

The background of the cover is a detailed model train layout. A long freight train with various CN and Canada-branded cars is crossing a large, multi-arched concrete bridge. Below the bridge, a passenger train with red and black locomotives is on a track. The landscape is a mix of brown, rocky terrain and green, coniferous trees. In the bottom right corner, there is a small white building with a sign that says "BIG SANDS".

N SCALE RAILROADING

#129 FEBRUARY 2021

THE BEST OF 1:160 SINCE 2000

Sandy Smith

• It's A Concrete Thing

Diane Wolfgram

• T&P LA Daylight

James Bontempo

• Chain Link Fences

Warren Lindner

• The Recluse Ridge

N SCALE RAILROADING WELCOME!

The photographer who captured the cover scene with the long Canadian National grain train stretched out along a large S curve must be blessed with great patience and diligence. Perhaps it is the same fellow who scrubs and repaints the concrete bridge in the left-center of the scene. Who doesn't love a long train stretched out over a large S curve while also crossing a large concrete bridge?

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AND SEE WHAT
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Welcome to *N Scale Railroading* #129, the February, 2021 issue.

Page 04. **New Products.**

Page 06. The concrete industry is an almost perfect industry for model railroads. **Sandy Smith** explains the different types of facilities, the different sizes, what freight cars serve them, and how they can be squeezed into spare space.

Page 16. **Diane Wolfgram** shares how she researched the Texas Pacific *Louisiana Daylight*, a train that doesn't have a lot of information available for it.

Page 24. **James Bontempo** shares how he scratchbuilt an impressive looking chain fence very inexpensively.

Page 28. I was impressed with the images I saw of **Warren Lindner's** layout. He is in the process of changing the theme to Canadian National and Canadian Pacific but sent some teaser shots of his great layout.

Page 35. **NHorizons.**

Page 36. **NCalendar and Observations.** Industry for the masses! **D**

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EMD SD70ACe Union Pacific #1111 "Powered by our People"



Union Pacific's Locomotive No. 1111 – The Employee Pride Locomotive – was created to honor the men and women of the Union Pacific Railroad.

The paint design, selected through a systemwide online employee vote, highlights Union Pacific's unique and diverse employee population while representing the critical crafts and skills that do the work. The graphic novel approach, utilizing solid color pallets, shading techniques and larger-than-life figures, pays homage to UP's employees and their true heroic essential in building America.

In 2021, Kato USA is recreating this stunning engine in all of its glory in N scale with the release of the SD70ACe #1111 "Powered by our People" engine. Available in DC, DCC, and with DCC + Sound as a special order item, this engine joins other such unique engines as the "Spirit" and "George Bush Presidential Library" in Kato's lineup of specially painted SD70ACe engines. Order yours today from your preferred hobby shop to make it a part of your own UP fleet!



Each side of the #1111 "Powered by our People" engine depicts a unique mural style decoration featuring the diverse jobs and people who keep the Union Pacific running in its day to day operations.



The powerful artistic expression of the #1111 locomotive has been painstakingly recreated in N scale by Kato's skilled artists and printers, creating a near picture-perfect reproduction of this engine's gorgeous artwork. Clad in a sky blue body paint with red, yellow, Slate Gray and dark blue accents, this engine is one of the more strikingly beautiful engines that Kato has had the privilege to reproduce.

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N SCALE RAILROADING NEW PRODUCTS



Atlantic Coast Line 247 is RailSmith RS-501835. Most of the famous Florida streamliners ran from the Northeast corridor to Florida but there were also a number of Chicago based streamliners to Florida. ACL 247 was painted to match and operated in the Illinois Central's *City of Miami*.



Great Northern 1211 is RailSmith RS-5019831. When the Great Northern streamlined the *Empire Builder* in 1947, their new scheme was one of the more complicated paint and striping schemes. The final simplified scheme "Big Sky Blue" was inaugurated in 1967. Notice the roof detail.



Above. The RailSmith models come in very secure packaging.



Left, Above and Below. I ordered a bunch of parts from Micro-Trains and unexpectedly received this K Line and Genstar containers. They were prepackaged with the thank you note. So one never knows what to expect... but order those parts!



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IT'S A CONCRETE THING

by Sandy Smith/ Images by Author

Image 01. The Belmont Shore's **Cement** Plant quarries limestone and converts the limestone to dry cement powder. Then the finished cement is shipped to terminals or end users by rail or truck. **Concrete** terminals are much easier to model and take far less space.

Portland cement concrete has been around forever is seems, and some of the first efforts by the Roman Empire still stand today. Ready Mix concrete plants have always found their way near property with neighbors who wouldn't mind the dust, noise and truck traffic that accompanies them. Concrete itself is simple, sand (fine aggregate) stone (course aggregate), Portland cement and water. Think of the water as the hardener

in epoxy and the cement as the resin. The aggregates fill in the voids more efficiently than all cement. The Santa Fe had their own field mix design for structures. It was a 1-2-3 mix, meaning 1 part cement, 2 parts sand and 3 parts stone. As far as the water amount to be used it was, "avoid wet sloppy mixes." The ratio between the water and cement accounts for 85% of the compressive strength of hardened concrete.



02

Image 02. Serv-All Concrete/Erie Sand and Gravel plant, Erie, PA. Ground bins feeding a single conveyor belt into enclosed plant structure. Two cement silos, ground mounted one in other photos for reference, Main silo has workers in man lift. Plant operator and truck dispatcher work from small elevated office.

Image 01 shows the large **cement** manufacturing plant on the Belmont Shores Club layout. Here cement is manufactured which will be shipped to **concrete** mixing plants. Note the round cylinder kiln and the second photo is small cement terminal, dark grey silos with a bagging plant

There are two types of concrete plants that make batch operations for truck delivery. The third which is a continuous mix style used in pre-cast/pre-stressed shapes (bridge beams, burial vaults, block, bird baths and on and on) but is usually housed in a building and won't be discussed here.

Central Mix Plant
First is a central mix plant (**Image 02**) which uses a large central mixer to dump concrete into mixer truck or dump/agitator trucks (on large highway projects). These plants

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03

Image 03. The front of plant on a cold day. The truck is pulled under chute for loading by central mix barrel inside the plant. Make sure there is standing water around your model as there almost always is in the prototype.



04

Image 04. A kitbashed central mix style concrete plant on the author's Mounfort terminal module.

are semi permanent in nature and can produce up to 400 cubic yards per hour in 10 to 15 cubic yard batches. Yes, they cycle very fast, the delay is getting the trucks in and out fast enough. **(Image 03)** They are loaded or charged with aggregate by conveyor(s) going into the storage bins. **(Image 04)** From there the sand and stone is weighed in a hopper to the proper proportions and sent by conveyor into the rotating central mixer. At the same time cement is dropped into another weigh hopper and then released into the central mixing drum (this is where

fugitive dust often escapes). From here the water is added along with any admixtures to give the concrete special properties (finish-ability, salt resistance, flexural strength, color, slower or faster set time). It gets mixed for a short period of time (45 seconds to 3 minutes typically) and then poured into the truck. Almost all central plants that operate in freezing climates are enclosed metal buildings to protect the water pipes.



05

Dry Batch Plants

The second type of plant is a dry batch or transit mix plant. The concrete is mixed while in transit. These plants are more portable and easily moved and can be self erected by hydraulics. **(Image 05)** They are generally a smaller footprint and don't require to be housed in a building to prevent freezing since most of the water is handled by truck, which can be drained every night.

Image 05. An overview of the dry batch plant is just outside the fictional town of Wolfrum, Colorado on the author's Santa Fe themed pike.

FLYING HIGH!

The **Canadian**



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06

Image 06. A close up of the dry batch facility. The sand and gravel must be added to the plant by either a conveyor or a ramp. This facility has an earthen ramp.

All of these concrete operations are dusty from the cement, stone and sand dust, make sure you "weather" the ground with some light grey powders. There always seems to be an old truck trailer or container nearby to hold electrical gear, tools and admixture products. The jumbo covered hoppers are from the grain silo just up the track.

In these plants only the sand, stone, and cement are dry batched (weighed) and dropped into the truck's rotating mixer drum. The truck adds the water either drawn from its own tank or from a metered hose connected to the plant. Admixtures can be added through the trucks' opening by the driver in either a liquid or powder form. To make modeling easier I have chosen to model a simple operation, which loads the plant using a front-end loader going up a ramp. **(Image 06 and 07)**

First item needed in concrete is Portland cement which is 92% ground and kilned limestone mixed with some iron, silica and gypsum. This is the dry, grey (although sometimes white) powder that makes it all work. Since most all of the powder is moved in bulk, the railroads use short covered hoppers and weather them heavily with the chalks.

Since ready mix plants like to be close to rail service a short stub track is all that is needed to service your operation. Rarely is cement shipped in unit trains (most railroads have a minimum of 25 cars to qualify for a unit train freight rate) to any plant. It comes in ones and twos most but five cars at one time, is not unusual. Best news is you don't need much of a siding length either, since the cars are short, 2 3/4 inches long and the unloading equipment is most often a portable Roots type blower powered by an electric motor. These blowers produce large volumes of compressed air (700 cfm and higher) at low pressures (10-30 psi) to blow the powder into silos. The blowers are small and can be modeled or not since the size is very small and could be remote to the unloading area. **(Image 08)** The hoses to connect the blowers to the cars, and the cars to silos can use small black wire, 18 gauge or smaller, painted flat black or weathered black. Most prototype hose is 12 inches in diameter rubber or less in diameter or a scaled 075". A little bigger or smaller would not be noticed by anyone. **(Images 09 and 10)** Hard pipe can be styrene bent to your needs along the ground and up into the top of the silos. Evergreen makes a 3/32 size that scales out to 15" in diameter. A good source of smaller silos is Walthers' Storage Tanks 933-3265 in their catalog. I have seen piping being welded directly to the sides of storage silos or using stand off brackets, your choice. For the scratch



07

Image 07. An old Mack B model mixer formerly, of Cleveland Builders Supply, is ready to be loaded with 8 cubic yards of high, early strength concrete to patch a bridge deck. The mixer truck is from Athearn and the plant 3-D printed is from www.SidSculpts.com.



08

Image 08. A Camionnette Ltd. tanker delivers cement to Serv-All Concrete. The image is of the plant before it was enclosed. The aggregate bin structure has Erie Strayer logo in red. The dust collector has C&W green logo.

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Image 09 and 10. A used silo is laying in on its side prior to installation.

Image 09 shows the bottom of the silo.

Image 10 shows the top of the silo and the square opening where the dust collector or ducting will be mounted.



Image 11. Peterbuilt tractor with tanker. TrainWorx produced a very limited number of these tractors.

builders, common PVC white pipe $\frac{3}{4}$ to 2 inches can be used as a basis for storage silos. (cement terminal dark grey)

Most prototype silos are from 12 feet in diameter to 25 feet. They are smooth sided for the most part with usually only a dust collector on the flat top. The bottoms are funnel/cone shaped with a hard pipe coming out of it. You can use some of Walthers Roof Top details kit 933-3286 as a good enough dust collector looking piece such as motorized blower or the larger air conditioners, just don't paint them silver. They are filthy ten minutes after the first time they were used.

Now that we have our cement we need aggregate, sand and gravel/crushed stone. This can also be delivered by rail in open hopper cars. Quite a bit of the raw materials delivered by rail comes in repurposed coal cars but more modern operations can/will use the purpose built aggregate cars. This a great place for some modelers license as the cars used to transport the aggregates are, mismatched, worn out, beat up, patched out, recycled rolling stock and a great opportunity to practice patched out paint jobs, dents and dings in your rolling stock.

Also, gondola cars have been used and unloaded by cranes with clamshell buckets, hydraulic excavators and the like. The hopper cars will need some form of a bottom dump area and extending conveyor to pile the materials. That said, many more concrete plants utilize truck delivered aggregate as the sand and stone is typically the lowest cost ingredients in the mix and don't justify the rail freight. A simple pile of stone (#50 mesh size like beach sand size) and fine aggregate/sand pile (keep the sand small like dust sized) will work.

The model here is a 3-D printed one from www.SidSculpts.com which, has been painted, weathered and loaded with sand and stone into the hoppers. I painted the conveyor belt flat black, which runs under the weigh hopper and added some stone. The cement silo is filled too, really it is, N scale cement, well, you'll just have to take my word for it. This plant will fit anywhere and they are usually jammed into some unloved corner of real estate along the tracks. You can add small tanks to simulate the admixtures used in liquid form. Companies without a siding can still be located near the tracks as cement used comes via pneumatic tanker truck delivery (**Image 11**).

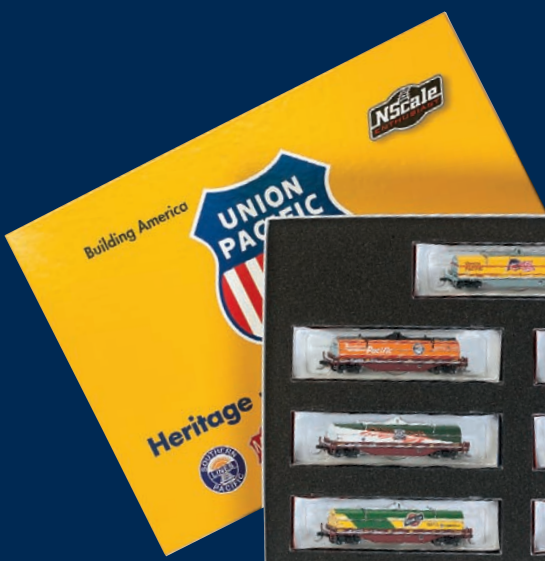
You can add as much detail as you desire and a truck getting loaded. The Athearn Mack concrete mixer truck model from a few years ago were terrific, multiple eras applicable and should be produced again seeing the prices commanded on the second hand market.

A large central mix plant would typically be near a larger city and have significant amounts of cement silo storage where the small portable dry batch can go anywhere. The best part of the central mix facility is it can go in a large non-descript scratch built structure, all you need is an opening for mixer trucks to pass through. The portable, dry batch plant is small in size and scope. I once witnessed a dry mix plant get moved in to build a single grain silo. One plant and a tractor back hoe to load the plant and a decrepit mixer was all they needed.

The excess returned concrete is usually formed into large blocks. Most are 2 x 2 x 4 or 6 feet and are used for all kinds of purposes from bins to separate piles of aggregate to parking lots dividers to entire buildings with a wood truss roof.

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12

Image 12. The central mix concrete plant on author's module showing a small covered hopper from the Bally Mule Railroad Co. delivering the powdered cement.



13

Image 13. Scratch built silos on author's Mountfort Terminal module. The building with the boxcar is spotted at the bagging plant which is connected to the cement terminal operation.



14

Image 14. Another cement terminal, this one located on the KESA cutoff layout. The kit is Walther's Medusa Cement kit #933-3218.



15

Image 15. Gloomy day in Erie, PA, again. Two tankers unloading into Erie Strayer stack up plant. Note red piping for cement going up outside of white siding. ▶

Roco

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Highlights 2021

ROCO and FLEISCHMANN welcome the new year with a wide range of new items for the H0 and N gauges! THE highlight in 2021 at ROCO is the new design of the **BR 95 steam locomotive**, with the electric locomotive segment also not inferior to this by any means. With the Skoda S499.2/BR 230, better known as the „Knödelpresse“ (dumpling press“), a multiple wish of our loyal customers will be fulfilled. All Swiss model railroad fans can also be in suspense: The **electric locomotive Ae 3/6 I** will be realized with just as much detail.

In the N scale range, the absolute highlight is the completely newly developed **DB V188 double diesel locomotive**. But also, the French **electric locomotive BB7200/22200** and its Dutch counterpart, the **NS 1600/1700/1800**, follow as masterful new developments in a scale model.

Discover the model railroad highlights 2021 at ROCO & FLEISCHMANN!

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- ▶ Freight train baggage car Pwgs 41 (art. no. 74220 et seq.)
- ▶ Double pocket wagon T3000e (art. no. 77386 et seq.)
- ▶ Tank wagon Zacns (art. no. 77460 et seq.)

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- ▶ Double diesel locomotive V188 (art. no. 725100 et seq.)
- ▶ Electric locomotive BB 7200 (art. no. 732135 et seq.)
- ▶ Electric locomotive NS 1600 (art. no. 732100 et seq.)
- ▶ Passenger coaches UIC-X (art. no. 863920 et seq.)
- ▶ Passenger coaches EW IV (art. no. 890320 et seq.)
- ▶ Tank wagon Uahs (art. no. 825810)
- ▶ Box goods wagon Gbs 1500 (art. no. 826210)
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Modeling TEXAS & PACIFIC'S LOUISIANA DAYLIGHT

By Diane Wolfgram/ Images by Author



Image 01. It is not obvious in the image, but the Texas & Pacific placed the unit number, not the train number, in the number boards on the noses of their E and F units. My model is numbered 2010, the first of the T&P's eight E-8s. Photos in Steve Goen's book confirm that it was one of the E-8s used on the *Louisiana Daylight*.

INTRODUCTION AND BACKGROUND

As related by Steve Allen Goen in his book "Texas & Pacific Color Pictorial", the Texas & Pacific's *Louisiana Daylight*, Trains Number 27 and 28, which ran between New Orleans, LA and Marshall, TX, was inaugurated in September 1948. It was discontinued on July 10, 1964 and outlasted the New Orleans, LA to Dallas, TX *Louisiana Eagle* that had been inaugurated at the same time. While the Texas & Pacific had purchased eight E-7As with portholes instead of rectangular side windows in 1947 and two more of them in 1949, the *Louisiana Daylight* remained steam powered until eight E-8As arrived in August 1951. One 2250 HP E-8A was usually adequate power for the *Louisiana Daylight* and were the usual assigned power for Trains 27 and 28 from then on. In 1952 the Texas & Pacific regearred four 1,500 HP F-7As and four F-7Bs and repainted them in the blue and gray Eagle scheme. One of these F-7s then provided additional power when needed.

Before diesels were assigned to the *Louisiana Daylight*, it was usually powered by one of Texas & Pacific's P-1 class 4-6-2s. Eleven of these 22 P-1s were repainted in the blue and gray Eagle scheme and were assigned primarily to the *Louisiana Daylight* and the *Louisiana Eagle*. While I would have preferred to model a steam powered *Louisiana Daylight*, the lack of suitable tenders and detail parts led me to create an early diesel powered consist, instead.

It's difficult to reconstruct the details of Texas & Pacific trains and their consists in the early post-war years, but photographs in Joe G. Collias' book "Texas & Pacific Railway, Super-Power

to Streamliners, 1925-1975" show the transition from a steam powered *Louisiana Daylight* with most cars painted Pullman Green in 1948 to a steam powered one with most cars painted in the blue and gray Eagle scheme in 1950, two years prior to the beginning of a "betterment" program that lasted until 1956, according to information on an old Red River Models webpage constructed by Russell Higgenbotham, who was offering N scale car sides and decals for streamlined Eagle cars back then.

I was anxious to have a Texas & Pacific passenger train with its cars painted in the blue and gray Eagle scheme, so opted to model the *Louisiana Daylight* after the E-8s had arrived in 1951, but before May 1953 when photos in Steve Goen's book show that all of its cars were modernized "betterment" cars. I note that "betterment" was a term used by the Pullman Car Company for heavyweight cars that they had modernized and that it may not have been used by the Texas & Pacific Railway at all.

MODELING THE LOUISIANA DAYLIGHT in the EARLY 1950's

Modeling the *Louisiana Daylight* in the early 1950s is relatively easy to do using cars manufactured by Intermountain, Micro-Trains, and Wheels of Time. E-8s have been released by several manufacturers over the years. I was fortunate enough to find an out-of-production, undecorated, Broadway Limited E-8 for a reasonable price on Ebay, which had the advantage of separate, metal side grills that could be added after painting it. I note that Plano Models has etched stainless steel grills that fit Kato and Proto2000 E-8s as well. George Hollwedel had 3 kits for undecorated 1937 ARA boxcars in stock, so purchased them from him. At one time, Wheels of Time had offered 70-foot

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baggage-express cars painted in *The Eagle* scheme and lettered and numbered for the Texas & Pacific. They sold out rather quickly and command a high price on Ebay, if one can even find one for sale. I acquired two decorated for other roads and stripped the paint off them. The baggage-mail car and four paired window coaches that complete the consist are stock Micro-Trains cars with the factory paint stripped from them too.

I don't have a good setup for spray painting, so had Ernie Giese paint and decal my early 50's *Louisiana Daylight* trainset for me. Ernie used his own Floquil color mixtures for Eagle Blue and Eagle Gray, as well as for the darker gray used on the roofs of diesel locomotives and cars painted in *The Eagle* scheme. Tru-Color now markets Eagle Blue (TCP-122) and Eagle Gray (TCP-121), but not Eagle Roof Gray currently. TCP-274, Missouri Pacific Covered Hopper Gray, may be a close match. Badger Model Flex offered all three colors at one time and one may be able to find them for sale on Ebay or by visiting local

hobby shops who still have some old stock. Model Flex's color numbers are 16-169 Eagle Blue, 16-170 Eagle Roof Gray and 16-171, Eagle Gray.

Microscale decals are available for Texas & Pacific E units (60-452) and for mail storage-express boxcars (60-1378). I note that the Texas & Pacific lettering on the boxcars is white and difficult to see on the decal sheets. Unfortunately, Microscale never produced decals for passenger cars painted in *The Eagle* scheme and those available from the Missouri Pacific Historical Society are only for H0 scale cars. The narrow, 4-1/2", silver/aluminum stripes on cars painted in *The Eagle* scheme were actually aluminum covers for rivet rows on the streamlined cars that were carried over to the paint scheme for diesel locomotives and heavyweight cars. Stripes from Microscale 60-452 can be used for these stripes, as well as for the yellow stripes with the narrow blue edge, on the head end a cars and coaches.



Image 02. Texas & Pacific's striking mail storage-express boxcars were usually at the head of the *Louisiana Daylight's* consists, but photos show that they were sometimes absent and at other times an express boxcar from another railroad was used instead. Cars like this were intended to be used for bulk mailings of newspapers, catalogs and the like, but were also used as express cars. Some photos show two cars in use and an express refrigerator car paired with one as well.

In his article *The All-Steel 40' Box Cars of the Texas & Pacific Railway, circa 1937-1960 (Excluding Rebuilt Cars)* in the Spring 2000 issue of the Missouri Pacific Historical Society's quarterly, "The Eagle", Ed Hawkins relates that in May through December 1946, 25 cars were taken from the 40000-40499 series of 1937 AAR boxcars and reconfigured for mail storage - express passenger service. They were renumbered into the 1700-1724 series and assigned class designation BX. The cars were equipped with steam lines but had no lights or heat.

The cars were painted in T&P's heavyweight passenger scheme, either Pullman-green or Pullman-brown (depending upon who is describing it) with dulux gold lettering. In 1948, the cars were repainted in the color scheme shown in the model's photograph. The ends of the cars in both schemes

were painted with a black, tar-like substance used to seal the seams between the end panels. There were no car numbers or reporting marks on their ends, possibly because paint did not adhere well to the "tar".

Photos of these cars with their original Youngstown doors and wood running boards show that they were retained well into the 1960s, but others received 5-panel Superior replacement doors during the mid-1950s. A-3 ride control trucks were in widespread use during the 1950s, as featured on the model in the photograph. Another feature of note to modelers, is that the brake cylinder on Texas & Pacific freight cars were oriented perpendicular, rather than parallel, to the cars' sides.

Photographs show the following numbered cars painted in the 1948 scheme retained their Youngstown doors: 1706, 1709, 1716 and 1721. Those with 5-panel Superior doors are: 1705, 1711, 1712, and 1714. 1712 and 1714 still had wooden running boards when they were photographed.

There is an article by Martin Lofton in the May 1994 issue of **Model Railroader** on building an H0 scale version of these cars that I found to be informative and useful.

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03



Image 03. The baggage-express cars on the *Louisiana Daylight* were constructed by American Car & Foundry in 1925 and numbered 1101-1132, Wheels of Time's models of these cars painted in The Eagle scheme were numbered 1117, 1120, 1125 and 1124, so I used other numbers in the series for the cars painted by Ernie Giese. This car, 1122, has had its original paneled wooden doors replaced by ply-metal doors, but has yet to be further

modified during the "betterment" program. The ends of the car are painted roof gray.

Modelers should note that these cars were lettered TEXAS & PACIFIC using Railroad Roman lettering and that there is a small T&P near each end of the letterboards.

04



Image 04. This is a 1101-1132 series car that has not been modified, other than being repainted in The Eagle scheme. It

too is lettered for the Texas & Pacific using Railroad Roman lettering and its ends are painted roof gray.

05



Image 05. This Micro-Trains car is representative of Texas & Pacific's 880-816 series of baggage mail cars. I note that railway mail cars were designed by the United States Post Office, not the individual railroads or car manufacturers so they all essentially look alike. Photos show that these cars were positioned in different places in the *Louisiana Daylight's* consist at differ-

ent times, but by the early 1950s were between the baggage-express cars and the coaches, with the mail compartment end at the rear. The doors on the mail compartments were locked and the postal employees were armed. Like the baggage-express cars, these cars were lettered TEXAS & PACIFIC using Railroad Roman lettering and its ends were roof gray.

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KATO has announced a new Steeple Cab loco! The model is based on their brilliant Pocket Line mechanism and features a new super smooth coreless motor. It's also surprisingly affordable! Also from KATO is a new run of ES44DC's in UP and BNSF.



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Image 06. There were three different types of coaches assigned to the *Louisiana Daylight*, but as far as I can tell from published photographs, they all looked the same as Micro-Trains paired-window coaches. Car numbering records are scarce and few, if any, interior drawings survived Missouri Pacific's takeover, which began in 1962 and lasted until October 1974 when the

Texas & Pacific was officially merged into the Missouri Pacific. The coaches were lettered TEXAS & PACIFIC using Extended Railroad Roman lettering and their ends were painted Eagle Blue. I made no attempt to model the interiors of any of the cars.



Image 07. The first car in the coach section was a divided (segregated) coach as required by state laws of those times. These cars, numbered in the 1275-1283 series, were constructed by Pullman-Standard in 1920. Based on plans for similar Missouri Pacific cars, the most obvious interior feature of these cars was that they had small men's and women's rest rooms at both ends of them, instead of larger men's and women's rest rooms at opposite ends.

The second car in the coach section was a grill-coach, that was segregated as well. I have been unable to find car numbers for these cars but did find one for a buffet-coach that had been converted into a chair car so used that old number, 1321. From emails exchanged between members of the Passenger Car Group, I learned that the main difference between grill-coaches and buffet-coaches was how meals were served. Meals in buffet-coaches were served cafeteria-style with uniformed servers dishing up items of choice that the passengers then took their tables if they could find one. Passengers dining in grill-coaches selected items from a menu, which were delivered to their tables by uniformed food service employees, as they are today at some fast-food establishments. What-A-Burger comes to mind.

The Missouri Pacific Historical Society's CD "Passenger Car Diagrams, 1963-1978" contains floor plans of several segregated MP grill-coaches. The food preparation area was centered in the car with a passageway between the seating areas towards either end. Most had tables, but a couple of them had lunch-counter seating. There were small men's and women's rest-rooms at each ends of the car.

The third and fourth cars in my consist are numbered in the 1217-1266 series constructed by Pullman-Standard in 1920. These cars probably would have been referred to as "Deluxe" coaches by the Texas & Pacific and had larger men's and women's rest rooms at opposite ends of the car. Some photographs show three and others four cars in the entire coach section so one might deduce that these "Deluxe" coaches were sometimes added to or taken off the *Louisiana Daylight* at or between New Orleans, LA and Marshall, TX.

MODELING A STEAM POWERED LOUISIANA DAYLIGHT

One could simply acquire a USRA Light Pacific and paint it Eagle Blue with the wide Eagle Gray stripe continuing across its tender and the sides of its cab, but if they are a serious modeler they should acquire a copy of Joe G. Collias's book "The Texas & Pacific Railways: Super-Power to Streamliners, 1925-1975" before attempting to go beyond that basic step. The book is out-of-print, but used copies are available from Amazon for a little less than \$130. Although the Texas & Pacific's P-1s

and P-1-a 4-6-2s all looked the same as others in their class when built in 1919, modifications over time tended to make each locomotive unique with respect to others in its class.

To start with, P-1s 700-702, 704, and 706 and P-1-as 709-711 were the only ones to be repainted in Eagle Blue, Gray and Silver. The P-1s were built with smokebox top mounted Elesco feedwater heaters, but three (700, 704, and 706) designated as P-1-Rs (had them removed and replaced with Type -HA units, which were hidden from sight. All were re-equipped with shielded, pilot mounted, dual cross compound air pumps, 700, 704, and 706 had their original rectangular cabs replaced by slanted front "sports cabs" and the list goes on and on. I note that, according to Robert H. Church in his book "Southern Pacific Ten-Coupled Locomotives", slanted front "sport cabs" were used for ease of checking and replacing firebox corner stay bolts, since rectangular cabs had to be removed to do this.

I note that larger, six wheeled oil tenders that many P-1s received, are available from Dirk Jan Blikkendahl at www.atfnscalemodels.com They are ATSF style tenders, but they're a place to start.

If I were to do model one, myself, I would probably opt for 701, 702, or 710 since they didn't receive flared smoke stacks. One should note that pictures show that all T&P steam locomotives had "stack lights" so the engineer and fireman could see how well the locomotive was fired during the night.

POSTSCRIPT

In his article "Pike-size STEAM passenger trains" in the October 1987 issue of **Model Railroader**, Andy Sperandio defined a pike-size passenger train as "short, real-life consists - a locomotive and no more than five cars - that can be modeled in full without overwhelming the average model railroad". While a full-length version of the *Louisiana Daylight* exceeds the five car limit, I believe, but cannot demonstrate, that the average size of model railroads, particularly those in N scale, has increased over the past 33 years and that a layout's track plan, scenery, structures, and backdrops all play an important role in determining whether or not a train overwhelms a layout.

I note that Andy's article included Texas & Pacific's *Southerner Connection* in 1947 as one of the trains featured in it. It was one of several trains replaced by the *Louisiana Daylight*.

It would be interesting if one could determine the average size of today's N scale layouts, but simple numerical averages based on responses to a poll can be deceiving. ▀





A Fast, Affordable Solution to Modelling

Chain Linked Fences

by James Bontempo/ Photos by Author

Have you ever looked at a model railway layout and sensed that something was missing? We learn to see and expect visual cues in our real world so when we observe a model scene, we expect to see familiar images stored in our memory in order to make sense of it all. Much of a modeler's satisfaction comes from the pursuit of realism so we add elements like rooftop equipment, lamp posts, fire hydrants and vehicles to our layouts. Fences are one of these important elements and should be included when striving to build great scenes.

Fences are so common we tend to ignore them. Railroads exist to serve businesses and industries, and almost every commercial or industrial property requires a fence because property protection is an essential part of operating a successful business. So why is it that so many layouts lack fencing as a detail? Most modelers know the answer: fences can be tedious, time consuming and expensive. And yes, we would rather spend our time lashing up a loco consist instead.

The purpose of this article is to provide readers with a quick and inexpensive way to add a lot of fencing to your layout. There are excellent retail products available that replicate chain linked fences and if you are a so-called rivet counter, these products are for you. The rest of us can take advantage of modelling at 1:160 scale and achieve good results without large investments in time and money.

Chain linked fences are the most common type of fence and are the easiest

to replicate. I have tried door and window screen, wedding veil (tulle), and even scored acetate strips, all without desired results. I have researched several fence products available to modelers as well. I like brass and styrene fencing products as much as the next person but installing it around a few N scale industries will set your budget back enough that you can forget about purchasing those locomotives for a while.

While aimlessly walking the aisles of a craft supply store, I happened upon and was pleasantly surprised at the large selection of ribbon products available. I had no idea such things existed. The shelf was full of every size, color and style of ribbon imaginable. I discovered a silver colored ½ inch fine screened ribbon that looked like galvanized chain linked fence at a scale of 1:160. I was sold when I saw the width of the material because it translated to 6 feet 8 inches in N scale, and that meant no need for cutting strips of material to the right scale height! A spool of 12 metres (39.2 feet) cost under \$4. A 30 metre (96 feet) roll of 20-gauge galvanized wire and a roll of 26-gauge wire added another \$14 to the bill. These materials were enough to build 6,296 scale feet of fence, enough to satisfy even the largest N scale layout. For a cost comparison, refer to the table below.

Material	Product Cost	Cost per 12"	Project Cost*
Etched Brass	\$19.95 for 275 scale feet (20")	\$12.00	\$60.00
Polystyrene	\$12.95 for 192 scale feet (14.5")	\$10.72	\$53.60
Ribbon	\$4.00 for 6296 scale feet (470")	\$0.10	
Galvanized Wire	\$15 for 1680"	\$0.11	\$1.05

*The project is a scene with 60 inches of perimeter fence. (800 scale feet)

The following steps will guide you through a fast, simple and inexpensive procedure to add many fences to your N scale empire.



Image 01. This Layout Design Element (LDE) of a railcar maintenance facility will be inserted into a layout module. My plan is to install 60 inches or 800 scale feet of fencing around the perimeter of this scene. The rail connection end will be left open so that the fencing can be continued further into the rail yard when the LDE is connected to the rest of the layout.

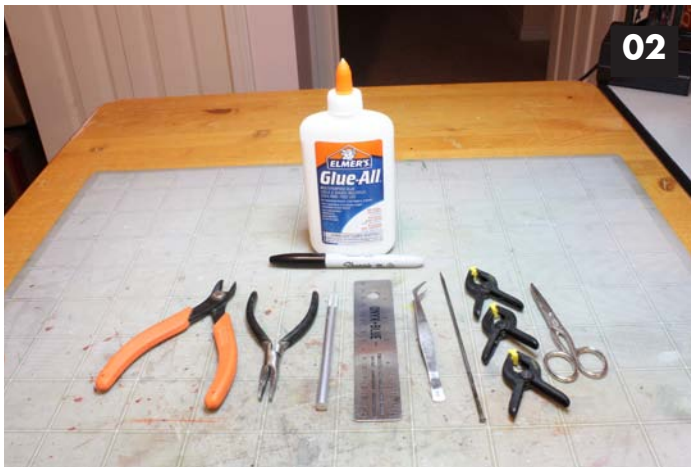


Image 02. You will need these basic tools and supplies.



Image 03. A variety of ribbon products will provide different fence heights, color and transparency. Wire between 20 and 26 gauge will work best. 20 and 22 gauge may be slightly over scale, but its strength is important to keep the fence from sagging.



Image 04. Start by measuring out post locations on the perimeter of the property. Fence sections are usually 8 feet in length and manufacturers discourage exceeding 10 feet between posts. 3/4 inches space represents 10 scale feet, but I took some liberty with the accuracy and used 1 inch spacing. This results in 25% less work without compromising the final look of the product



Image 05. Count the number of posts you will require and cut wire into about 1 1/2 inch lengths. Use 20 gauge wire for terminal posts and 24 or 26 gauge wire for line posts. Terminal posts are located at corners, gate posts and about every 5 or 6 sections for strength. Line posts are all the others in between.



Image 06. Use pliers to dab the post with white glue and press it down into the base about 1/4 to 3/8 inches depth into the foam base. You may require an awl to push through plaster or other hard materials.



Image 07. Periodically check the horizontal post alignment with a scale. Vertical alignments can be easily adjusted once the glue has dried. Once all the posts have been placed, it is a good time to take a break and let them dry overnight.



Image 11. As an option, use grey or silver thread to simulate barbed wire. Tie it at one end and loop it around every fifth post.



Image 08. Place a thin bead of white glue on the outside of each post on one run. Prototype fences have the screen fastened to the outside of the post, that is, facing away from the building and property. Use a clamp to hold the ribbon on the corner terminal post and pull it taut to another corner and clamp.

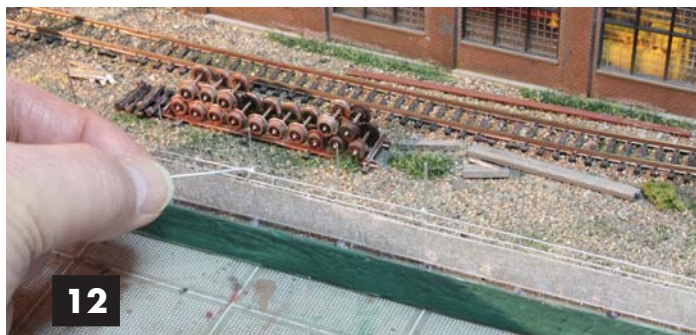


Image 12. A spot of glue will secure it.



Image 09s and 10. Use tweezers to press the posts and glue onto the ribbon. Bend posts slightly to close any gaps. As a tip, leave the last section open so that it is easier to clamp the ribbon to the corner post of the next run.



Image 13. While the glue is moist, use tweezers to adjust the thread so that the runs are parallel.

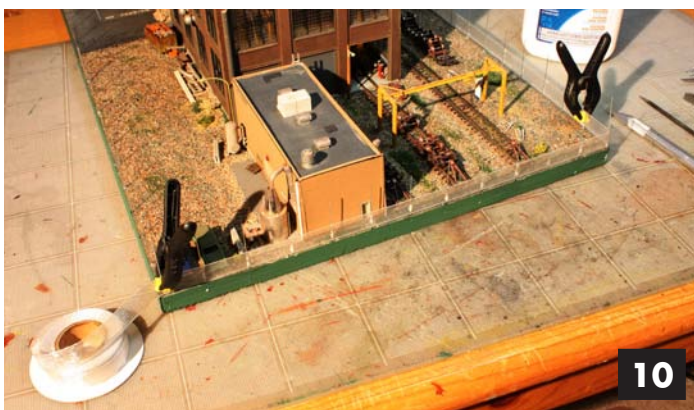


Image 14. Prototype fences usually carry three runs of wire, but I find that two runs of thread are adequate. (The advantage of working in 1:160 scale.)



15

Image 15. Install gates where needed. I simply add a gate post in the open position and add a piece of ribbon to it. Prototype gates often have cross-members for added stability. Adding a cross member to a gate will also help it stand out if it is in the closed position in the fence. Try building swing gates as well as sliding gates to add variety.



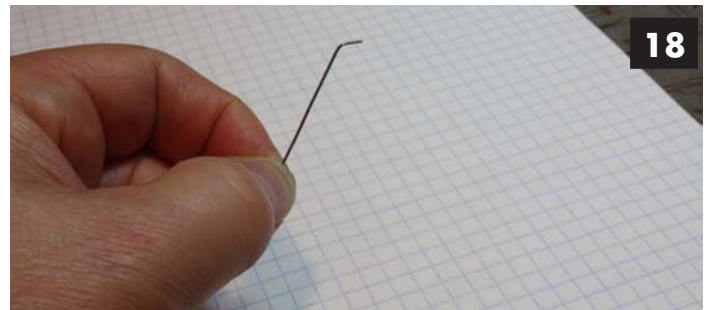
17

Image 17. Apply highly diluted brown or rust paint wash to the fence surface and posts to give it a weathered finish and cover any imperfections. Take care not to clog the fabric. Use a tissue to soak up any excess paint.



16

Image 16. When you are satisfied with your work, trim the post heights evenly



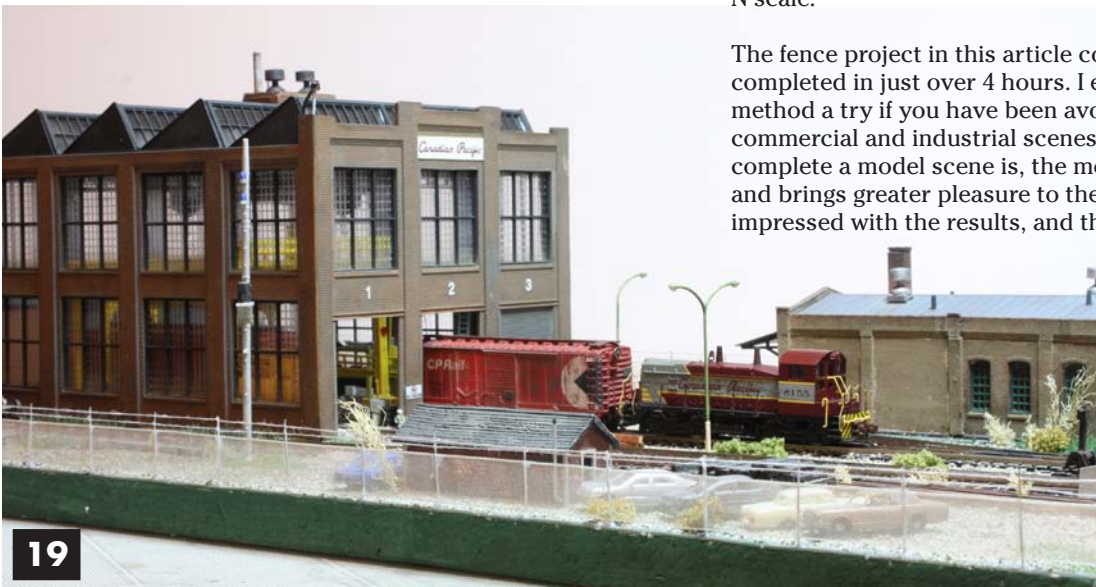
18

Image 18. Add variety to your fencing projects by adding arms to hold barbed wire. Bend the post top 45 degrees for a length of one foot or 1/8 inch. If you apply this detail, you will have to use extra care to set your posts at the right height.

Summary

There are a few good articles on modelling fences, for example, Tyler Bjarnason's post in *Railroad Model Craftsman*, August 20, 2013, but they tend to focus on H0 scale or larger. The end results are stunning works of art but usually involve jigs and soldering brass rod and can be more difficult to accomplish in N scale.

The fence project in this article cost about a dollar and was completed in just over 4 hours. I encourage you to give this method a try if you have been avoiding adding fences to commercial and industrial scenes on your railroad. The more complete a model scene is, the more plausible it becomes and brings greater pleasure to the viewer. I think you will be impressed with the results, and the price!



19

Image 19. Fences help convey the importance of the industry and complete the scene. This CP Rail car repair facility is now protected from unauthorized personnel. ▶

A Visit to British Columbia

The Recluse Ridge

by Warren Lindner/ Photos by Author

01

Change is inevitable in life. You can't avoid it. Model railroading is no exception. Today's Recluse Ridge is the latest version of the layout that I started back in 2003. While the layout was in its planning stages it was to be a Western Pennsylvania locale with Norfolk Southern and CSX as its mainstays. Then in late 2003 my wife, son and I took an Amtrak trip to Klamath Falls, Oregon and I fell in love with the scenery and the bright colors of both BNSF and Union Pacific. So the decision was made to model Central Southern Oregon and have BNSF and Union Pacific plying the rails. Over the 14 years or so as the layout came together, that is the way the Recluse Ridge was operated until recently.

I had always wanted to model Western Canada after spending some time there as a teenager. Modeling Canadian railroads used to be a daunting task as Canadian locomotives and equip-

ment tend to have differences that make them unique. Sometimes this requires extensive cosmetic modifications for them to be prototypically correct. With the advent of some great N scale products from Rapido Trains and Intermountain, I got the itch to make yet another change and saw my way through to do it. Modeling British Columbia seemed to be the answer as the terrain is similar to Oregon. So this past year with the whole COVID thing happening, what better way to spend lockdowns than in your basement converting Oregon to British Columbia, right?

The Recluse Ridge is a two level around the wall layout design with a peninsula taking up an 11' x 14' area. The track plan was derived from an H0 scale John Armstrong plan that fit the area I had for a layout. N scale track was simply substituted for H0, leaving the same benchwork footprint. Some tweaking of the track plan was done to take advantage of the extra room N

scale track can have on an H0 track plan. To accommodate the area of basement I had to work with, a two level swing bridge was added to the benchwork's design to allow easy access to the laundry and workshop areas of the basement. The original track plan had two helixes. One of them was eliminated almost immediately when it became painfully apparent that auto racks and 86' box cars were never going to like the trackwork as it originally was drawn. The other, larger helix was eliminated several years later after I came up with an idea to extend the offending change of elevation via what some call a no-lix. This also provided an opportunity to add in the town of Sheltered Falls, complete with street running track and also adding a sorely needed second reverse loop. This was done before any scenery was put into that area of the layout.

Scenery is made of foamular insulation panel coated with a vinyl spackle slurry and then hardshelled with several coats of latex paint in a base color. The layout's benchwork was designed to come apart in manageable sections should a move ever be necessary. The foam based terrain makes this much easier and lighter if that time should ever come.

Train control on the Recluse Ridge is DCC using MRC Prodigy

Advance Squared with 3 tethered controllers. The layout is divided into two power zones. Reverse loops are controlled by two MRC Reverse Loop Modules. Turnout controls are 100% manual using radio control airplane control cables and are all power routing. Some are Bluepoint and the rest are home made from Single pole wall switches. I do love the simplicity of the MRC Prodigy series of DCC. Visitors to the layout can easily catch on to running trains within minutes.

Future plans for the layout are the completion of critical areas of scenery including the scrap yard, the town of Sheltered Falls, the actual waterfalls and the resort hotel which will overlook the falls. Some areas also still need fascia boards. There is only room for 3 to 4 operators at a time but small intimate run sessions are something I would like to explore at some point in time.

Building and running the Recluse Ridge has been a lot of work and a lot of fun. Many lessons have been learned, both what to do and sometimes what not to do. If it has taught me anything it is that you gotta savor your great moments and accomplishments and you gotta roll with the changes.

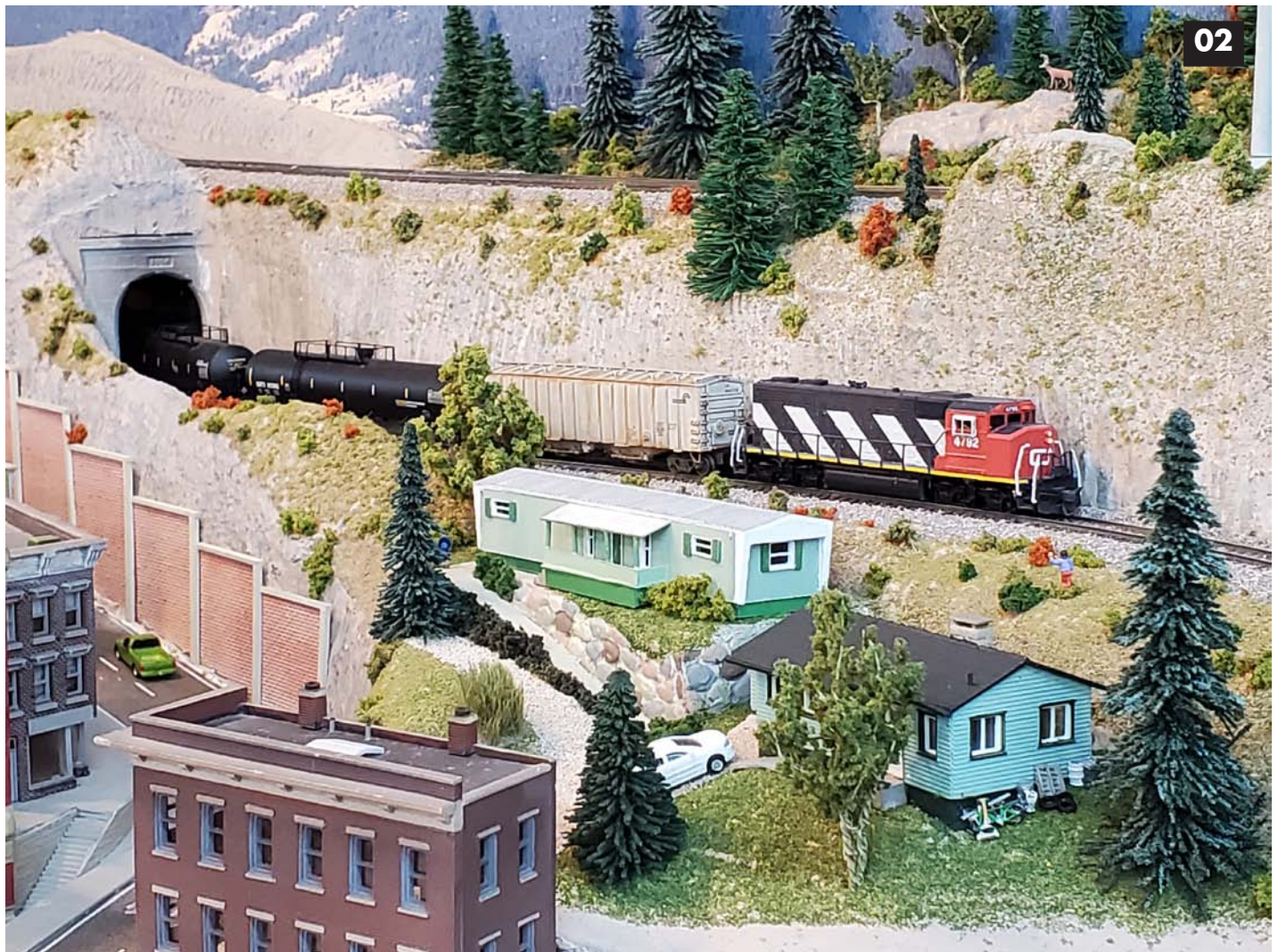


Image 02. Timage 02. This southbound CN LP Gas local emerges from a tunnel and is about to cross the Recluse River bridge. The train has passed through the town of Recluse Ridge via street running track and has climbed up and around, and now passes above the town. Ahead, is a horseshoe curve and the ascent up to Crestview where it makes a drop off.



Image 03.and 04. A northbound Canadian National mixed freight led by a Dash 8-40CM passes Panorama Park Campgrounds as the crew set the dynamics for the long winding descent down to the Sheltered River. Panorama Park is a great campground with a breathtaking view of the mountains. It's also an excellent spot to railfan the CN Main.





Image 01 and 05. Cooling fans are screaming as this southbound CN loaded grain train led by an SD70I crosses the Dry Gap trestle and starts down the mountain in full dynamics. Sometimes at night on some of the heavier trains you can see the dynamic brake grids glowing orange as the locomotives make their way down this long 3% grade.



Image 06 and 07. The Canadian Pacific also has operating rights on the Recluse Ridge. Here we have a northbound CP mixed freight led by an SD60M. The consist in full notch 8 as it crawls across the Dry Gap trestle, and up the last half kilometer of 3% grade. The track then levels at Crestview, the highest point on the route. There is also a helper pushing at the rear of the train. It will cut off at the Crestview siding and return to Recluse Ridge ready track. The folks who live at the trailer park at the north end of Dry Gap Trestle have got to be rail fans, there are chairs and a fire pit set up and even a porta-potty on site so as to not miss any the action there.





Image 08. A West Coast Express commuter train from Vancouver makes its stop at Crestview Station. Meanwhile, a Recluse Ridge Railroad log train complete with a caboose takes advantage of clear track and rattles past on its way south. The Crestview Passenger Station is looking forward to serving as a stop for Via Rail. The CEO of the Recluse Ridge Railroad has two VIA Rail F40PHI's and a ten car *Canadian* set on pre-order with Rapido Trains. Can't wait!



Image 09. Again we see our southbound log train, led by Recluse Ridge Railroad's lone MLW C424. It has reached its destination, the riverfront and interchange yard. A Recluse Ridge Alco S-4 assembles empty log racks for the return trip. The MLW C424 was purchased not from a Canadian railroad but from Nacionales de Mexico (N de M) back in 1998. The S-4 came from a defunct steel mill in Chicago. Both locos were extensively re-built by the Recluse Ridge Railroad's shops and serve the railroad faithfully along with several other MLW/Alcos and a lone EMD SD-24. ▶

Digitrax. New Throttles!

The UT6 is infrared (wireless line of sight) with the UR90/91 or UR92 receivers. It can operate tethered with a LocoNet cable or with batteries. The UT6D is Duplex Radio wireless as well as infrared wireless and uses the UR92/93 interface with the system.

Both throttles:

Are compact and can be operated with one hand.

Have dedicated control knobs for fine speed control. This is something some of us have trouble with when operating with smart phone throttles.

Are powered by common AA or BP600MH batteries.

Have a simple on/off switch.

Have a simple toggle switch for forward/ reverse with braking.

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Settings can be easily monitored on the color 1.5" LCD screen.



the same time as petroleum powered internal combustion engines... but got a big lead over the automobile industry. Urban horse and cable powered street systems were electrified with elec-

Kato USA. Should be in stores now: The EMD **SD70ADe** UP #1111 "Powered by Our People" with a mural on the locomotive's side.

2021 Early Summer should see **Kato's flex track** and accessories. These have been available for a long time in Japan. The flex track is 808mm (31.8") long and has the same size rail and alloy as Kato's Unitrack. Kato will also offers cork roadbed, mounting nails, terminal rail joiners with wire leads, and regular and insulated rail joiners. The flex track does not have Unitrack's roadbed but with these accessories, the flex track will line up with UniTrack.

2021 JUL should see the **GE ES44AC** in BNSF "Swoosh" in #5749 and #5977; and Union Pacific #5377 and #5488.

2021 JUL should also see a new version of the **Pocketline Steeple Cab** electric locomotive. I have older versions of this engine. They aren't the scale models that almost all Kato products are and I believe the Pocketline exists partially to appeal to beginners in both price and 'cuteness'. This new version will have a new coreless motor (DC only), Kato's knuckle couplers, and also an adjustable (dummy) metal pantograph. To do correct 2 axle trucks, etc. for accurate GE steeple cab or Westinghouse box cabs would cost at least twice the estimated \$45 MSRP. Maybe 4x. Paint the chassis black. The US Interurban industry is fascinating. Practical electric motors hit the market at about

electric street cars. The little steamers on elevated railways were replaced with electrics, though these also made subways practical. In 1892 the first US Interurban was built between Oregon City and Portland. Interurbans became more than streetcars, and also relevant here: They started freight service. This greatly varied from small express sections in an electrified coach to specialized interurban boxcars to normal ARA/AAR boxcars. The Iowa Traction's Baldwin's pulled strings of jumbo tank cars. Hopefully this locomotive is the bridge to interurban modeling. This locomotive, a few 36' and 40' freight cars, and a wood caboose and put up some dummy poles along even 6" radius track. A 24" x 48" layout can

2021 SEP should see the **GS-4** in the post-war black scheme.

Walthers. 2021 FEB should see **two all-new kits.** Lancaster Farmhouse Kit is a two story with porch residence. Meadowhead Barn & Silo is a traditional barn with a tall skinny ~48' tall silo.

ScaleTrains. 2020 Summer should see a new **Greenbrier-Gunderson Multi-Max™ Autorack.**

Their website just announced the purchase of **MTH's H0 and S tooling.** Could some of this tooling migrate to N? Stay tuned.

Thanks for supporting those who support NSR! ♣

TRAVEL GUIDE N EVENTS

2021 MAY 15-16 OH Hilliard/ Columbus area.
12th Annual Ohio N-scale Weekend at the
Franklin County Fairgrounds, 4100 Columbia St.,
Hilliard, OH <http://www.centralohiontrak.org/>

Expected:

2022 JUN ??-?? TN Nashville.
28th Annual National N Scale Convention

2021 JUN 22/23-27 NV Sparks/ Reno area.
Postponed to 2023.

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

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OBSERVATIONS

Thoughts by Kirk Reddie

Modeling Industries

Humans seem to be our planet's dominate master of useless as well as useful information. I say it can be helpful if everyone is interested in a bit more than what it takes to eat, sleep, and be employable. I like amusing movies from which I can view others' lives. When Steve Martin's "Roxanne" came out I asked a pal who was a fire captain how accurate it was. He said they got a lot of it right and knew other fire fighters were in the audience who would start laughing before everyone else caught the jokes.

Decades ago I asked my dad's uncle about working in the woods. It sounded interesting but also terrifying. A chain pulling a log would snap and everyone would dive to the ground as anyone it hit would be dead or crippled. That is all I needed to know. At about the same time I noticed a lot of model railroaders seemed rather obsessed with the logging industry. I asked a pal who was a logger how accurate their modeling was. All he would say is the amount of detailed equipment was impressive... but wouldn't say anything about the overall scenes. Which I took to mean that he saw absurd things.

I have been guilty of building bridges I knew were absurd. My motivation was to get (hopefully accurate) model trains across a ravine rather than do real engineering. The benefits of specialization and the industrial age means fewer of us work in the basic industries. Model railroads can help us amateurs appreciate these industries. I have enjoyed Russ' article last issue on the brick industry and Sandy's article concrete on page 06. I hope we can share more articles like these among with the layout visits and rolling stock, structures, and the other various construction articles we love to share.

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SEE YOU NEXT ISSUE!

More good stuff! More material from NSR's arsenal of Joyful Material. More! ▶