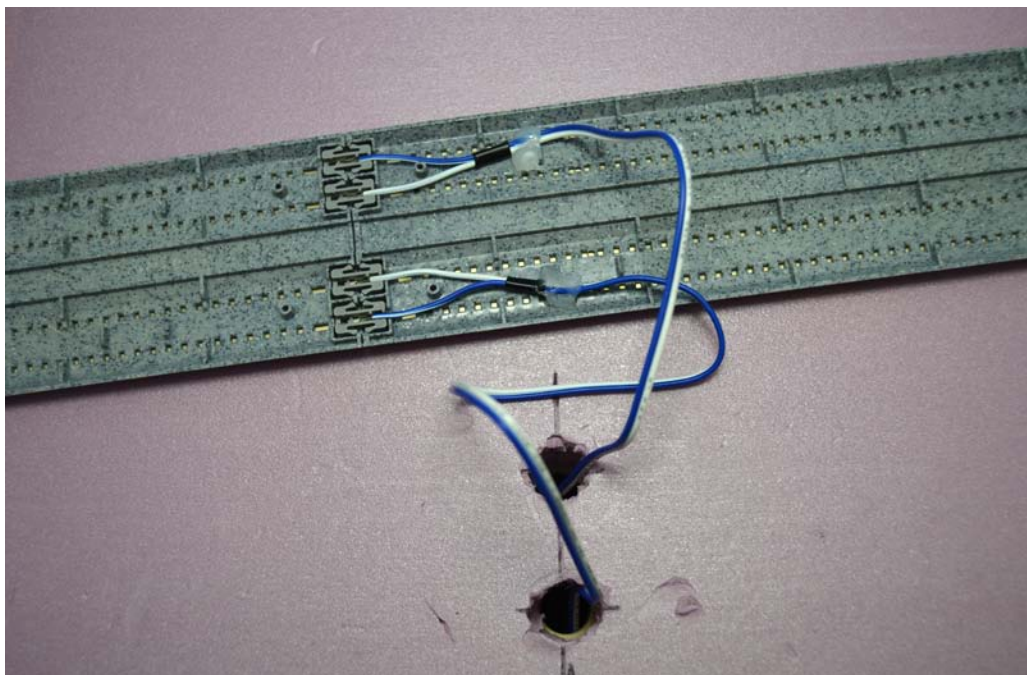
05 Above. Use a foam safe adhesive and apply a grid pattern in the recess of the module, then insert the Styrofoam



06 Above. Add some weight to hold the foam insert down while drying. This will insure a level fit.



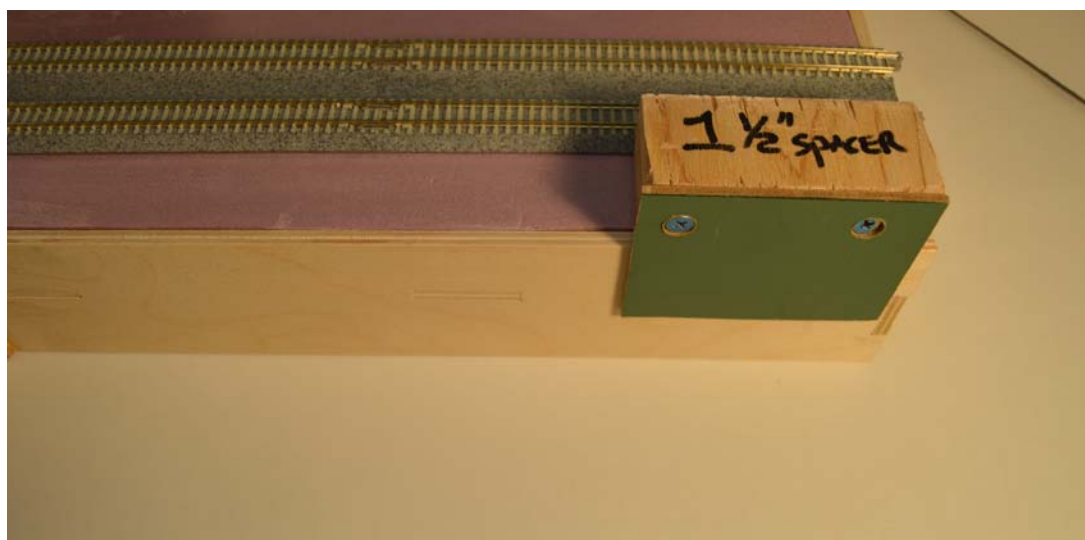
07 Above. For this module, I used one Kato 20-004 (248mm) and one Kato 20-012 (186 mm) Concrete Tie Double Track Straight Sections. I removed the original joint connectors and installed a Kato Terminal Uni-Joint 24-818. The kit comes with a tool to remove the original joiners. Make sure you follow the T-TRAK wiring standard that follows Blue-White-White-Blue configuration.



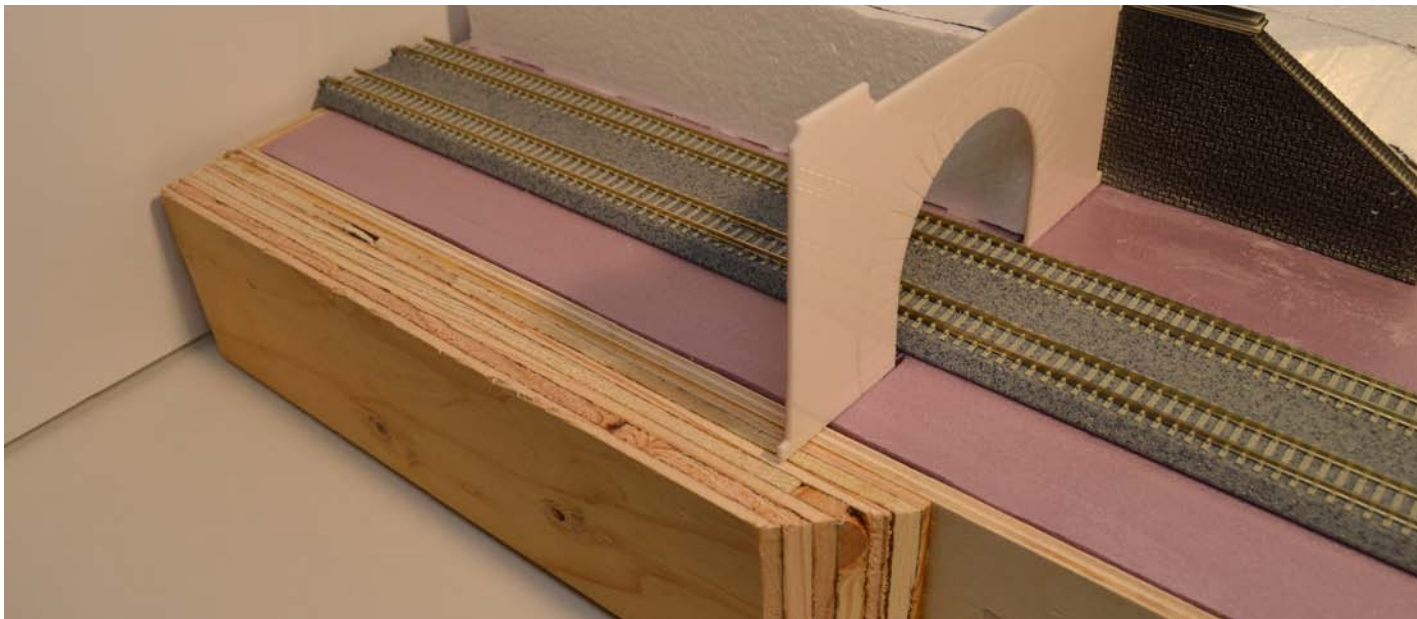
08 Left. To create a wire relief to prevent wires from being pulled out accidentally from a snag, apply a dab of hot glue to attach the wires to the bottom of the track section.



09 Left. Add a foam safe adhesive to the bottom of the track assembly at locations that contact the sub-roadbed.



10 Left. Track spacing for the T-TRAK Standard is identified from the front of the front of the module to edge of the roadbed to be a distance of 1 1/2" (38 mm). I made spacing jig with a piece of plywood at 1 1/2" wide with a piece of hardboard attached along the width of the block. This jig slides along the face of the module to insure the proper spacing along the module.



11 Above. I used custom tunnel portal built from original plans from the Lackawanna Railroad. Although building this tunnel portal is a topic for another article, it did not fit on the T-TRAK module due to the 1 1/2 T-TRAK offset spacing from the edge of the module. I added 1" step out made from two pieces of 1/2" plywood accommodate the tunnel portal. I cut two pieces of plywood to match the height of the module in order to provide the extra area needed to fit the prototype tunnel portal.



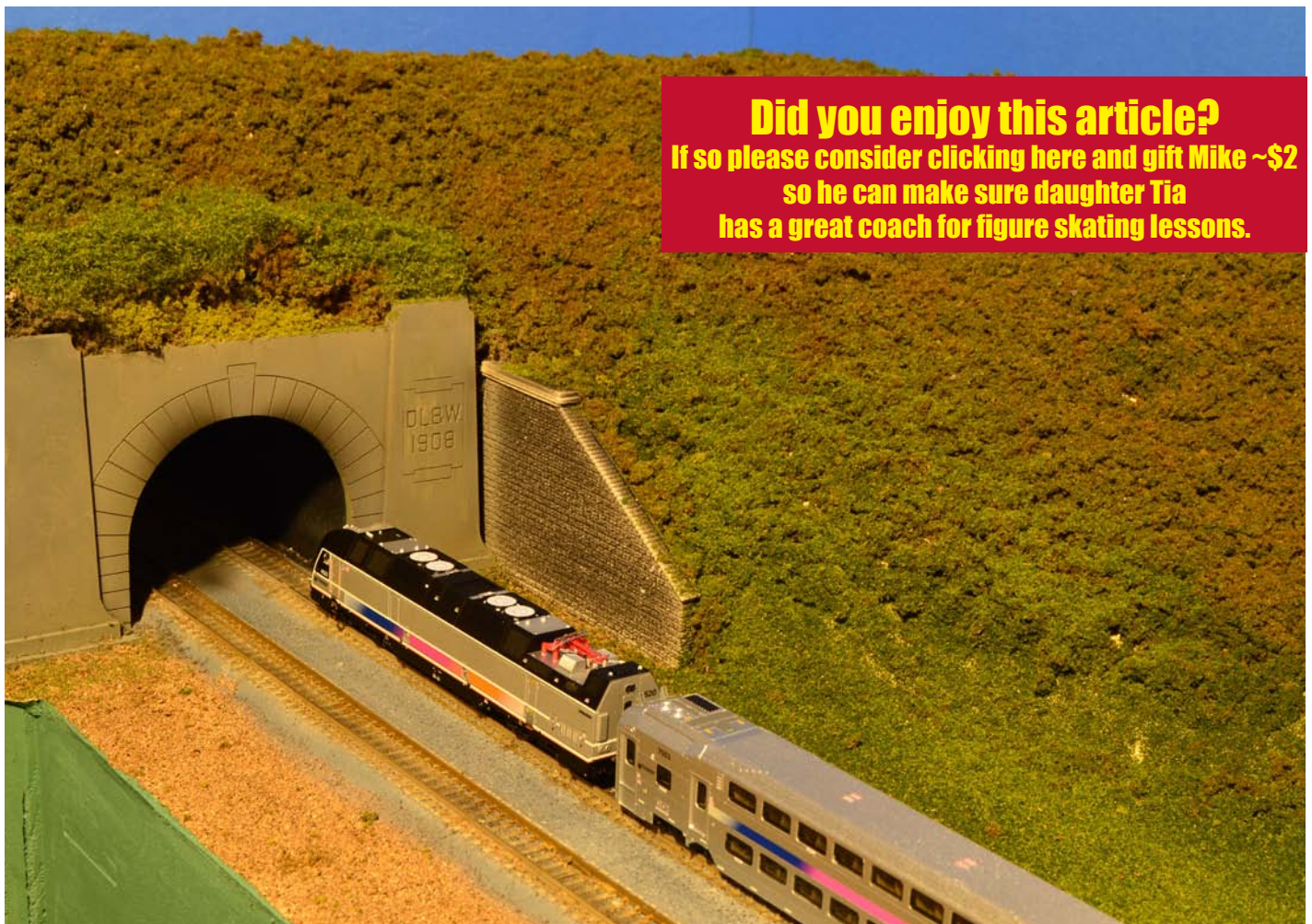
12 Above. I built up the terrain with different layers of Styrofoam cut with a hot wire tool from Woodland Scenics and secured with Foam Tack Glue. All the Styrofoam layers were rounded off with a Surform tool and sealed with a coat of tan latex paint. Scenery texture is applied with a coat of diluted Tāk-E-Glue from Scenic Express.



13 Above. Fill in any voids with lightweight spackling compound.



14 Right. Flood the horizontal areas with more diluted Tāk-E-Glue and finish up the area near the tracks with a ground foam texture.



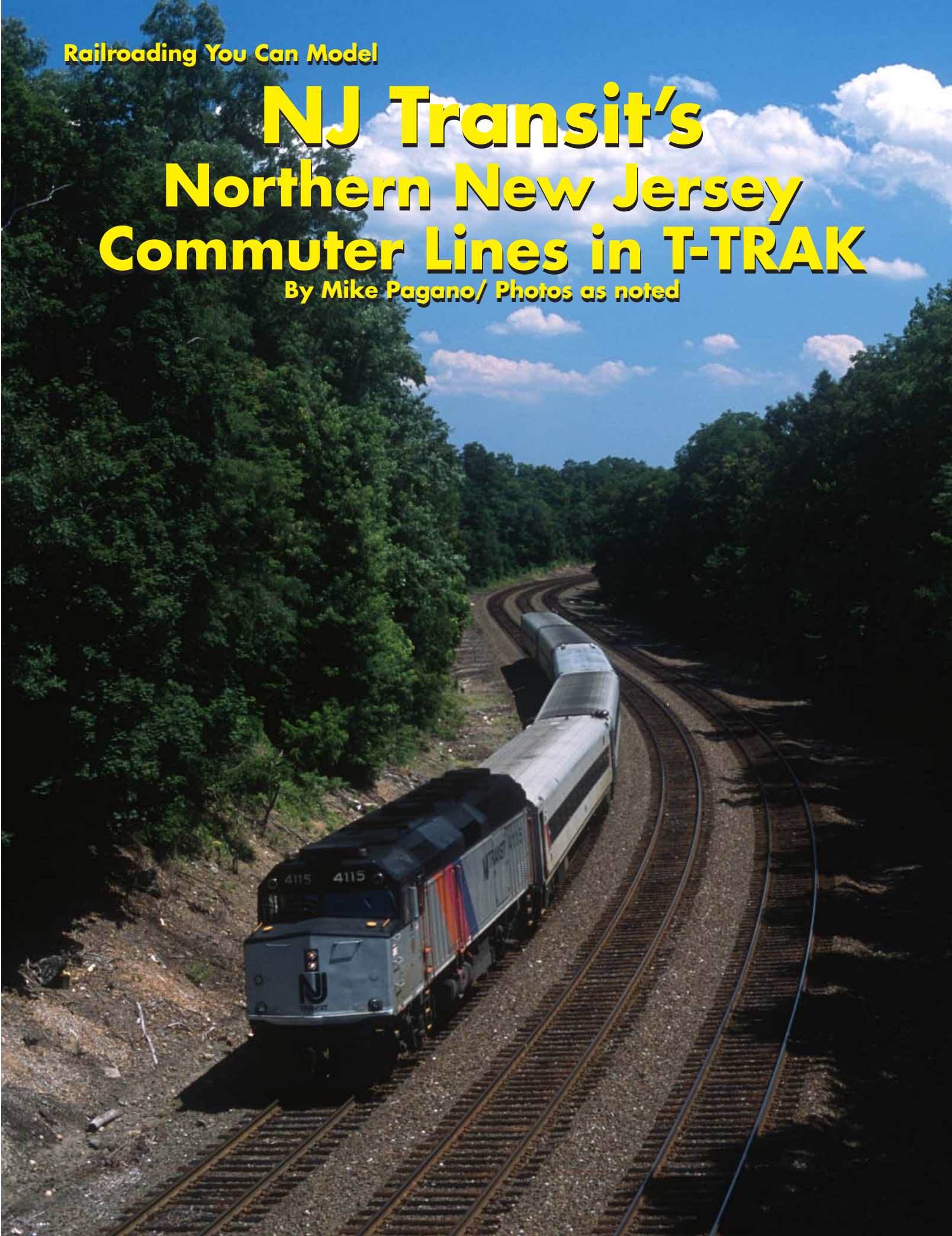
Did you enjoy this article?
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 has a great coach for figure skating lessons.

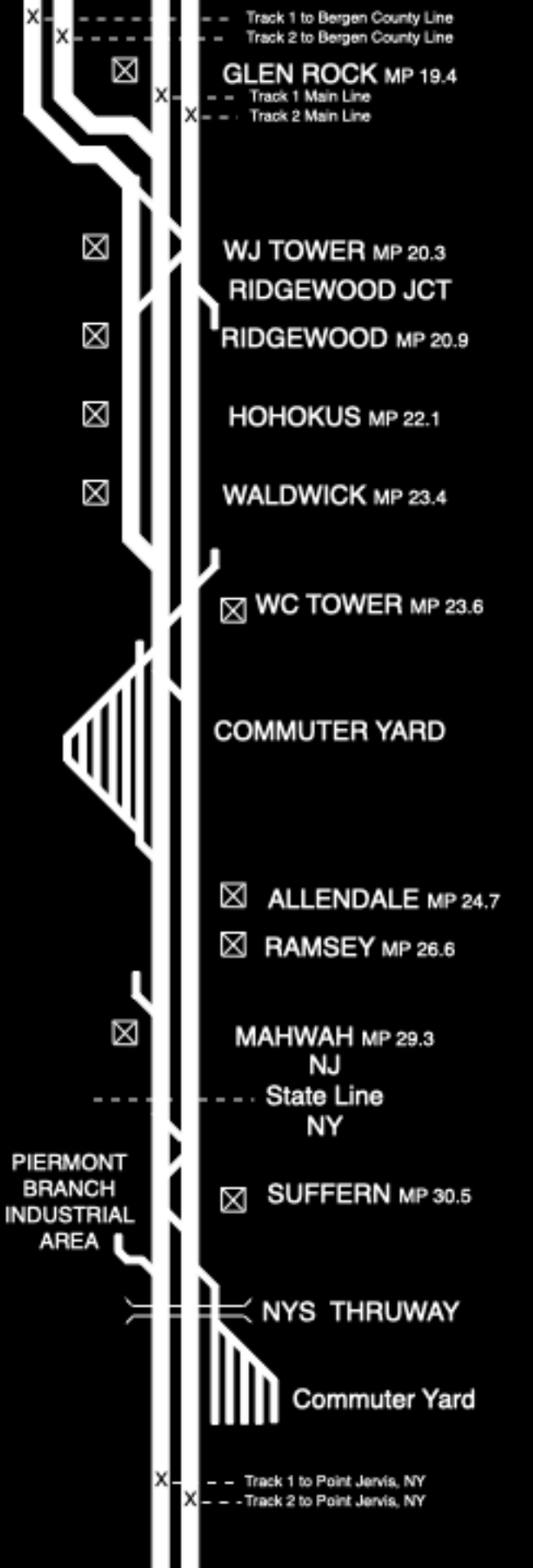
15 Above. I finished the basic module by painting the perimeter of the module with a latex paint. This is a good time to add some weathering to the Kato track and tunnel portal. Building with the T-TRAK standard allows me to build a stand alone diorama that can be connected to others, or be expanded to other nearby favorite locations. I'm looking forward for future segments in more issues ▶

Railroading You Can Model

NJ Transit's Northern New Jersey Commuter Lines in T-TRAK

By Mike Pagano/ Photos as noted

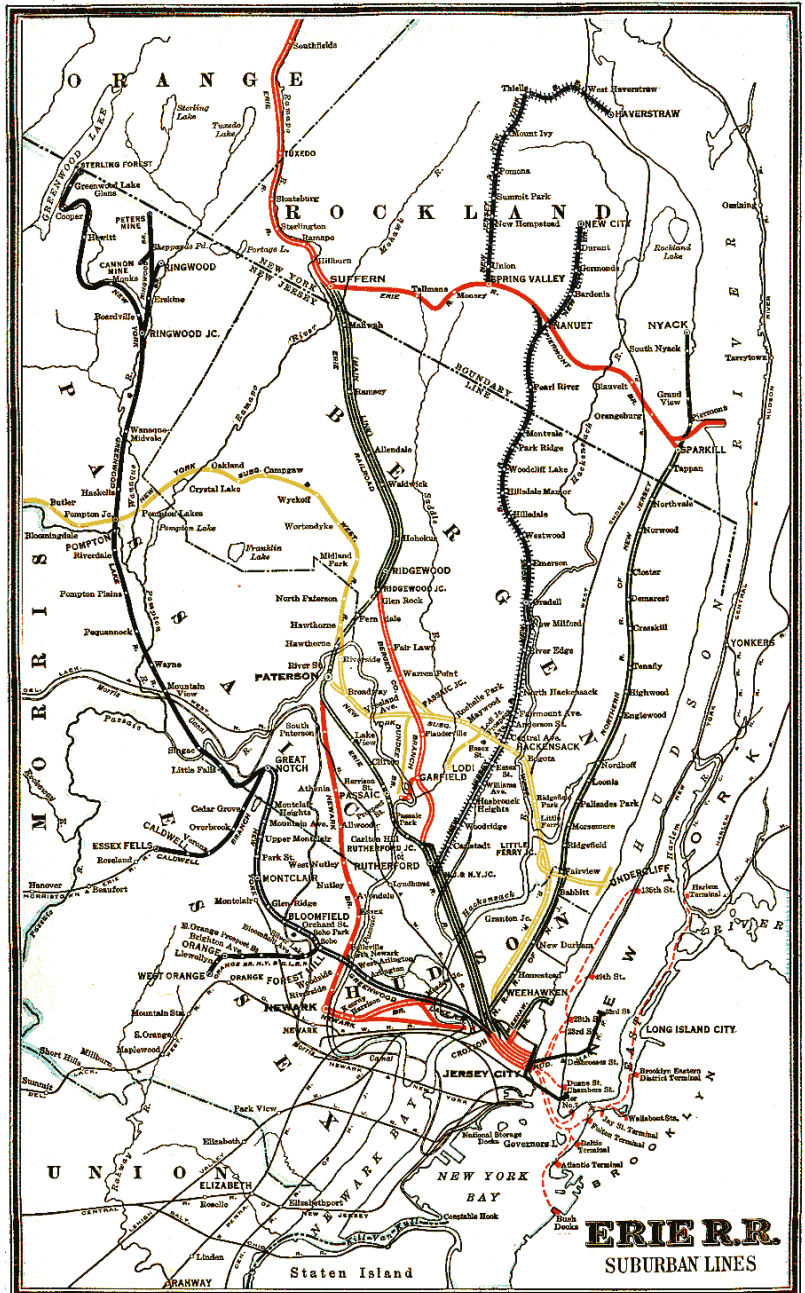




Previous page. (Al Tillotson Circa 2007) One of the many commuter and freight trains that share this portion of the old Erie main Line. This train is led by an F40PH-2CAT, running through Collins Curve. A main scenic feature on the Erie Main line that was named after a famous photographer, Robert Collins.

Railroading in northern New Jersey

creates great modeling opportunities in both freight and passenger operations. Many generations of commuters that live and work in northern New Jersey use this method of transportation since the turn of the last century. Erie's commuter system started back in the late 1800s and originated in a city called Hoboken, New Jersey. This terminal is located across the Hudson River from New York City and is connected to a ferry system so commuters can make their final destination from New Jersey into the city. This transportation network is still in service today and now operates under the name: New Jersey Transit System (NJT). Let's take a closer look at one of the many NJT commuter lines still serving New Jersey.





Above. (William Madden, circa 1975) An EL push-pull Comet car #1528 exits the east side at one of the two Bergen Hills tunnel portals. This train is heading toward the Hoboken Terminal in the early morning. NJ Transit commuters still travel through the Bergen Hills to reach Hoboken.

Erie's Commuter Main Line

New Jersey's Hoboken commuter lines travel in a westerly direction through

two pairs of tunnel portals under the Bergen Hills. This feature is a geological rock formation that creates an elevated divide

called the Palisades and it parallels the Hudson River on the Jersey side. As the commuter lines head west, freight

Text continued on page 28



Above. (Mike Pagano collection Circa 1974) Glen Rock Station (MP 19.4) is located just before Ridgewood Junction. This is the location where the Erie's Bergen and Main Line meet and head north. This station was built in the mid 1800s and is still use by NJT.



Above. (Mike Pagano collection Circa 1974) Ridgewood Station (MP 20.9) sports the southwest stucco style architecture on an elevated right of way. Originally, four tracks ran from Ridgewood Junction to Waldwick and beyond. Now there are three tracks in this location but the station is still a major station stop and utilizes the original pedestrian entrance tunnels to reach all the platforms.



Above. (Mike Pagano collection Circa 1974) Ho-Ho-Kus Station (MP 22.2) platform is located just past a sweeping curve around a small rock outcropping.



Above. (Alan Tillotson Circa 2007) NJ Transit #4212 is a GP40PH-2CAT racing around the scenic curves into Waldwick, NJ. Modeling an operation like N.J. commuter operations on T-Trak modules can be a great starting point in N scale.



Above. (Mike Pagano collection Circa 1974) The historic Waldwick Station (MP 23.4) dates back to the early 1900s. This Erie station was originally painted the two-tone green colors to match their passenger equipment.



Above. (Al Tillotson Circa 2007) Waldwick Tower (MP 23.6), (call letters WC) once provided interlocking for access into cross-overs and a commuter hold over yard located just north of the station. The tower was built around 1890 and at its peak, tower operators handled up to 100 trains in 24 hours. The tower's rehabilitation project started in early 2000 and now it's currently a fully restored structure and recognized as an historic landmark in New Jersey.



Above. (Mike Pagano collection Circa 1974) Allendale Station (MP24.7) was built in the late 1800s. By 1902 the structure was moved to the opposite side of the tracks as the right of way was expanded from two to four tracks during the Erie era.



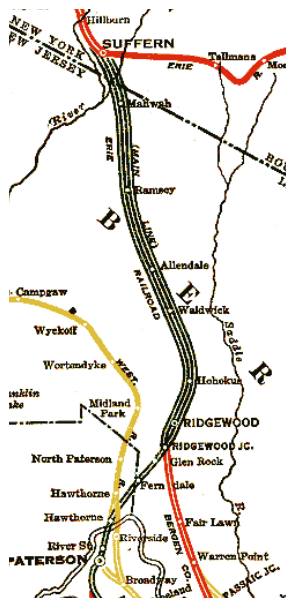
Above. (Mike Pagano collection Circa 1974) The Ramsey Station (MP 26.6) might look familiar in an Atlas Railroad catalog. It's a typical Erie station design that was also used in Maywood, New Jersey.



Above. (Mike Pagano collection Circa 1974) Mahwah Station (MP 29.3) is the last stop before the New York State Line.



Above. ((Mike Pagano collection Circa 1974) Suffern, N.Y. Station (MP 30.5) is located just before the right of way disappears under the New York State Thruway. Commuter service for NJ Transit lays over at the Suffern yard, located just beyond the N.Y. Thruway. Metro Transit Authority (MTA) Trains provides express commuter service from Hoboken to Suffern and stations beyond, terminating at Port Jervis, N.Y.



Text continued from page 23
 traffic starts sharing the rails from revenue traffic originating from various freight yards in Jersey City. As the right of way diverges in a westerly direction carrying both commuter and freight traffic, the scenery becomes flatter and wetter, as the Hackensack and Passaic Rivers create wetlands along the right of way. One of Erie's commuter lines, still historically named: Main Line and it diverts from the four west bound tracks which follows in a northerly direction after the rails cross the Hackensack River. Commuter stations start popping up in small townships located along the right of way along with freight customers sharing the route up to the

New York State border.

Modeling Today's NJ Transit's Commuter Line with T-Trak

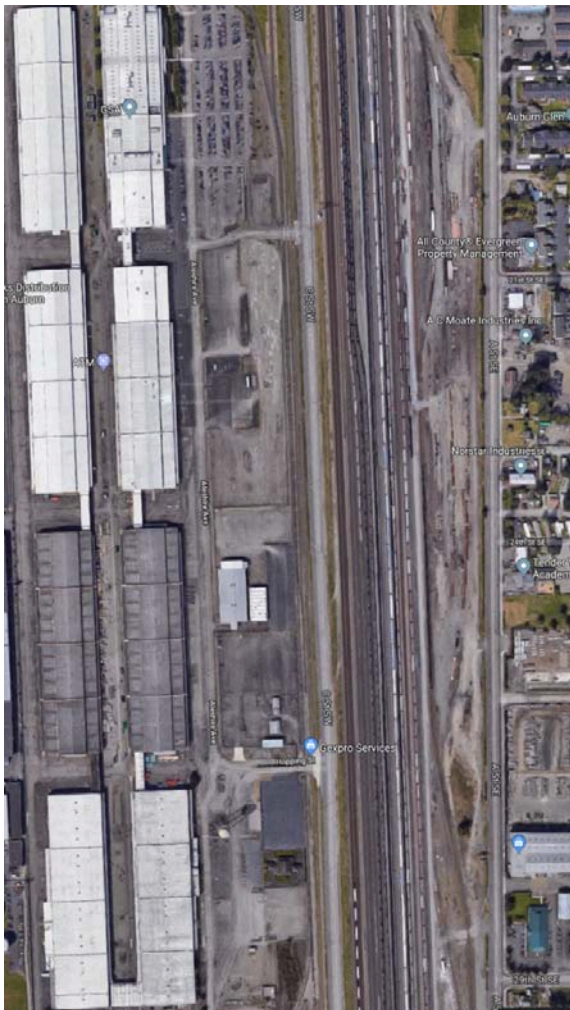
Modeling a commuter line in N scale using the T-Trak standard can make a great combination to start enjoying model railroading. Operating fast moving push-pull commuter equipment with slow moving freight trains can create interesting operational challenges when they both share the right of way. Towns can easily be identified with commuter stations on a two or three-foot T-Trak modules while transition modules can be placed in between each town. (Check out NSR Jan-Feb 2020 issue on building a T-Trak module kit) Local industries can keep switching crews busy while high-speed traffic diverges around control points. Many of the original Erie stations are currently preserved and in operation by NJ Transit. These turn of the century structures are great modeling opportunities for scratch building. Modeling accurate structures from current photos and information from historical societies are easily attainable. Using kitbash or scratch building techniques with scaled photos was introduced in NSR issue #113 of May-June 2019. As for rolling stock, manufactures are now starting to produce commuter equipment in N scale. Atlas has just released their modern multilevel Bombardier commuter models in N scale. Rapido has announced Bombardier Comet cars in their manufacturing line up for next year. N scale has a bright future in the commuter modeling opportunities and T-Trak is a great way for hobbyists to start in building their pike today! ▶

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Modeling on the Cheap

Scratchbuild A Large Warehouse

By Kirk Reddie/ Photos by Author



Inspiration: The Prototype

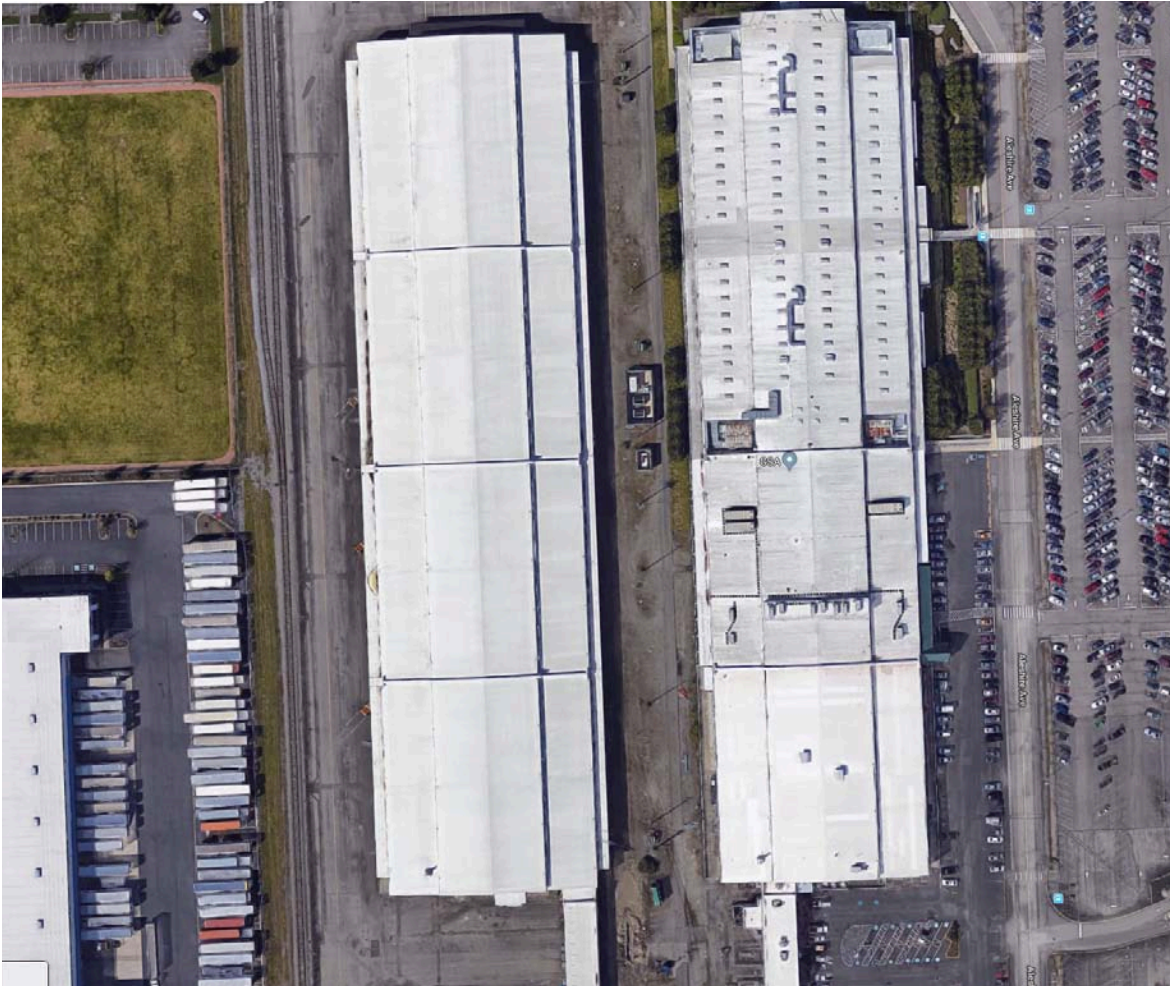
During 1943 the US Army Corps of Engineers coordinated the construction of a warehouse complex west of the Northern Pacific's large Auburn (WA) yard. This included twelve 808' x 201' structures. These were built to supply aircraft parts for the US Army Air Corps and Lend Lease countries (primarily the USSR). A 5' + x 15' + structure is too large for most model railroads (though the prototype is smaller than those in Pasco where 8 of the 16 buildings were 960' x 180' , or 6' x 13' 6"! One day "Big Pasco" handled 225 freight cars.) The facility was also served by the Milwaukee Road and Union Pacific, whose tracks were on the west side of the complex.

These facilities were built to avoid the congestion experienced during WW1 where freight trains could become stationary warehouses while waiting to unload at ports. Facilities like these were built to accept freight cars sent from across the country to unload and warehouse material. When the material was needed, freight cars would be loaded for specific ships and then sent to be loaded at the port. When surplus, the General Services Administration took them over. The facility in Auburn is still used for many different companies, though now mostly served by trailers and containers. For example Safeway moved their warehouse operations from Bellevue and occupies a corner of the SE building.

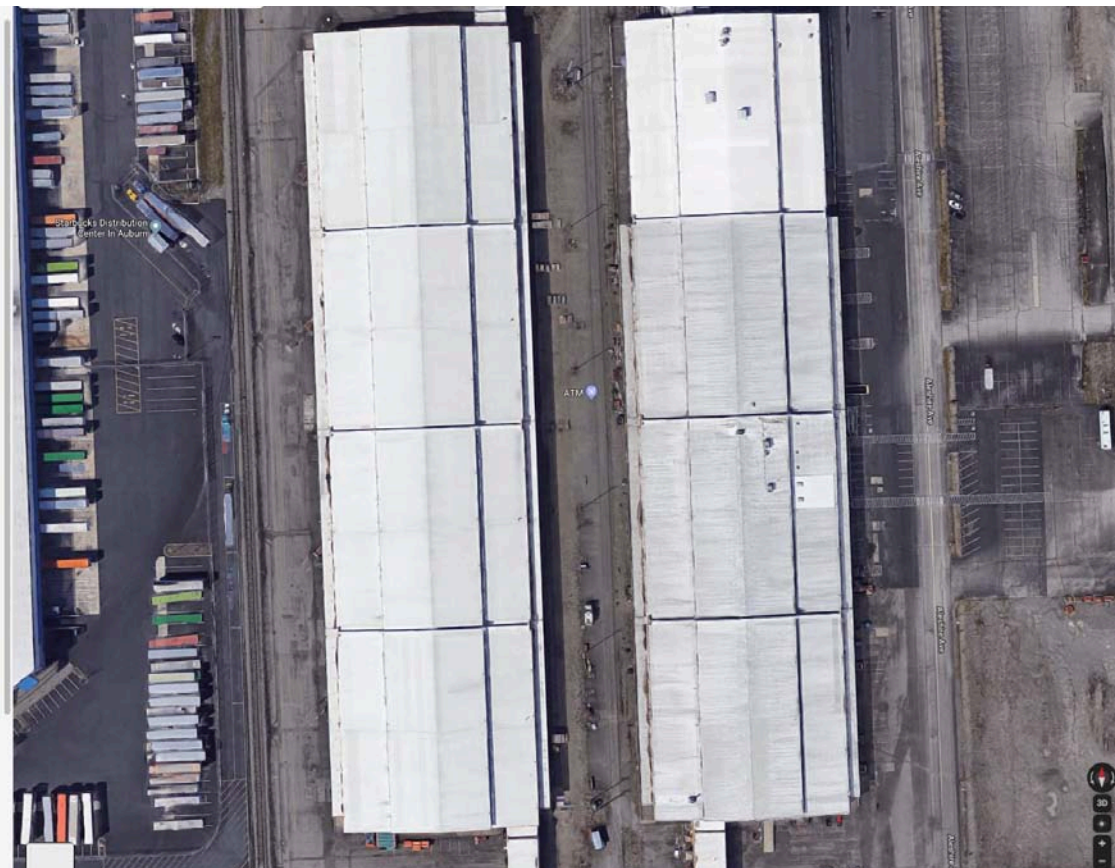
The operational advantage of representing industries like these is the wide variety and quantity of loads received here. In the 40' boxcar era cars would be spotted to so the doors lined up and forklifts could use small "bridges" to unload multiple cars from a single part of the dock. Today the docks are packed with containers from all over the world.

Above. The warehouse is test fitted for its location. A four track yard will serve the industry. Mainline tracks are in the foreground along the aisle.

Left. The eight structures in modern times. I have no idea what the as-built roofs looked like but this scene suggests many options.



Left. Over the last 75+ years the roofs have changed a lot. Even the vents can vary within each quarter section of each building.





Above. I can understand why firms may prefer a white roof but I like the black ones, which I figure must have been the original scheme. But what a lot of variety and the weathering is still noticeable from high above.

The disadvantage of representing this is their size. Most modelers would probably locate them as a false front along the backdrop. I'd prefer to place it in the aisle so the industry tracks are right at the edge of the layout. But I had a space between my Milwaukee (UP had running rights) and NP (GN had running rights) and decided to build a single 320' x 140' (24" x 10 1/2") compressed warehouse. I figured I could put a small 4 track yard on the west side so the Milwaukee and UP could serve it. I had to ignore the NP side and have stalls for trucks on the east side.

Lets do some modeling!



Above. There are many ways to do the sides and originally I thought about using DPM #510 kits because they were the right size and I realized I had a lot of them. The prototype was probably wood or cement.

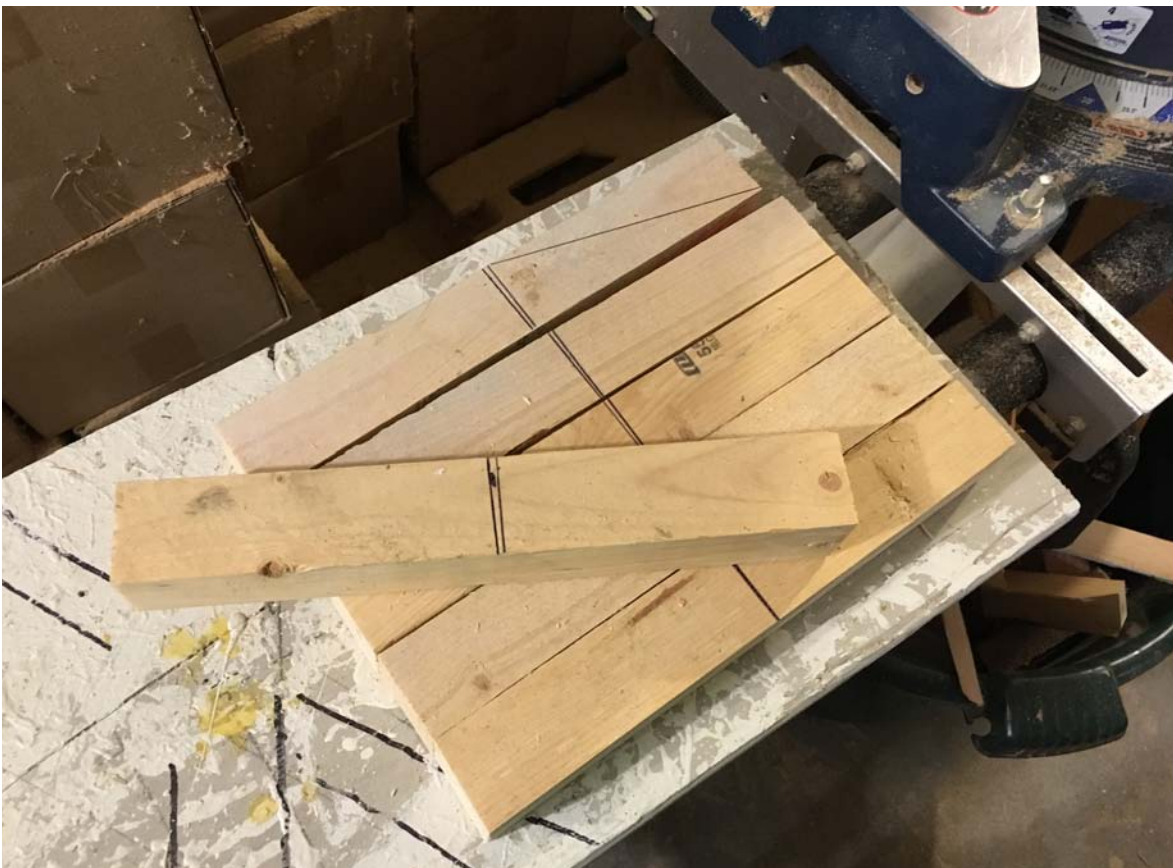


Above. I laid out all of the parts I needed to do the front (rail docks) and rear (truck docks). To be symmetrical I scored and snapped off, and then sanded, some ends. The prototype sides were probably wood or cement. Brick was probably too labor intensive for that era. The large warehouses built on piers were wood and I'd use Evergreen Styrene N Scale Wood Siding (#2020). For cement sides one can use and plain styrene.

We ended up using DPM #510s. It was quick and the detail isn't going to fall off. Making brick ends on a large building with peak ends is a problem and I will probably build another structure to be a visual block.



Above. A way to avoid scale buildings that disassemble themselves (I've told I might be using styrene cement that is too old and the active ingredients have evaporated) is to use material with more girth. So I cut a scrap 2 x 12 into a 10.5" x 24" piece. I did have to sand off random hydrocal.



Left. Next I cut 2x2s into 10.75" lengths. I wanted 6 pieces. Then I lined them up, drew a center line, and then drew cut lines by drawing from the top of the center lines to the bottom of the ends.



Left. Cutting the trusses is probably the most dangerous steps in this process. I cut one by eye and then moved the angle on the saw to match the first truss.

This went better than I had anticipated but be prepared to have to cut some extras.



Left. I used a pneumatic brad gun and carpenter's glue to attach the trusses to the 2 x 12. The gun can be dangerous and one has to make sure the top of the trusses are centered and make sure they do not drift when they are nailed to the 2 x 12. Or you start over.



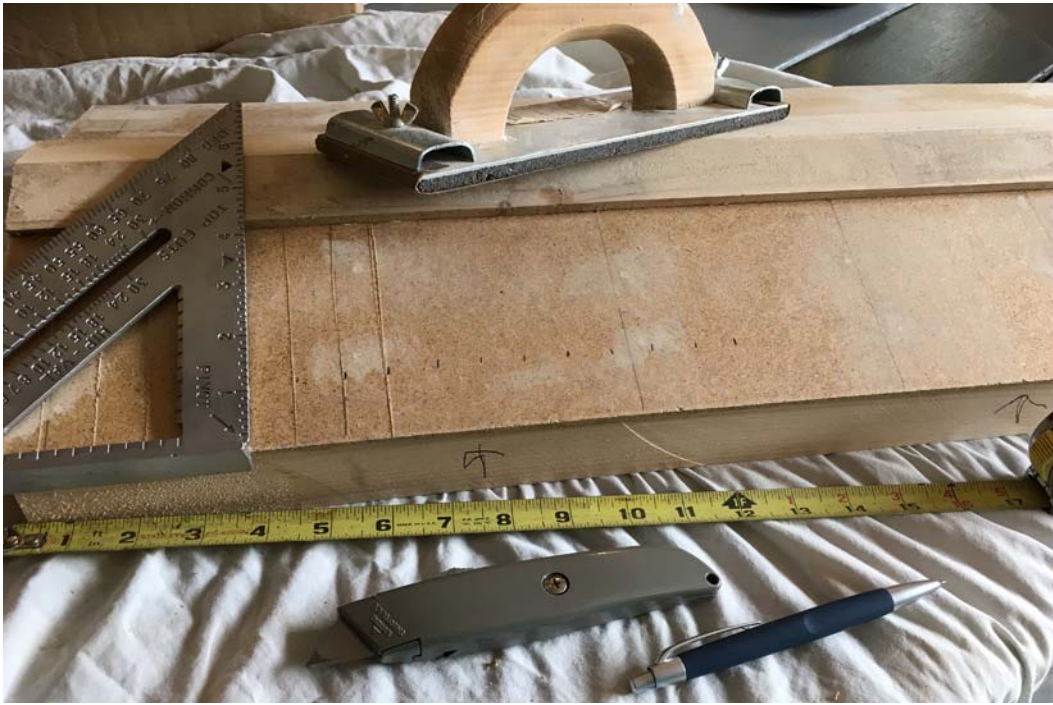
Left. The roof was cut from scrap 1/8" Masonite. I realized my pieces were not straight and did not meet at the peak. I thought ahead and realized that the bottom had to be square but the clerestory could hide the gap at the peak.

Right. Ever tried to scratch-build a clerestory roof on a passenger car? This can be much easier. I had planned on using 1/8" Masonite but realized I had dunnage from 2 x 4s that looked to me to be the right height. And it is safer to attach with a nail gun,



Below. I had some left over wood putty to fill in the holes I made with the nail gun.





Left. I hand sanded the wood putty and the rough wood on the clerestory. I decided I would use a quick square and box cutter to score in lines on the roof to represent tar paper. I realized they were not as straight as they would be if I scored them before installing them. But of course then I would have had to fit the roof more precisely.



Left. I knew paint would cover some of the flaws but I wasn't sure paint would be enough to make it look right. I added some horizontal scoring.



Left. So more sanding and other modifications



Above. Keeping with the theme of frugality, the vents could be made with a Chopper and styrene.



Above. Liquid nails can be a effective and affordable adhesive to attach the styrene to wood.



Above. The main thing with vents is to make them look like they belong where you put them. Keeping them lined up is more important than their lack of detail



Above. This is after two coats. The paint was not covering up the flaws like I hoped it would.



Above. We do a lot of 'tag team' modeling. Dick Volkman didn't like my roof and volunteered to redo it. But first he trimmed some flaws under the roof with a box cutter.



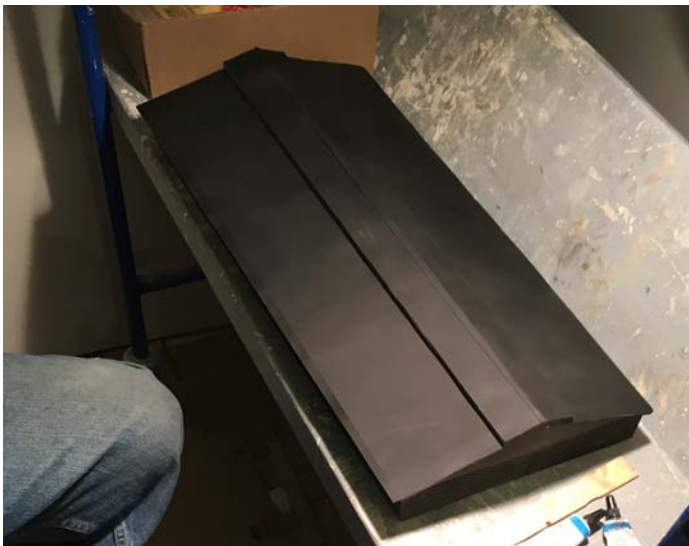
Above. He removed my vents and sanded the roof with an electric pad sander.



Above. He followed the pad sander with a manual sanding.



Above. Then he cut and placed flat black paper. He did the clerestory first. This is easiest if it can be one piece.



Above. Then the rest of the roof was covered with black paper and glued down with Goo.



Above. Dick sealed the bottom of the structure with white paint before adding the pre-painted DPM sides.

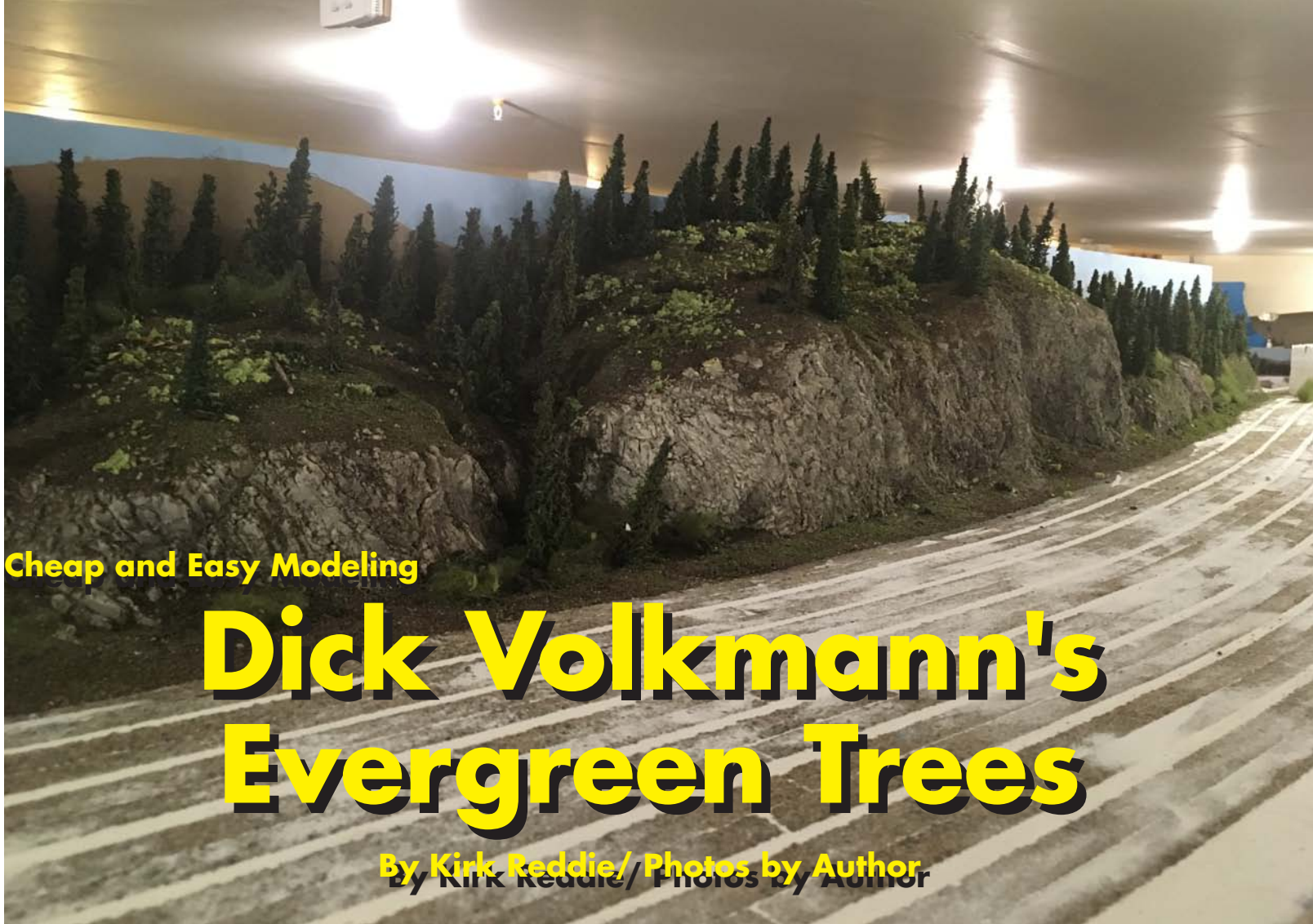


Above. Dick 'bashed the ends with brick material. He added trim and hasn't painted it yet. It will be easier to build little entrance buildings rather than build it within the warehouse itself. A marsh is started on the left.



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If so please consider gifting Kirk ~\$1
so he can purchase more electrons
and try to thaw out his crew!**

Above. The view of the truck side from another aisle. The structure is solid but the add-on parts have settled and will be patched with small parts. There is a (fictitious) hill on the south side so we don't need an big people entrance on this wall. With a little more touch up the warehouse will be ready to plant and be a source and destination for many cars and their loads. ▾



Cheap and Easy Modeling

Dick Volkmann's Evergreen Trees

By Kirk Reddie/ Photos by Author



Generic Evergreen Trees.

An unpleasant aspect of modeling some geographic areas is that, even if you have narrow benchwork, one may need an insane amount of trees. Here we need decent looking generic evergreens.

Above and Left are scenes of my version of Cedar Falls, WA. To change things up I figured it was logged off ten years ago but in the end we just wanted some broken areas. Years ago good Bumpy Chenille was cheap and plentiful to make small evergreens. But today any Bumpy Chenille I've bought online had plastic spines and just didn't work. We had some other ideas but someone gave me plastic wreath that I started to play with.

The pieces came apart easily and I knew I could cut them down with a scissors, but I thought I'd start with the branches going down but some thought they should go up.

Before I got very far, Dick Volkman said he wanted to take some home and play with them. He made some great trees so I gave him the rest of the batch and he says he can turn them out quickly.

So grab your video or tunes and make some trees.



Above. A plastic holiday wreath.



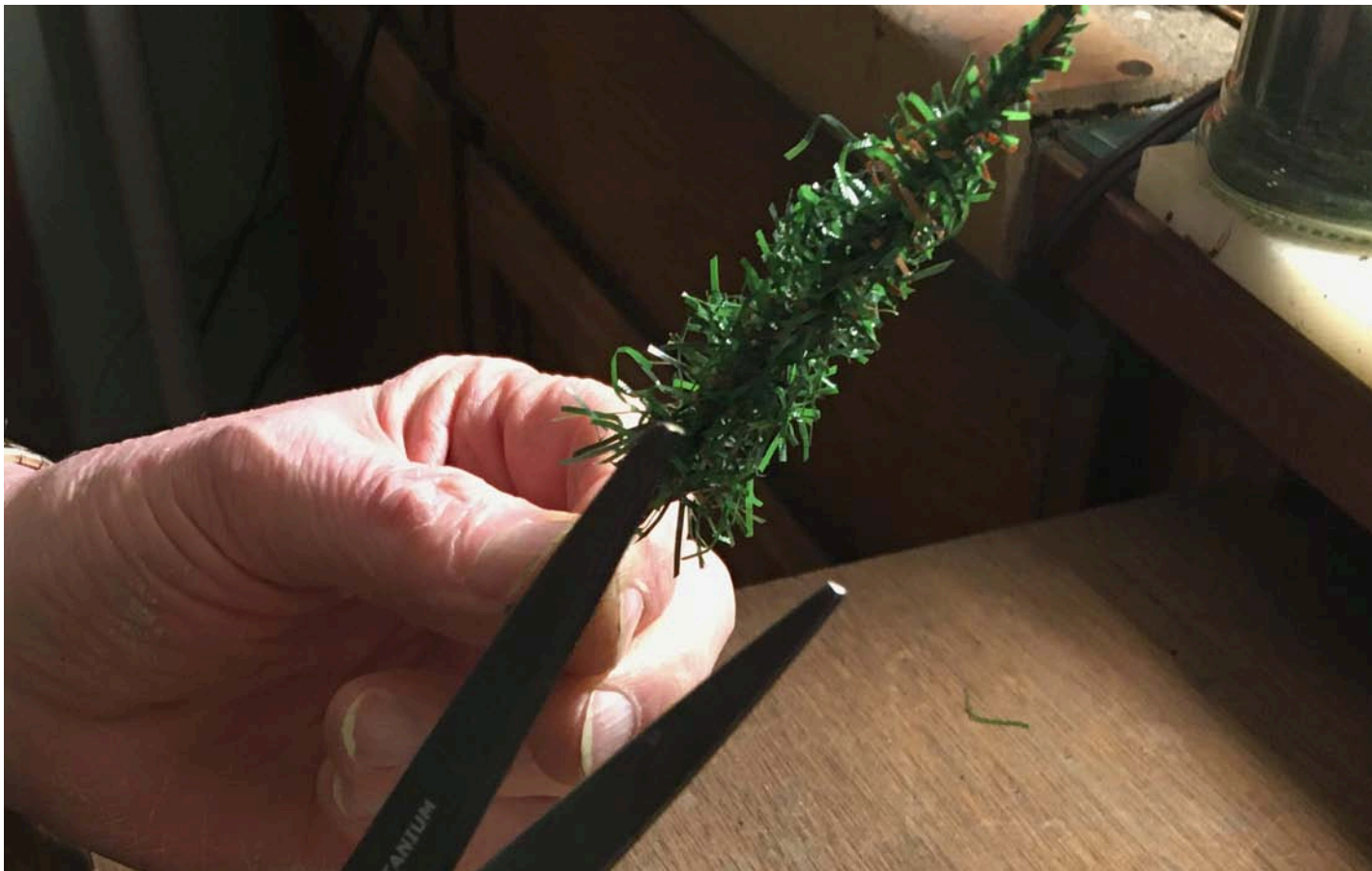
Above. It was easy to remove these from the wreath.



Left. Dick beat them up a bit...



Above. ... and then he really beat them up so the needles, on average, stuck straight out.



Above. Then it is time to bring out and go wild with a scissors. Dick cut off more than I would have anticipated.



Above. Next Dick dipped the tree in watered down white glue and then sprinkled ground foam.



Above and Below. Next Dick alternated from painting it flat black and adding ground foam.





Above. This was a background forest so Dick prepared the underbrush with foam. I did the rocks in Hydrocal but the forest floor is white foam and Dick uses an ice pick to make holes. He prefers to be able to move the trees around so they are not glued in.



Did you enjoy this article?
If so please consider gifting Dick ~\$2.
Click on this button so he can purchase more
hair spray from the dollar store.

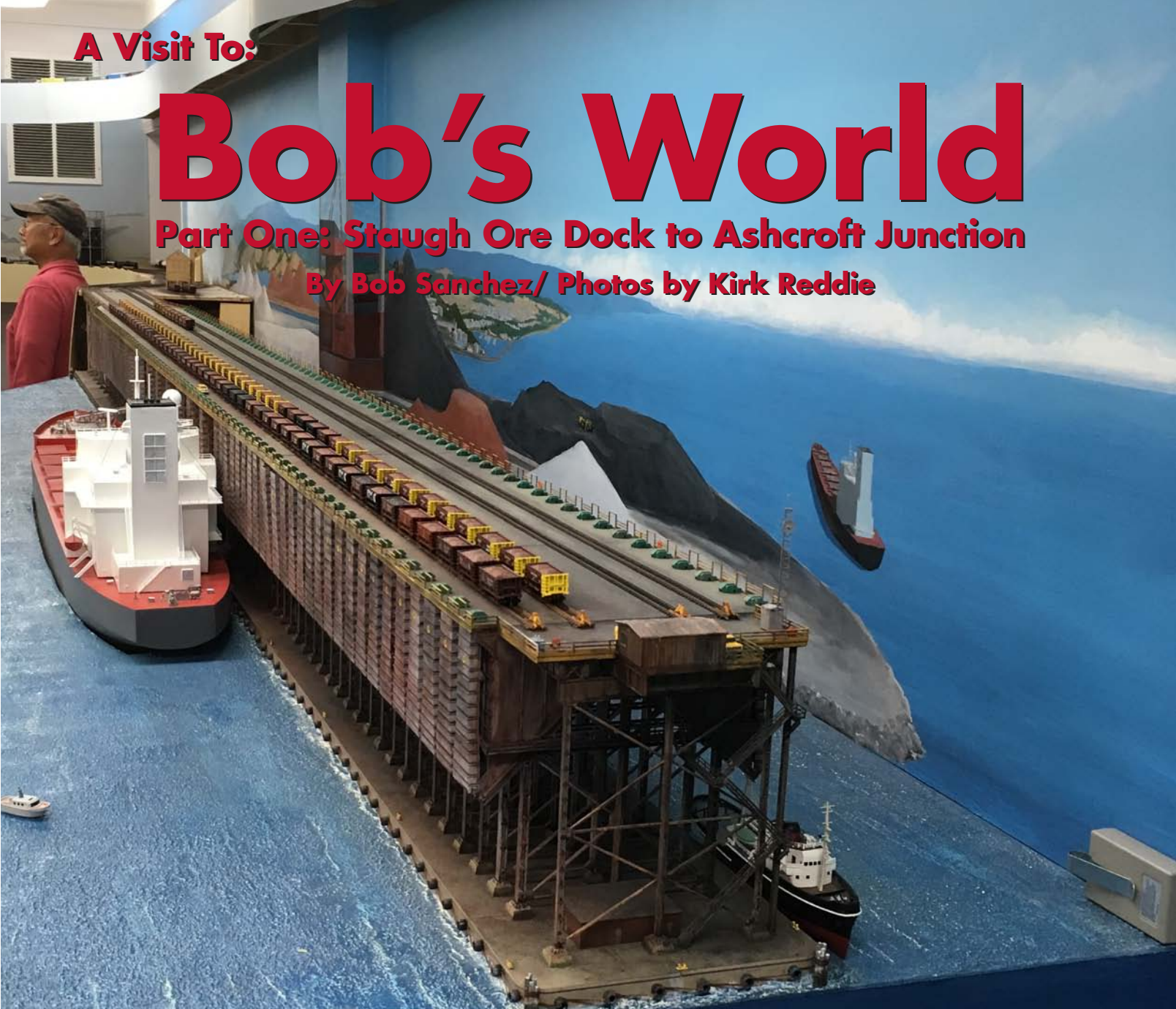
Above. Building the trees is half the battle. Besides looking better, careful placing of trees will save a lot of work making even more trees.

A Visit To:

Bob's World

Part One: Staugh Ore Dock to Ashcroft Junction

By Bob Sanchez/ Photos by Kirk Reddie



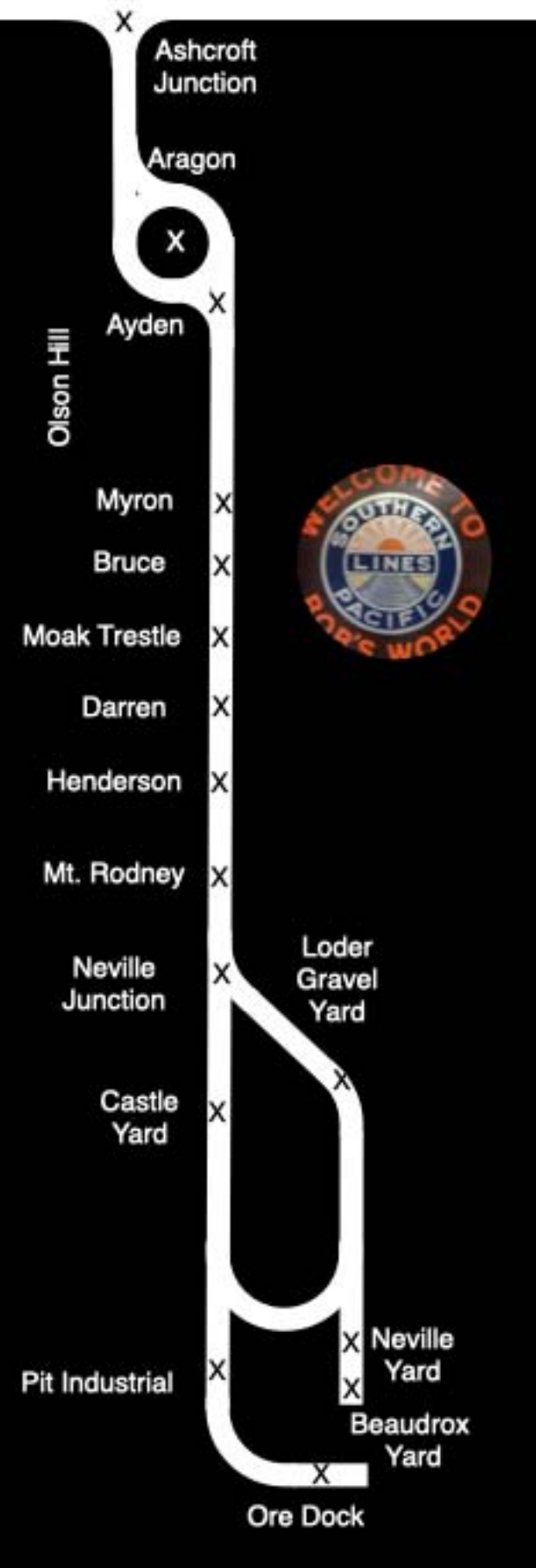
While living in Alaska I was a member of a train club. I was joking around with a fellow member and he came up with the statement: A guy needs is to buy a large warehouse and park an RV inside to use as a residence. We had a good laugh at the absurdity of it but that statement stayed with me.

Eventually I moved to Oregon and while traveling around the state I found a small town with a perfect warehouse and

was able to purchase it. The warehouse was also about 150' from a Union Pacific mainline. Inside the largest room was 44' x 55'. Now what? The building had vaulted ceilings so I knew I could build up. As I thought about it, early on I knew I wanted mezzanines: Different levels for the trains. There were giant trusses that hung down 4 feet from the ceiling that had to be dealt with. Yes, I could put trains up there but

The Staugh Ore Dock. Above the dock the ramp between the Moak Trestle and Olsen Hill.

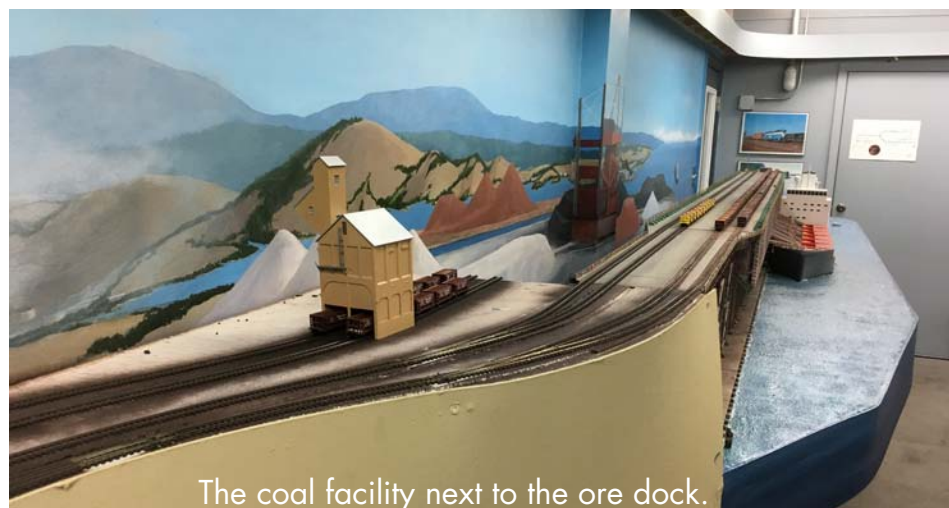
how do I get people up there to follow the trains? Another druther was I didn't want duck unders. The access into the room was pretty much in the middle of the room. I had to work around that issue. As I got to make friends with people in the area, they



too saw the potential of the building. They shared their thoughts with me and I listened. The theme I came up with is Bob's World.

- 1975.
- Double track Southern Pacific mainline (to run trains and not sit in remote sidings).
- Maximum of 2% grades.
- No duck unders.
- All locations are named for friends and family.

- Because I like a lot of railroads, they have trackage rights over parts of the mainline. My abbreviations:
 - SP = Southern Pacific RR
 - ATSF = Santa Fe RR
 - WP = Western Pacific RR
 - BN = Burlington Northern RR
 - UP = Union Pacific RR
 - DRG&W = Denver Rio Grande and Western RR
 - MILW = Milwaukee Road RR
- The two helixes are referred to as "Hill": Clark Hill and Olsen Hill.



The coal facility next to the ore dock.

- Not all industries have names yet and not all structure are in their final locations yet.
- DCC

Now: How to design and build the layout?

There were stairs that went to the lowest level, which I called The Pit. It was 3 1/2' lower than the main level of the building. I could not figure out how I could design the layout using those steps down to The Pit. Finally the answer came to me. I tore out the steps and built a series of ramps that allows people to follow their trains. There are 3 separate trusses that hang 4' from the ceiling and are separated by 24'. The ramps come up to the mezzanine inside of the 24'. This works well.

We will start our trek at the lowest level of the layout (The Pit) at sea level. Here is the ore dock and an SP yard, a joint ATSF and WP yard, and a rock quarry. Other industries are still being developed. The track goes up a ramp and Olsen Hill (a staggered helix over the ramp) built by and named for Eric Olsen.

At the end of the 2% grade is the town of Aragon. Aragon is unique on the railroad as there is a center operator area accessed by its own stairs and the town surrounds the operator area. Industries include an ice house, a sugar beat processing plant, and the Engstrom Brothers paper plant.

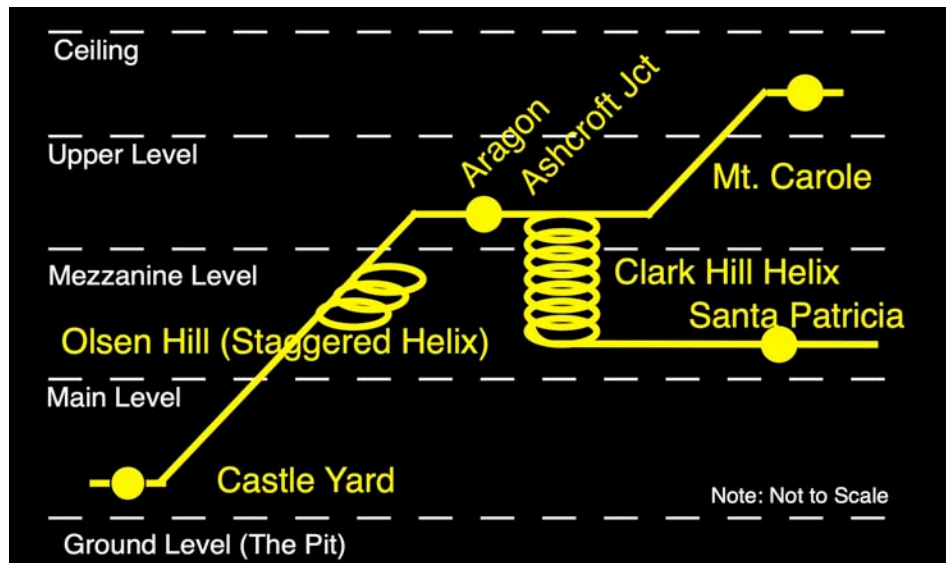
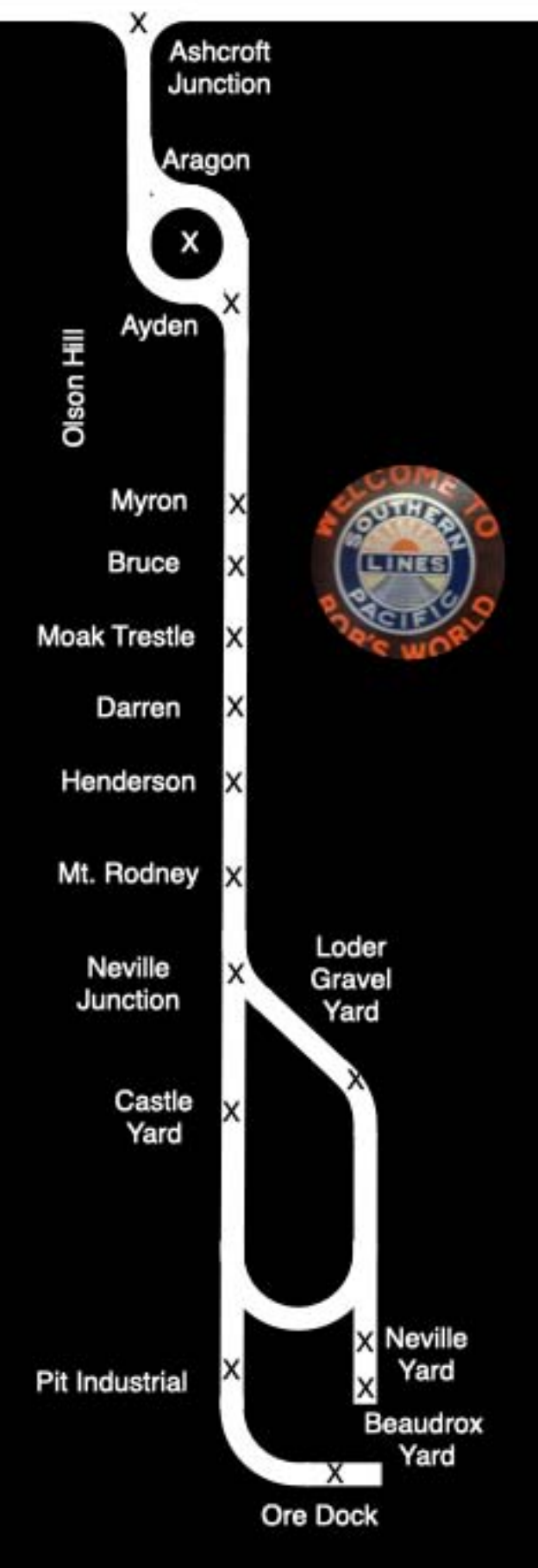


Past the ore dock and coal facility is a tank farm.



Then a very nice draw bridge.





A normal trackplan would not make sense. This shows the four major levels.



Vona has a lot of traffic. To the left is Castle Yard.

Past Aragon is a landslide area that has just been put back into service. Then we reach Ashcroft Junction, which is level with Aragon and 8' above the deck. Ashcroft is one of the most important locations on the layout as it acts as an interlock routing trains in three different directions. I didn't want to put an important part of the layout that high but I had no choice.

There are many, many people who are now greatly involved

with Bob's World that I am very grateful for including Eric Olsen, Jazlin Sobel, and Dave Waterstreet. Thank You all!

In Part 2 we will go from Ashcroft Junction to Clark Hill (the other helix) and Santa Patricia.

In Part 3 we will visit from Ashcroft Junction to the Pratt Steel Mill (the largest industry near current track's end) and the route through Oregon.

Let's look at more pictures!



Above. The right side of Castle Yard has industries to switch.

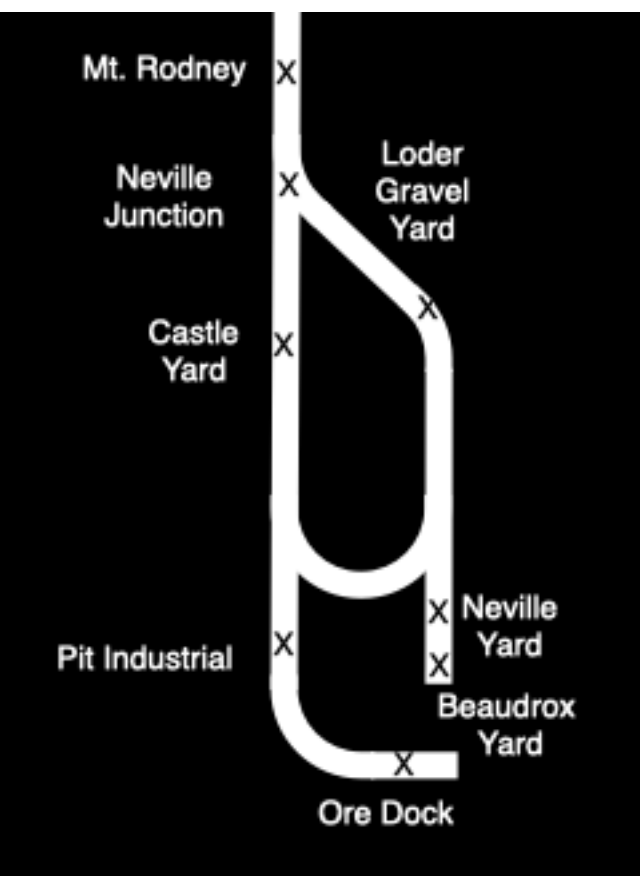
Right. The main section of Castle Yard is where a lot of trains originate or terminate.

Below. Castle Yard is on a curve. Neville Junction is in the back.

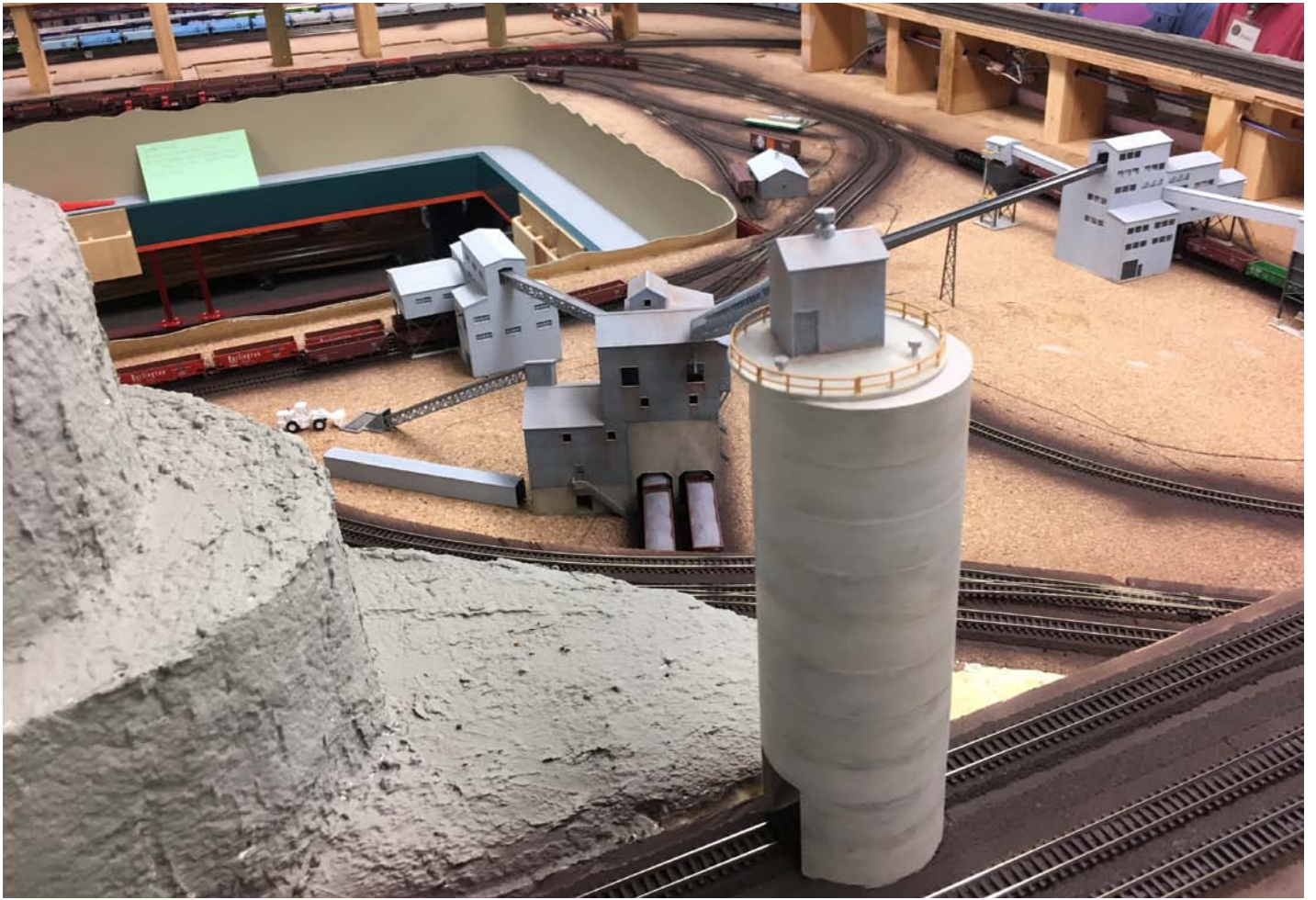




Above. Beaudrox Yard is set up for trains moving on and off the layout. (Editor's note: Doesn't this just scream LAUPT (Los Angeles Passenger Terminal) circa 1950?



Above. Neville Yard. The crews have started operating with car cards.



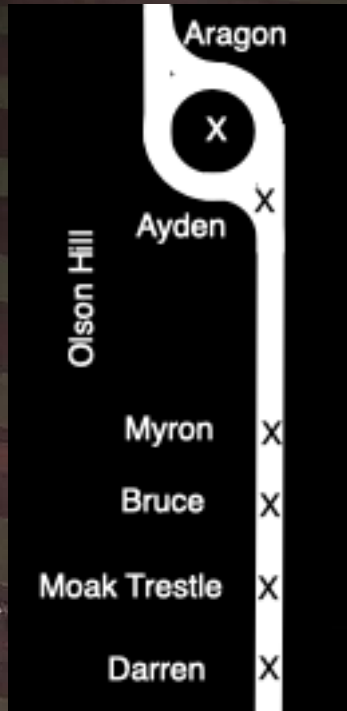
Above. The Loder gravel facility.



Left. This is the start of the grade heading towards Aragon. The tracks go around Mount Rodney, come back to the foreground and keep climbing.



Darron is accessed from the ramp down to The Pitt. Olsen Hill is above the ramp.

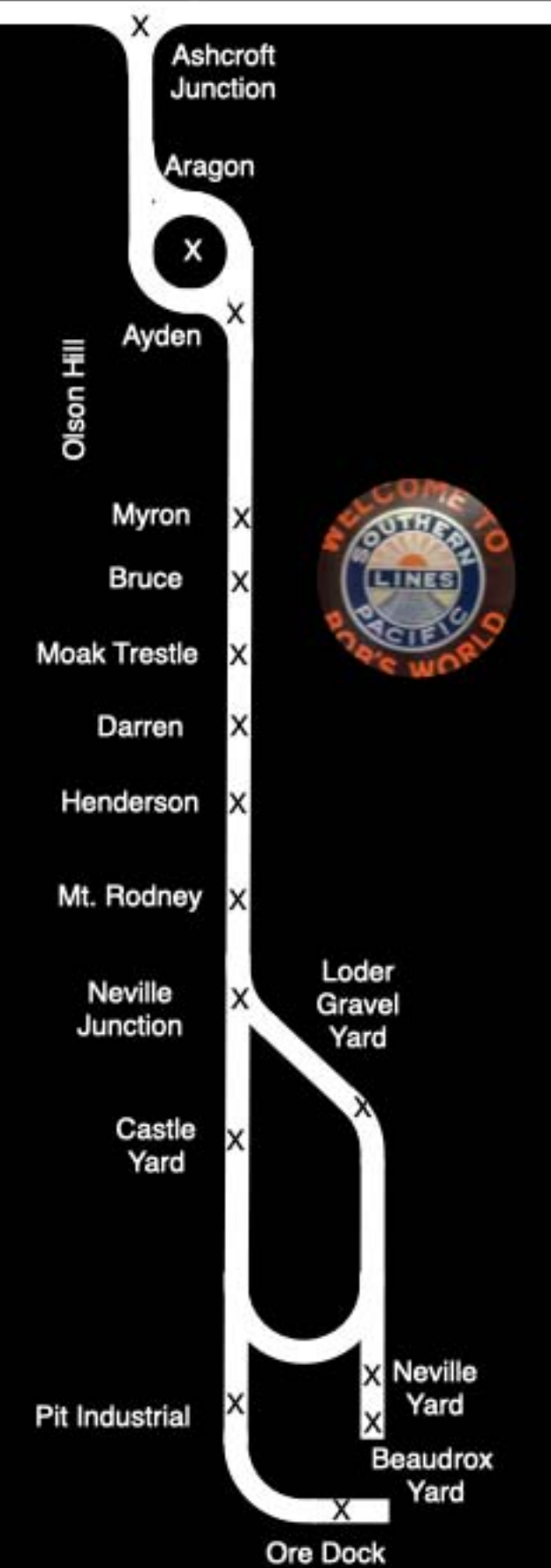




Above. After Darron the route re-enters The Pitt and goes over the Moak Trestle (upper left corner) and continues to climb at 2% along the outer wall.



Above. As the right of way climbs it goes over the ramp and enter Olsen Hill, a staggered helix.



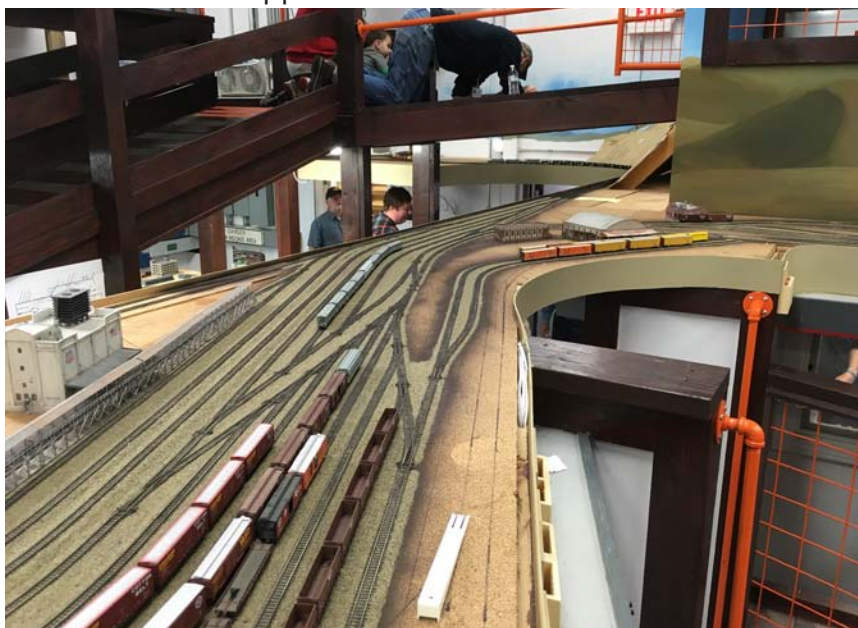
Above. Trains go through Ayden before arriving at Aragon. The yard is to the right, industry to the left.



Above. Operators enter Aragon through this private entrance. (Though not all areas have track yet, safety-orange grab irons are everywhere. Classy and practical. -Editor.)



Above. Aragon as viewed from the rafters. The line on the upper right corner, the line above Ayden, and the stairs on the upper left will be in Part 3.



Above. Looking from Aragon towards Ashcroft Junction. Here trains are routed towards Saint Patricia (Part 2) or Oregon (Part 3).



Above. Ashcroft Junction. ▶

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 Click on this button so Bob can
 buy more food to feed his crew!

N SCALE RAILROADING TRAVEL GUIDES

N EVENTS

The French Broad e'Npire NTRAK Club is hosting open houses on the first Saturday of each month from 10A to 2PM at 503 East 7th Avenue, Henderson, NC 28792-3760.

2020 MAY 16-17 OH Hilliard (Columbus area) 12th Ohio N Scale Weekend sponsored by Central Ohio NTRAK. For N scalers by N scalers. Public show is open SAT 10A - 5P, SUN 9A - 3P. Vendor and layout set up is Friday May 15. Franklin County Fairgrounds, 4100 Columbia St., Hilliard, OH 43026. www.centralohiontrak.org

2020 JUN 24-28 TN Nashville. 28th Annual National N Scale Convention hosted by the N Scale Enthusiast

2020 OCT 22-23 NC Fletcher. Now in their third decade: All Scales Model Railroad Show presented by the French Broad e'Npire NTRAK Club. www.fbe-nyscale.org ▶

N CLUBS

This started with information from NTRAK
UNITED STATES

Arizona

Prescott Valley NTRAK (Prescott Valley)
Sun-N-Sand Club (Scottsdale)
Tucson NTRAK (Tucson)

California

Antelope Valley N'scalers (Lancaster)
Bay Area NTRAK MRRC, Inc. (Crockett)
Belmont Shore Model Railroad Club (San Pedro)
East Valley Lines (Griffith Park)
NTrak Express (Orange County)
Sacramento Valley N-Trak (Sacramento)
The Orange County Engineers (Fullerton)
Peninsula Ntrak (Palo Alto)
San Diego Society of N Scale (San Diego)
Short Track (Vista)

Colorado

Pikes Peak 'N'Gineers (Colorado Springs)
DenTrak (Denver)

Connecticut

Valley N-Trak (Oxford)

N CLUBS

Florida

Suncoast Model Railroad Club (Largo)
Pensacola Model Railroad Club (Pensacola)
H. B. Plant Railroad Historical Society (Plant City)
South Okaloosa N Scalers (Florida Panhandle)

Georgia

Northwest Georgia Area T-TRAK (Atlanta)

Illinois

GATEWAY N-TRAK (St. Louis, MO & IL)
Midwest N Pioneer Model Railroad Club (Westchester)
Mississippi Valley N Scalers (St. Louis Metro Area (MO & IL),
Northwest N-TRAK (Antioch)
N-TRAK of Bloomington-Normal

Indiana

Tri-State N-Trak southwestern Ohio, southeastern Indiana, and northern Kentucky (based in Cincinnati)
Northeast Indiana N Scale (Ft. Wayne)
CinTrak Central Indiana

Iowa

BSB Railroad (Des Moines)
DesMoinTrak (Des Moines)

Kansas

Hearthland N-Trak (Greater Kansas City)
Topeka N-Trak Model Railroad Club (Topeka & Kansas City)

Kentucky

KSONS - Kentuckiana Society of N Scalers (Louisville)
Tri-State NTRAK (Cincinnati)

Maine

MaiNe TRAK (Portland)

Massachusetts

Northeast N-Trak (eastern MA / southern NH)

Maryland

BANTRAK (Baltimore)

Michigan

Bluewater International (St. Clair County, Lambton County Ontario)
LaNTrak (Lansing / Ingham / Livingston Counties)

Minnesota

Great River Valley System (Twin Cities)

N CLUBS

Missouri

Hearthland N-Trak (Greater Kansas City)
The Weekend 'N'Gineers (Kansas City)
Mississippi Valley N Scalers (St. Louis),
GATEWAY NTRAK (St. Louis)
The Nn3 Alliance (Chesterfield)

Montana

Montana NTRAK

Nebraska

Omaha NTRAK Club (Omaha)
Western Heritage Division Mid continent Region NMRA (Omaha)

New Hampshire

Northeast N-Trak (eastern MA / southern NH)

New Jersey

Highpoint NTRAK (Northwest NJ)
Jersey Central NTRAK (Jamesburg / Monmouth County)
New Jersey Southern NTRAK MRC (Collingswood)
Northern New Jersey N-Trak (Paterson)

New Mexico

ANTS - Alamogordo N-Scale Train Society (Alamogordo)
New Mexico Rail RunNers (Albuquerque)

Nevada

Southern Nevada N-Trakers (Clark County)

New York

Albany NY N-Trak (East Greenbush)
Brooklyn N-Trak (Brooklyn)
FUNTRAK (Frankfort)
Genesee-N-Ontario model N-gineers, (Rochester)
Highpoint NTRAK (Orange County)
Long Island NTRAK
Niagara Orleans Model Railroad Engineers (Niagara)
Salt City NTRAK (Syracuse)
Twin Tiers NTRAK Twin Tiers area (NY & PA)
Upstate Model Railroad Club (South Glens Falls)

North Carolina

Central Carolina N Scalers (Salisbury)
French Broad e'N'pire NTRAK Model Railroad Club (Lake Lure)
North Raleigh Model Railroad Club (Raleigh)

N CLUBS

Ohio

Burning River "N" Society (Cleveland area suburbs)
Columbus Area N Scalpers (Canal Winchester)
Dayton NTRAK (Dayton)
Tri-State NTRAK (Cincinnati)
Lake Erie N Scale Society (Cleveland)
Central Ohio N-Trak, (Columbus)

Oklahoma

Oklahoma N-Rail (Oklahoma City)
Northeast Oklahoma N-Scalers (Tulsa)

Oregon

Portland Area NTRAK (Portland)

Pennsylvania

Capital PenNScalers (Harrisburg)
Delco Area Railroaders in N (Upper Darby)
Highpoint NTRAK (northeast PA)
Keystone N-Trak (Lansdale)
Three Rivers Associates In NTRAK (Pittsburgh)
Twin Tiers NTRAK (NY & PA)

South Carolina

Piedmont 'N Southern

Tennessee

Nashville Ntrak (Nashville)

Texas

AustNtrak Model Railroad Club(Austin)
El Paso & Southwestern Modular Railroad Association (El Paso)
Fort Bend Model Railroad Club (Fort Bend)
Northwest Crossing Model Railroad Club (Houston)
San Antonio N-TRAK Association (San Antonio)
Rio Grande Valley N-TRAK (McAllen)
Trinity Ntrak (Fort Worth)
Tex-N Modular Railroad Club (Plano)

Utah

Ophir, Tintic & Western (Orem, Provo)

Virginia

LyNchburg Area N-Scalers (Lynchburg)
Northern Virginia NTRAK (Springfield)
Peninsula Model Railroad Club(Newport News)
Richmond Area NTRAK (Ashland)
South Hampton Roads NTRAK Model Railroad Club (Norfolk)

Washington

Bellingham Society of Model Engineers (Alger)
Bremerton Northern Model Railroad(Bremerton)
United NorthWest Model Railroad Club (Kirkland,)
NMRA/PNR/4th Division NTRAK (Seattle)
N-Land Empire N-Scalers (Spokane)
Mt. Rainier N Scale (Tacoma, WA)
Cascade Pacific N Scalpers (Seattle-Tacoma))

Wisconsin

Capitol City "N"Gineers (Madison)
KettleMoraine Ballast Scorchers (West Bend)
Milwaukee Area NTRAK (Milwaukee)
Southeast Wisconsin N-Trak (Milwaukee)

N CLUBS

CANADA

British Columbia

Victoria NTRAK (Victoria)
TrainGang (Vancouver)

Manitoba

WinNTRAK (Winnipeg)

Ontario

Bluewater International (Lambton County)
Erin Mills Model Railroad Association (Mississauga)
NTRAK MOB N Scale Modular Model Railroad Club
Pine Ridge Railroaders (Oshawa)
Ottawa Valley Ntrak (Ontario)
Windsor Model Railroad Club (Windsor)

Quebec

Montreal N-Rail / N-Rail Montréal (Montreal)

GERMANY

NTRAK German Division (Heidelberg)

ITALY

Amici Modellisti e Collezionisti San Martino (Bollate)

THE NETHERLANDS

PH&LF RRA (Amsterdam)

SWEDEN

S.L.A.M.R.A - The Swedish NTRAK Club
NTRAK WEST (Gothenburg)

SWITZERLAND

NTRAK Swiss Division (Zurich)

ENGLAND

Mendip N-Trak (Frome, Somerset)

AUSTRALIA

Melb-N-Trak (Melbourne)
Southside "N" Scale Club (Brisbane)
NTRAK Australia (Brisbane)
Victorian N Scale Collective (Mt. Waverley)

NEW ZEALAND

NZ-NTRAK (Rotorua)

SOUTH AFRICA

Cape Town N-Trak (Cape Town) ▶

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Rail & Sprue Hobbies
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Jacksonville, AR 72076
(501) 982-6836

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Hobby Depot
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Tempe, AZ 85282
(480) 968-1880

Obies Trains

2114 W Apache Trail 11
Apache Junction, AZ 85120
(480) 203-1796

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Arnie's Trains
6452 Industry Way, Ste. B
Westminster, CA 92683
(714) 893-1015

Berkeley Hardware
2020 Milvia St Ste 100
Berkeley, CA 94704-1291
(510) 845-0410

Burbank's House Of Hobbies
911 S. Victory
Burbank, CA 91502
(818) 848-3674

California State RR Museum
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Sacramento, CA 95814
(916) 324-5718

Central Coast Trains
7600 El Camino Real #3
Atascadero, CA 93422
(805) 466-1391

Hobbies Unlimited
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San Leandro, CA 94579
(510) 351-7112

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Concord, CA 94520-5302
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(805) 497-3664

The Original Whistle Stop
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Pasadena, CA 91107
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Railroad Hobbies
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Roseville, CA 95678
(916) 782-6067

Reed's Hobby Shop
8039 La Mesa Blvd
La Mesa, CA 91942
(619) 464-1672

Smith Brothers Hobby Center
8941 Reseda Blvd
Northridge, CA 91324
(818) 885-8636

The Train Shack
1030 Hollywood Way
Burbank, CA 91505
(800) 572-9929

The Train Shop
1829 Pruneridge Ave.
Santa Clara, CA 95050
(408) 296-1050

The Western Depot
1650 Sierra Ave. #203
Yuba City, CA 95992
(530) 673-6776

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Colpar Hobbies
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Aurora, CO 80014-1011
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6064 W. 55TH AVE
Arvada, CO 80002

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Delaware

Trains Toys & Hobbies
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Claymont, DE 19703
(302) 478-7733

Florida

Colonial Photo & Hobby
634 North Mills
Orlando, FL 32803
(407) 841-1485

Gulf Coast Model Railroad Inc.
3222 Clark Road
Sarasota, FL 34231
(941) 923-9303

Trains By Johnson
10412 N. Palafox
Pensacola, FL 32534-1257
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Suite 12
Melbourne, FL 32935
(321) 241-4997

Victory Models and Trains
12951 Metro Parkway
#8
Fort Myers, FL 33966
(239) 332-0422

Georgia

Hobbytown USA (Kennesaw)
Cobb Place
800 E. Barrett Pkwy, #E
Kennesaw, GA 30144
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Riverdale Station
6632 Highway 85
Riverdale, GA 30274
(770) 991-6085

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TrainMasterModels
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Buford, GA 30518
(678) 546-3600

Iowa

Hobby Haven
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Urbandale, IA 50322
(515) 276-8785

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B&G Train World
829 Walnut Avenue
Elgin, IL 60123
(847) 888-2646

Castle Trains & Treasures
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Springfield, IL 62711
(217) 793-0407

Chicagoland Hobby
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Chicago, IL 60631
(773) 775-4848

Chuck's Depot
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Marion, IL 62959
(618) 993-9179

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1524 Lee Street
Des Plaines, IL 60018
(847) 297-2118

Grayland Station
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Chicago, IL 60646
(773) 594-1906

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524 East St. Charles Place
Lombard, IL 60148
(630) 802-7792

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PO Box 266
McLean, IL 61754
(309) 244-5900

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Timberline Train Shop, LTD
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Downers Grove, IL 60515
(630) 324-6136

Indiana

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Hobbytown USA (Indianapolis)
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(317) 845-4106

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(260) 424-0065

Tolin K&K
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Shepaug Railroad Co.
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Fraser, MI 48026
(810) 296-6116

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2061 S. Linden Road
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Riders Hobby Shop (Grand Rapids)
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Grand Rapids, MI 49508
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St. Paul, MN 55104
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St. Charles, MO 63301
(636) 946-2816

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810 Main
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(816) 966-1534

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Billings, MT 59102
(406) 259-5354

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Omaha, NE 68134
(402) 934-7245

Randy's Roundhouse
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(732) 968-5696

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Las Cruces, NM 88005
(575) 523-9743

Nevada

Hobbytown USA (Las Vegas)
4590 W Sahara Ave #103
Las Vegas, NV 89102
(702) 889-9554

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J.P.'s Trains
277 Troy-Schenectady Road
Latham, NY 12110
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437 Exchange Street
Geneva, NY 14456
(315) 781-6397

M&H Hobbies
3460 Jeffrey Road
Palmyra, NY 14522
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Willis Hobbies
300 Willis Avenue
Mineola, NY 11501
(516) 746-3944

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Al's Train & Hobby
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Bedford, OH 44146-3642
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Cleveland, OH 44135
(216-) 252-8880

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Willoughby, OH 44094
(440) 942-6632

The Train Station
4430 Indianola Avenue
Columbus, OH 43214-2226
(614) 262-9056

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St. B
Tulsa, OK 74137
(918) 298-4800

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Eugene Toy & Hobby
32 East 11th Avenue
Eugene, OR 97401
(541) 344-21171

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1809 NE 39th Avenue
Portland, OR 97212
(503) 284-1912

Tammies Hobbies
12024 SW Canyon Road
Beaverton, OR 97005
(503) 644-4535

Trump's Hobbies
2401 N.W. King's Blvd
Corvallis, OR 97330
(541) 753-7540

Whistle Stop Trains
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(503) 761-1822

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Cranberry Twp, PA 16066
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Joe's Train Station
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Hatboro, PA 19040-1202
(215) 322-5182

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(724) 523-8035

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Columbia, SC 29169
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(605) 342-0875

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Johnson City, TN 37601
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11145 Turkey Drive
Knoxville, TN 37934
(865) 675-1975

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Discount Model Trains
4641 Ratliff Lane
Addison, TX 75001
(972) 931-8135

Dibble's Hobbies
1029 Donaldson Avenue
San Antonio, TX 78228
(210) 735-7721

Hobby World
Suite 500
5658 Westcreek Drive
Fort Worth, TX 76133
(817) 263-5750

Papa Ben's Train Place
4007-E Bellaire Blvd
Houston, TX 77025
(713) 523-5600

Utah

Hobby Stop
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Orem, UT 8405
(801) 226-7947

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#10
Sandy, UT 84070
(801) 572-6082

TrainLife
525 E 1860 S
Provo, UT 84606
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Roanoke, VA 24019
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Kirkland, WA 98033
(425) 828-4098

The Electric Train Shop
625 SW 152nd St
Burien, WA 98166
(206) 244-7077

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5423 South Tacoma Way
Tacoma, WA 98409
(253) 472-7732

Pacific Rim Hobby
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Port Angeles, WA 98362
(800) 994-6229

PF&S Railway Supply
560 Lone Road
Pasco, WA 99301
(509) 266-4384

Valley Trains & Models
11518 E Sprague Ave
Spokane Valley, WA 99206
(509) 474-0274

Wisconsin

EngineHouse Services LLC
2737 N. Packerland Drive
Green Bay, WI 54303
(920) 490-4839

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Rothschild, WI 54474-1811
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Jetco's Hiawatha Hobbies
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(262) 544-4131

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Madison, WI 53705
(608) 829-3820

Model Trains Classics
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Eau Claire, WI 54701
(715) 838-8858

South Side Trains, Inc
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Milwaukee, WI 53207
(414) 482-1566

Terminal Hobby Shop
5601 W. Florist Avenue
Milwaukee, WI 53219
(414) 461-1050

West Virginia

Nitro Hobby and Craft Center
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Nitro, WV 25143
(304) 755-4304

CANADA

British Columbia

Central Hobbies
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Vancouver, BC V5M 2E1
(604) 431-0771

Alberta

Trains and Such
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Ontario

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London, ON N5X 1V2
(519) 434-0600

Credit Valley Railway
2900 Argentia Road
Unit #24
Mississauga, ON L5N 7X9
(905)826-1306

**NSR SHOPS
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Hobby House Ltd.
80 Montreal Road
Vanier (Ottawa), ON K1L 6E7
Canada
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Windsor, ON N8W 1J1
Canada
(519) 945-5471

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Canada
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GERMANY

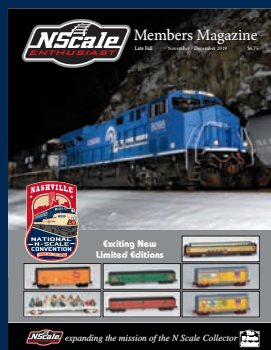
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Industriestr. 18
Krefeld 47803
Germany
(49)2151-363430

SWITZERLAND

Trainmaster by Werner Meer
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N HORIZONS

Time and space make this the shortest N Horizons in over three decades and three magazines. **Fall 2020.** Kato has confirmed the post war New York Central TWENTIETH CENTURY LIMITED.



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

www.NScaleEnthusiast.com

N SCALE RAILROADING OBSERVATIONS

The past three months have been very interesting. "Interesting". Our industry faces changes just as most industries and people are. One of my goals in 2000 was to print 300 issues. When circumstances started to really change I thought about making issue 120 the last one.

As I studied this, I realized if I was starting from scratch *NSR* would be digital, monthly, and free. It would take years to be viable. But *NSR* already has a great base of contributors and advertisers. Maybe this should bootstrap quicker.

The concept kept evolving. I have avoided html and web software. My current guy could not be

any better but I would wear out my welcome with the activity needed for the new format. I have had a lot of help but I will have to maintain the website. So it is functional with a lot of room to have the appearance improved. And preparing PDFs for digital media is completely different than what we did for print. The articles could be longer as they don't need to be compressed like they do in proper print.

There are no articles on rolling stock in #118. Or Great Scenes. Or others. They will be back. But I reflected on how much N has improved. An amazing number of prototypes we did articles on over the past 19 1/2 years are now available commercially. There are still many models to build and layouts to visit in *NSR*!

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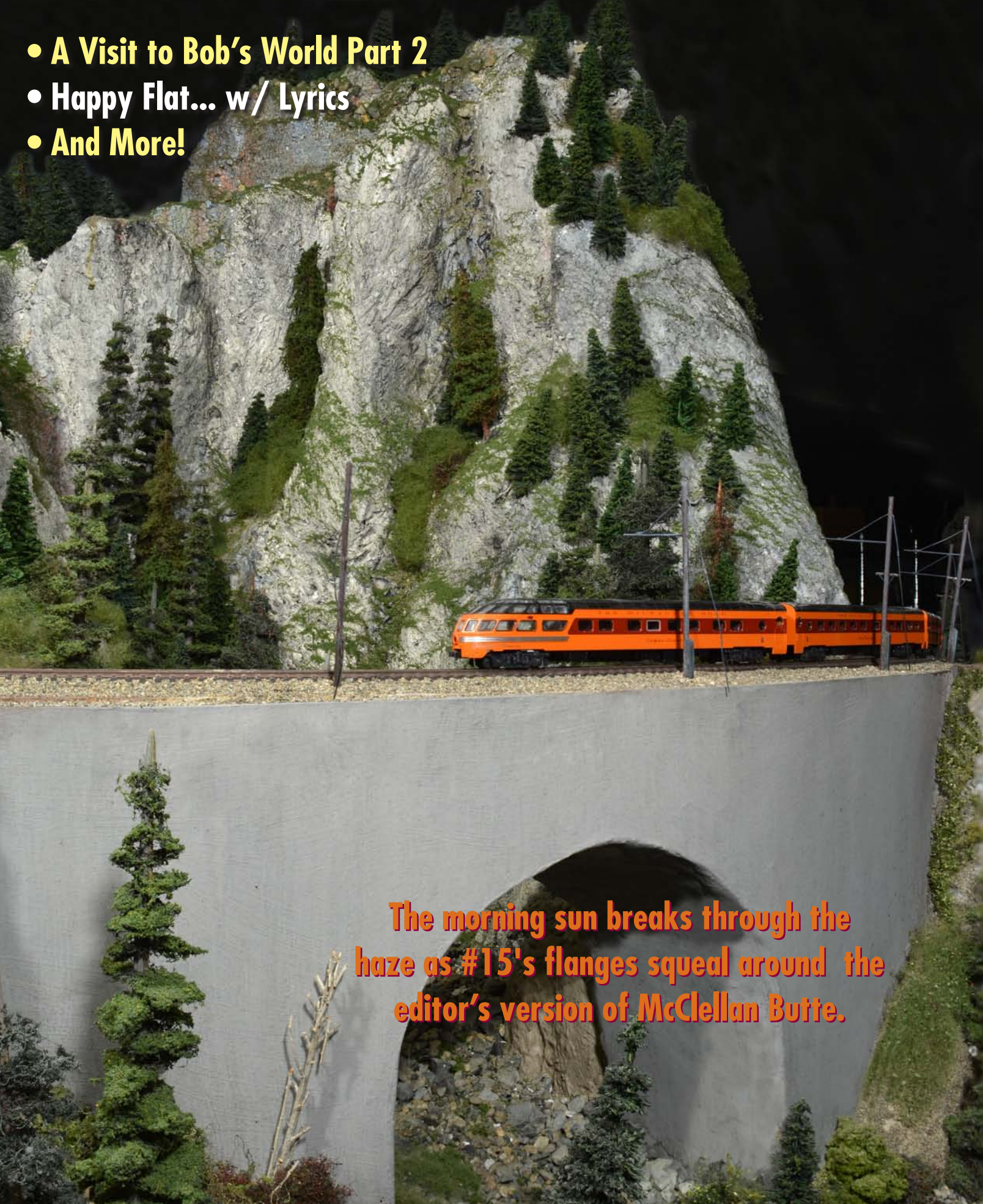


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SEE YOU NEXT ISSUE!

- A Visit to Bob's World Part 2
- Happy Flat... w/ Lyrics
- And More!



The morning sun breaks through the haze as #15's flanges squeal around the editor's version of McClellan Butte.