

#134 JULY 2021

NSCALE RAILROADING

THE BEST OF 1:160 SINCE 2000

Mike Pagano

• Modeling Bucyrus Erie Cranes

Steve Stark

• 2021 Update: The Esquimalt and Nanaimo Railway

N SCALE RAILROADING WELCOME!

Cover: Esquimalt and Nanaimo Railway Train # 1 The Malahat heads northbound into the only tunnel on the E & N. The modelled tunnel area, together with a short section of hand laid code 55 track, has been a part of each of my E & N layouts since 1979. See page 30.

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Welcome to *N Scale Railroading* #134, the July, 2021 issue.

Page 04. **New Products.**

Page 08. Large cranes are common around various industrial areas. Here **Mike Pagano** shares how he built three versions of Bucyrus Erie cranes. No matter where these are placed on a layout: They are foreground models.

Part 4 of the Z-21 DCC article is scheduled for #135 the September 2021 issue.

Page 30. **Steve Stark** has been working with N scale for quite awhile and it's an honor to share the latest Esquimalt and Nanaimo Railway scenes. With the current format we can share large photos of many completed scenes and maybe you can see things that are hard to see during a visit. It is great to see so many Baldwin locomotives working in scenery. I'm always looking to publish layouts like this as since NSR started I always believed layout visits are most readers favorite features.

Page 55. **NCalendar and Observations.** Who and what layouts have influenced you? **D**

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The Union Pacific Excursion Train from Kato USA includes 7 unique cars, each one a prototype from the Union Pacific's fleet of heritage cars. Highlites from the set include the Business Car, "Kenefick" (pictured below), the specially painted Museum car (pictured above), and the unique power car which is used to power the train's onboard amenities and has different trucks on both the front and rear.

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N SCALE RAILROADING NEW PRODUCTS



Southern Pacific 905087 with four trash containers is Atlas 50 005 428. The 85' flatcar is metal and seems to track very well.



Great Northern 1214 is RailSmith RS-501833. The coach is in GN Sky Blue. [Visit https://lowellsmith.net/railsmith/](https://lowellsmith.net/railsmith/)



Rock Island Mistletoe is RailSmith RS-501833. The Pulman-Standard corrugated coaches fit in with their Budd fluted cars.



Southern Pacific 2430 is RS-501837B. This coach is the first RailSmith's line of SP's streamlined Cascade. The 10-6s are next.

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N SCALE RAILROADING NEW PRODUCTS



The new Kato "Pocket Line" Steeple Cab electric locomotive 10-504-US in Traction Orange will be out in July. This new version with Kato's DC-only coreless motor actually runs like a Kato! Other improvements are knuckle couplers and a non-live but working pantograph. The "Pocket Line" is an inexpensive starter engine. It is also a locomotive that can easily operate on Kato's compact track like the CV-1 on the right. This locomotive is the closest we have to a ready to run interurban type freight motor. I found that it reliably pulled three 40' Micro-Trains boxcars.

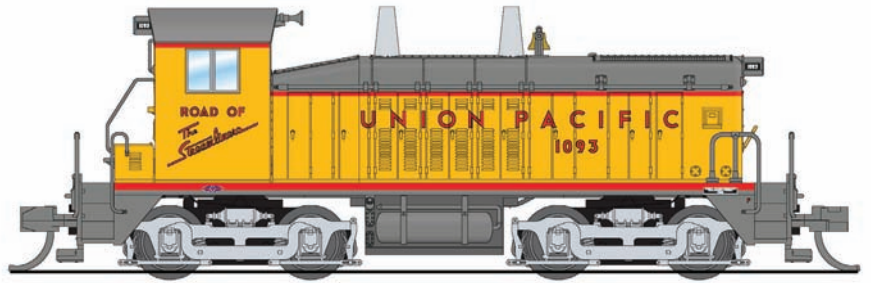


The CV-1 with 6" radius curves assembled. The improved steeple cab can pull 3 MTL 40' boxcars through the steep curves.



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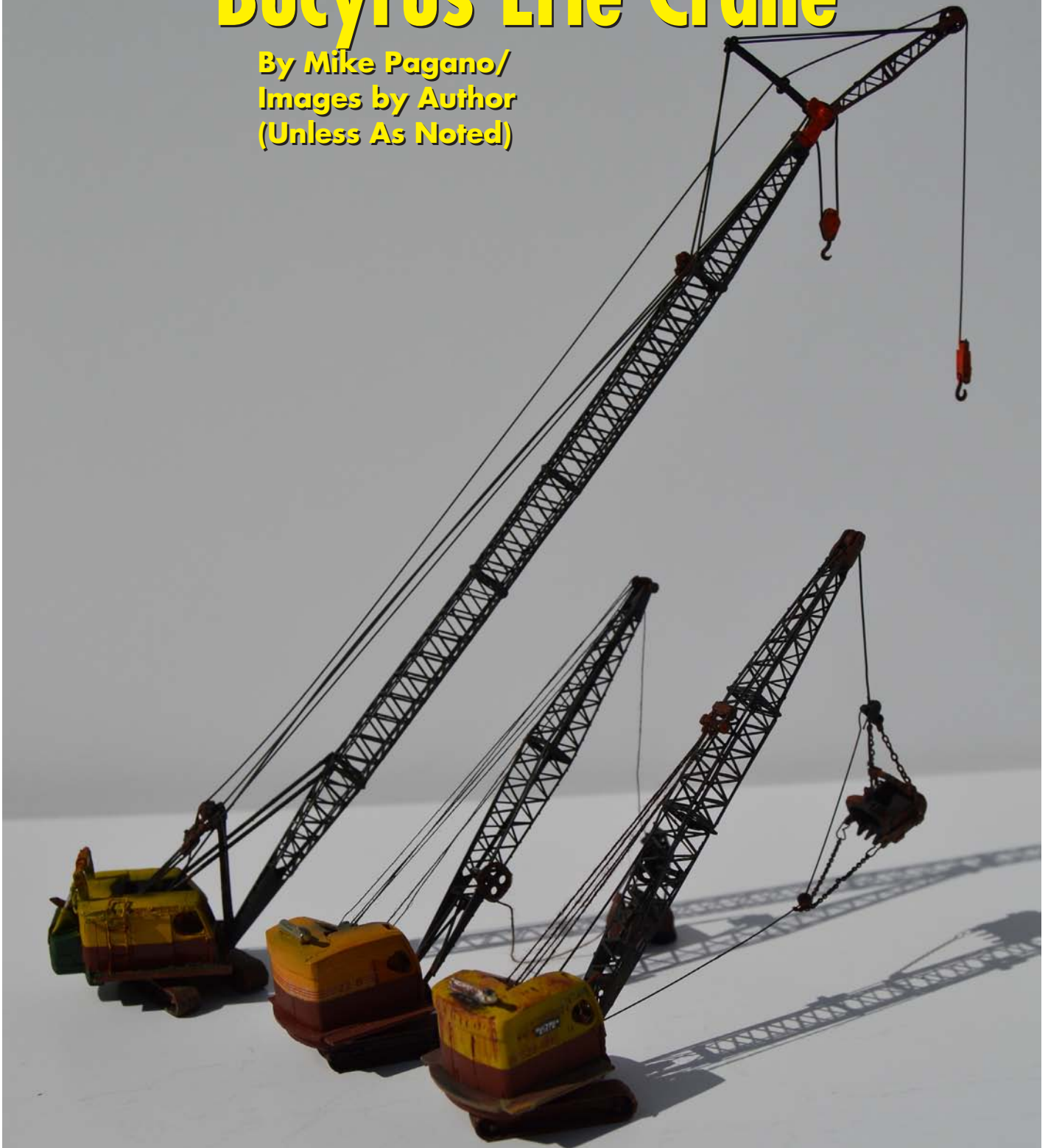
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Build an N Scale

Bucyrus Erie Crane

By Mike Pagano/
Images by Author
(Unless As Noted)



Crane modeling is not a common project seen in N scale. Building a crane from a 1:160 kit can be a little challenging and kitbashing a model to a specific prototype can be even more intimidating. In this article, I'll share some of my success and

tips in building a couple of popular Bucyrus Erie models. These cranes started operating in America's history during the 1950s that lasted well into the present day. Any of these models can make your on-line or off-line industry stand out with the help of a heavy lift being close by.

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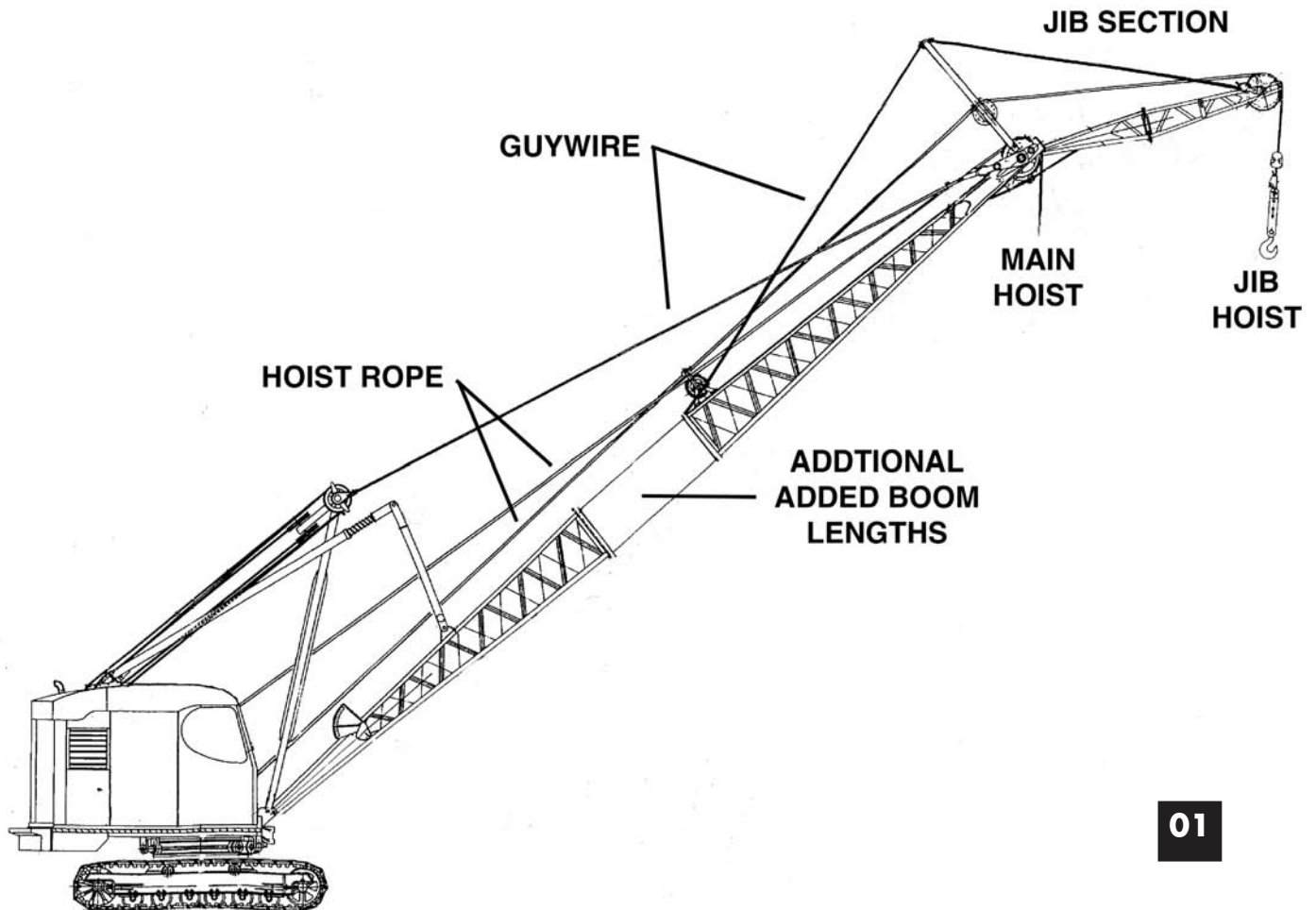
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Bucyrus Erie 22B Crane

Bucyrus Erie cranes are very diverse and come in different capacity sizes. I started my crane endeavor with a Ruston Bucyrus 22-RB kit made by Langley Models. This model is more known in North America as a Bucyrus Erie 22B and is rated as a 35 ton crane. The Ruston Bucyrus Company was located in England and was a subsidiary of the Bucyrus family, located in Bucyrus, Ohio. The Langley kit is made in England and is sold as the popular Europe/North America prototype model that incorporates white metal casted parts with brass etched boom sections in replicating a custom length. The cab, body

and crawler tracks are all manufactured as separate cast parts and may be attached either with epoxy or a cyanoacrylate adhesive (ACC Glue). The boom frets are etched brass parts that can be built up to 70 scale feet in one kit. I soldered each section together by using a low temperature-soldering pen. The brass etchings from the Langley lattice kit included the option of adding a jib to the end of the boom. A jib is a projecting arm located at the tip of a crane's boom that adds additional reach in an angular horizontal direction. (See image 01) This attachment is mostly seen at construction sites due to the versatility of the reach. The 22B model includes a dragline bucket or clamshell bucket as well as the swing of a demolition ball.



Bucyrus Erie 30B Super Series Crane

If you're looking for heavier lifting crane, the Bucyrus Erie 30B crane is the next available model offered by GHQ. The kit is made with a pewter metal material but it is supplied with only one boom size of 45 feet. My research found that this prototype is mostly used with a boom of 50 feet or greater. I inquired to see if I could kitbash the GHQ kit with a longer boom by utilizing extra parts from a Langley 22B kits. The GHQ model has a fine detailed cab with brass-etched parts that compliment the cab body. I assembled my custom 100-foot boom with a 15-foot fly jib extension by utilizing extra parts from two Langley kits. I found that the Langley boom heel spacing is compatible with

the GHQ 30B model and visa versa. I also realized that the crawler tracks are interchangeable as the GHQ tracks are 11½ feet long while the Langley tracks are 13 feet long. I utilized the longer tracks for my 30B Super crane to make the model more aesthetic due to the longer boom and bigger cab body. My 30B Super 3 series model utilizes additional counterweights that are added to the back of the cab body. I repurposed the white metal counterweight parts from a Railway Express Burro Crane kit to stabilize the counter balance like the prototype does. Adding the fly jib to the boom is optional and brings a little more complexity to the guywire rigging of the crane. (See image 01) Next, I'll discuss the option of using different diameter brass rods as guywires.

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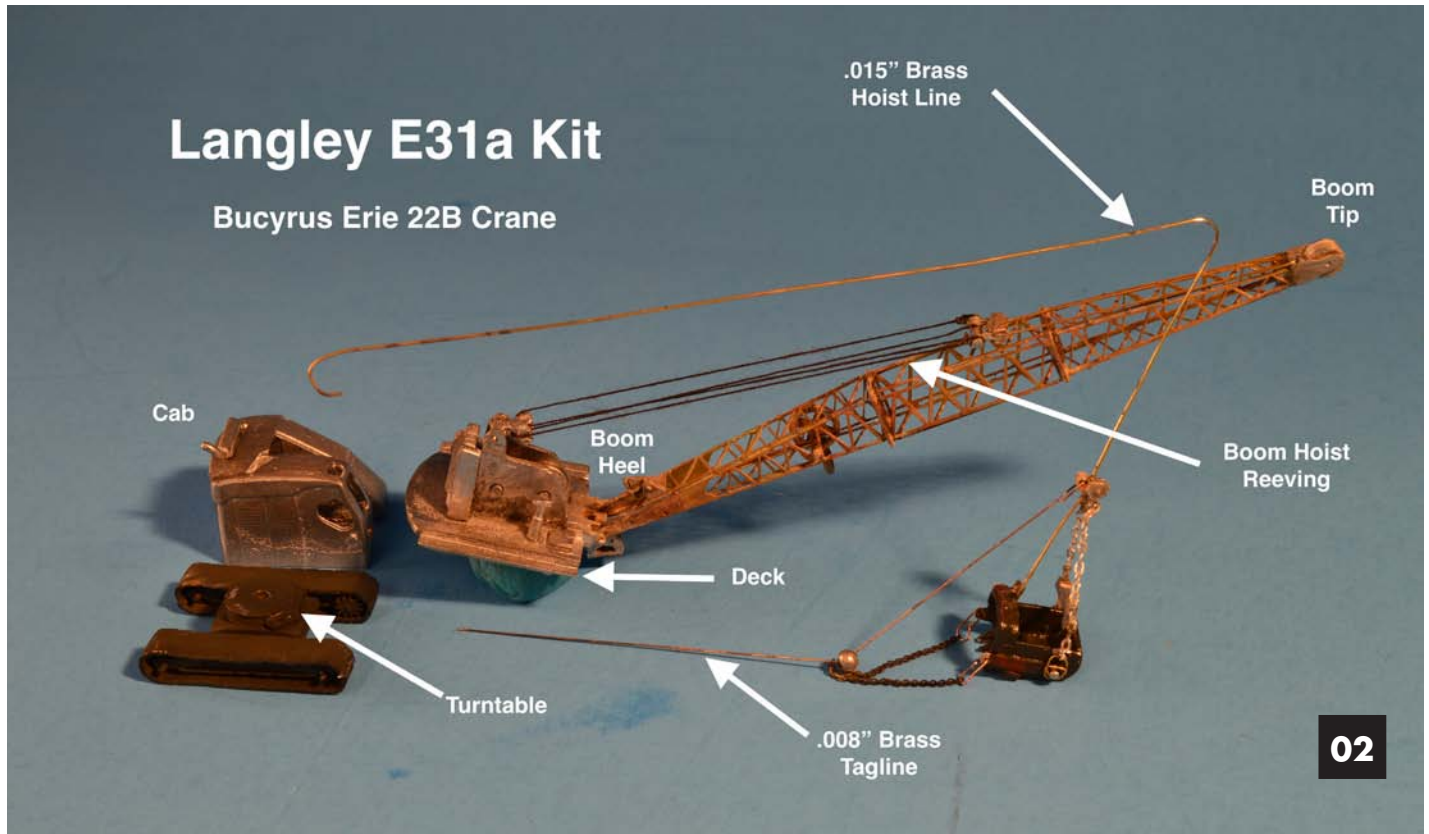
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Langley E31a Kit

Bucyrus Erie 22B Crane



02. This Langley Bucyrus Erie 22B Dragline kit is made in England and made of a lead alloy and a etched brass boom parts to build for a specific length of boom.

Guywire Options

The Langley and GHQ kits are supplied with black thread for the guywires and the hoist rope. Using thread is a common way to model guywires but it will only look good when the line is under tension and does not reveal any memory. This can be difficult when deciding to build a longer boom with a jib. Each kit is supplied with instructions to install the suggested rigging pattern when attaching a specific bucket to the crane or the fly jib. The clamshell bucket uses a tagline to a sheave located on the side of the boom while a dragline bucket utilizes a tagline running to a winch below the boom. I first experimented on the 22B by using .015" brass rod on the upper part of the guywire section and the black thread as the lower guywire to the boom

Model Preparation and Painting

Preparing a brass and white metal model takes a little extra effort in order to get great results when applying paint. Paint normally does not adhere well to brass with smooth surfaces unless the areas are etched or as more described as pickled. This etching process pits the surface on a microscopic level, which gives the paint peaks and valleys to bond into. Brass can be easily etched with an acid solution, like vinegar. This is a common practice for painting custom brass equipment seen applied in larger scales. Another option that I have had success with is treating brass with a blackening chemical. Brass can be blackened with a water base chemical by oxidizing the surface. Oxidizing the surface is another way to have the primer adhere to a metal surface. I first start out by washing the model with a toothbrush and dishwasher detergent after all the main parts are disassembled. This will remove any oil from handling the model during the construction process. Once the model is dry, I applied a blackening chemical called Blacken-It with a flat brush

pendants. I also experimented with the hoist rope using .015" rod from the drum roll to the top boom sheave and down to the drag bucket. This loop-to-loop rigging acts like a spring that makes the dragline bucket assembly removable while keeping the line taught for a more realistic appearance. (Image 02) The taglines used on the crane attachments are made from .008" rod. The 30B crane is built with different diameters of brass wire to all of its guywires and hoist ropes (see image 01). The brass rod is soldered under tension to give the model a realistic look. This technique is recommended for boom designs over 60 feet.

and allowing it to dry. (See figure 3: This product can now be purchased through Jax Chemicals) I made sure all the areas on the crane had a dull tarnished black look after applying at least two flooding coats. After the model is totally dry, apply an even coat of gray primer with an airbrush and allow it to cure for 24 hours before applying the primary colors of yellow, oxide red, and black. After all these parts are painted and I later added some acrylic weathering effects. I added a pair of collapsing boom stops from that I have seen in prototype photos. Instead of painting the brass rods, I heavily blackened a piece of .033 round brass rods by submerging it in the solution for a couple of minutes. The boom stops are normally found below the boom guywires to the upper section of the boom heel. This detail can be installed on any type of lattice crane. Once your crane is assembled and painted with the attachment of your choice, you're ready to put your crane in service. I hope you found this article useful in helping to construct a future crane projects for your modeling scenes.



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Bucyrus Erie Crane Parts Listing

Manufacturer	Item	Part Number	Notes:
Langley Models	Ruston Bucyrus 22RB	E31a	Dragline/Demo/Clam Bucket
Langley Models	Ruston Bucyrus 22RB	E31b	Lattice Crane Fly Jib
GHQ Miniatures	Bucyrus Erie 30B	53011	Generic Boom
Railway Express	Burro Crane Kit	2041	Utilize Counterweights for 30B
Railway Express	Bantam Excavator	2065	22B Transit Crane Option
Detail Associates	.008" Brass Wire	2502	Taglines/ Aux. Lines
Detail Associates	.012" Brass Wire	2504	Jib Pendent Guywire
Detail Associates	.015" Brass wire	2505	Main Hoist Line
Detail Associates	.019" Brass Wire	2506	Boom Hoist Reeving
Detail Associates	.033" Brass Wire	2509	Boom Stops
True Color Paint	Primer	TCP-007	
True Color Paint	Grimy Black	TCP-009	
True Color Paint	Black	TCP-010	
True Color Paint	Aluminum	TCP-013	
True Color Paint	D & H Yellow	TCP-028	Bucyrus Erie Yellow
True Color Paint	Rich Oxide Brown	TPC-082	Bucyrus Erie Maroon

Web Sites to visit:

www.langley-models.co.uk

www.ghqmodels.com

www.jaxchemical.com

www.trucolorpaint.com

03



03. Jax blacking darkener for copper, brass, and bronze (PM9004) is now available through on-line retail stores. I recommend using this process on all brass booms, guy-wires and hoist ropes . Once treated with this chemical process, the paint will have a better bond to the metal.

New 8-Panel Hoppers in the works...



Limited quantities of these roads are still available for pre-order: B&O post-'74; SP post-'74; Chessie-C&O H-25A; Int'l Minerals; ACL; Lackawanna; C&O yellow ribs; Union RR; Peoria & Eastern-NYC; NYC black; TOC-NYC; Louisville & Nashville.

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04. This Bucyrus Erie 22B crane was kitbashed from parts of a 30B kit. The 45' boom and smaller crawler tracks are kitbashed from the GHQ kit. Building a crane like this smaller Bucyrus Erie 22B model for rail car loading is attainable in N scale.

TANKS FULL OF DETAIL

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05

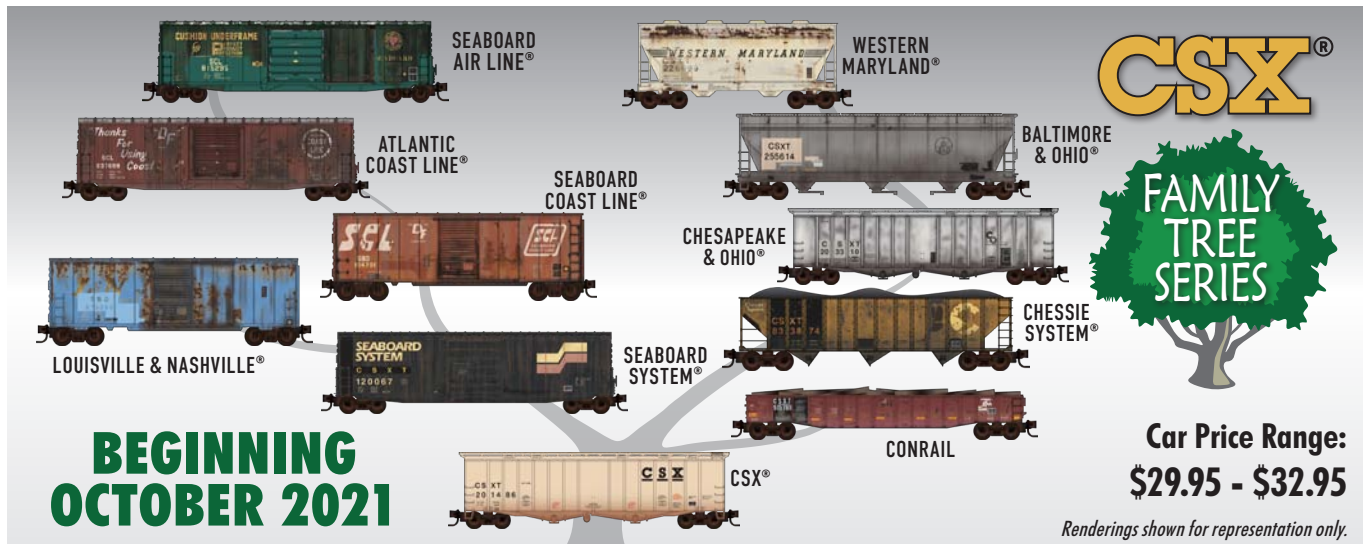


05. This Langley Bucyrus Erie 22B Dragline kit is made in England and is made of a lead alloy with etched brass boom parts that are supplied to build a specific boom length of choice.

06



06. This Bucyrus Erie 22B crane was kitbashed from parts of a 30B kit. The 45' boom and smaller crawler tracks are kitbashed from the GHQ kit. Building a crane like this smaller Bucyrus Erie 22B model for rail car loading is attainable in N scale.



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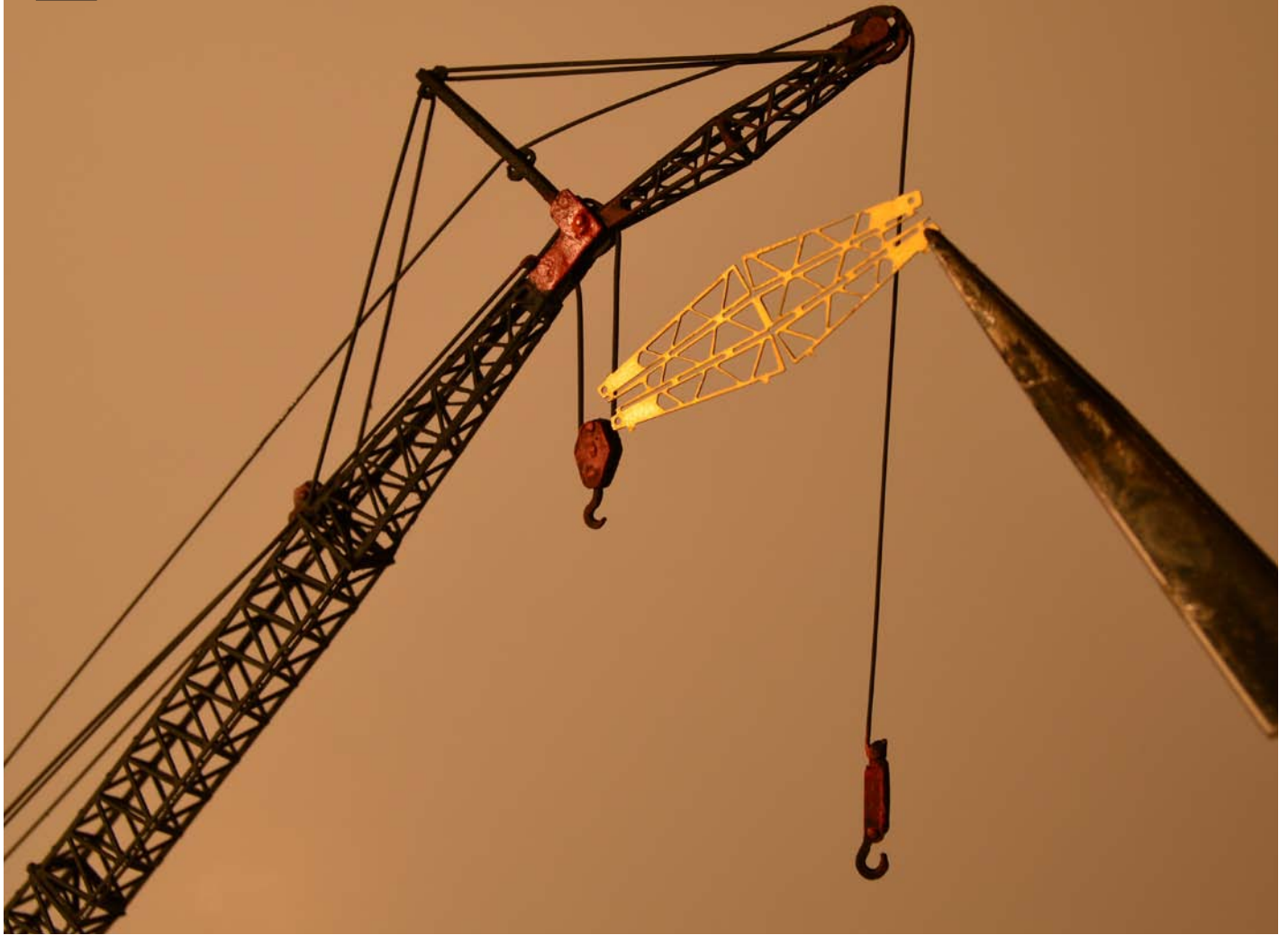


07. (Modeling Tip) I recommend applying beeswax to black thread when used as guywires. This coating removes unwanted memory in the thread as well as unrealistic thread strays.

08



08. This model was built with a GHQ 30B crane cab along with six separate brass boom sections connected together from Langley kits.



9. The Langley E31b kit is designed to use the etched brass jib that attaches to the boom tip of the 22B lattice crane.



Bucyrus Erie History Side Bar

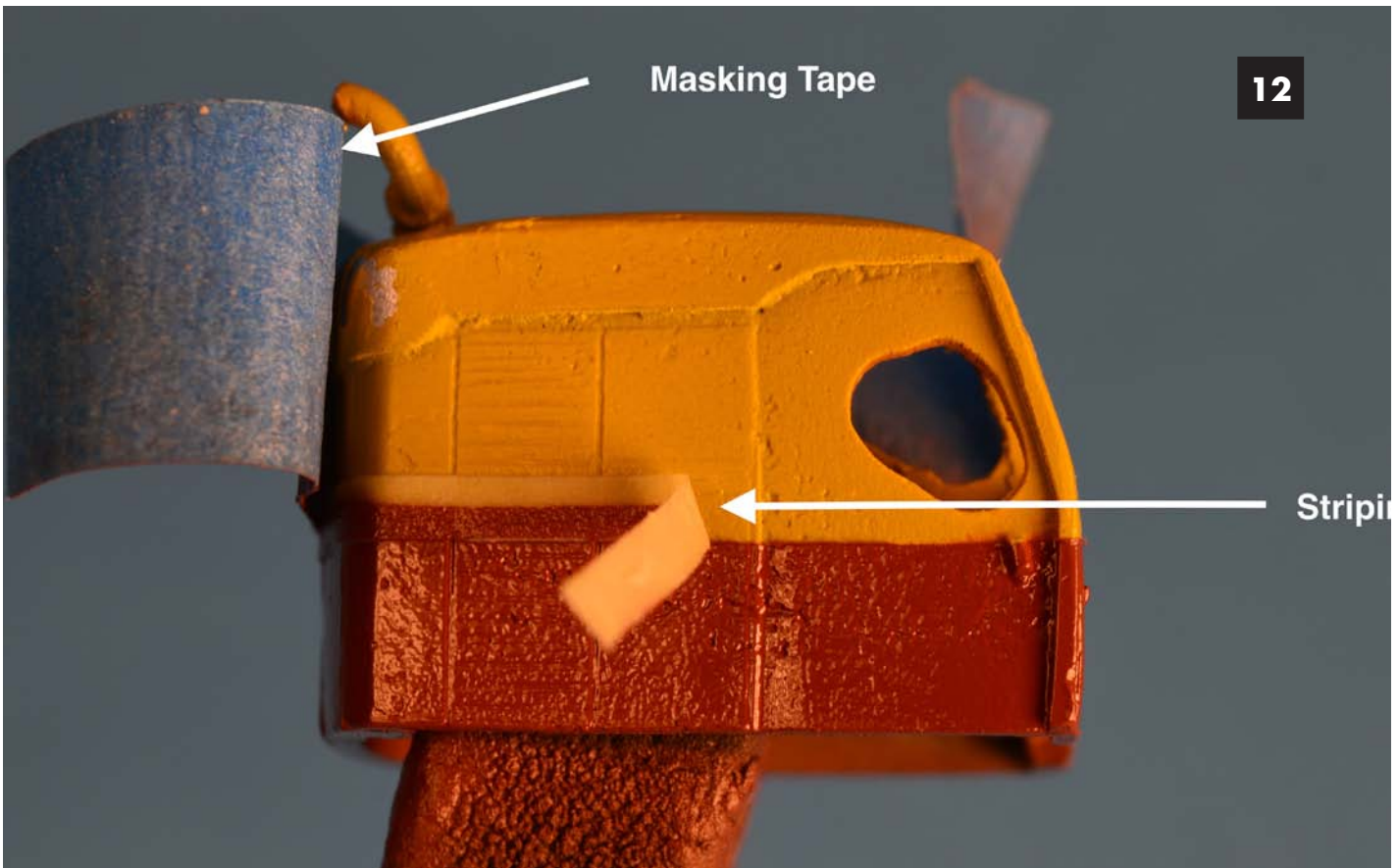
In 1880, the Bucyrus Foundry and Manufacturing Company started building earth moving and mining equipment in Bucyrus, Ohio. By 1927, this company merged with the Erie Steam Shovel and created the Bucyrus-Erie Company, which manufactured one of the world's largest draglines, called Big Muskie. Bucyrus Erie operated its manufacturing plant in Milwaukee, Wisconsin between 1927 and 1996. Today Bucyrus Erie is now owned and operated by Caterpillar due to the company's expansion in the mining industry. You can read more about the Bucyrus Erie plant starting in the April 2006 issue of **Railroad Model Craftsman**.



10. A blackening chemical brushed onto metal surfaces creates an oxidized surface all areas in order for the primer to stick to the model correctly.



11. Painting the model starts of with a coat of yellow paint to the cabs. Bucyrus Erie models all have the same two-tone paint scheme.



12. To get a clean crisp paint line, I first set the 1/8" striping tape along where each color meets and then used masking tape to continue to cover over the yellow on the cab.



13. This 22B Bucyrus Erie transit crane can be kitbashed using a Langley E31a kit and a #2065 Bantam Excavator Truck from Railway Express Miniatures. Transit cranes were commonly used at excavation sites before hydraulic excavators were available. The color paint scheme of this 22B crane was common throughout all of the Bucyrus-Erie 22b production runs.



15' Jib

100'
Boom

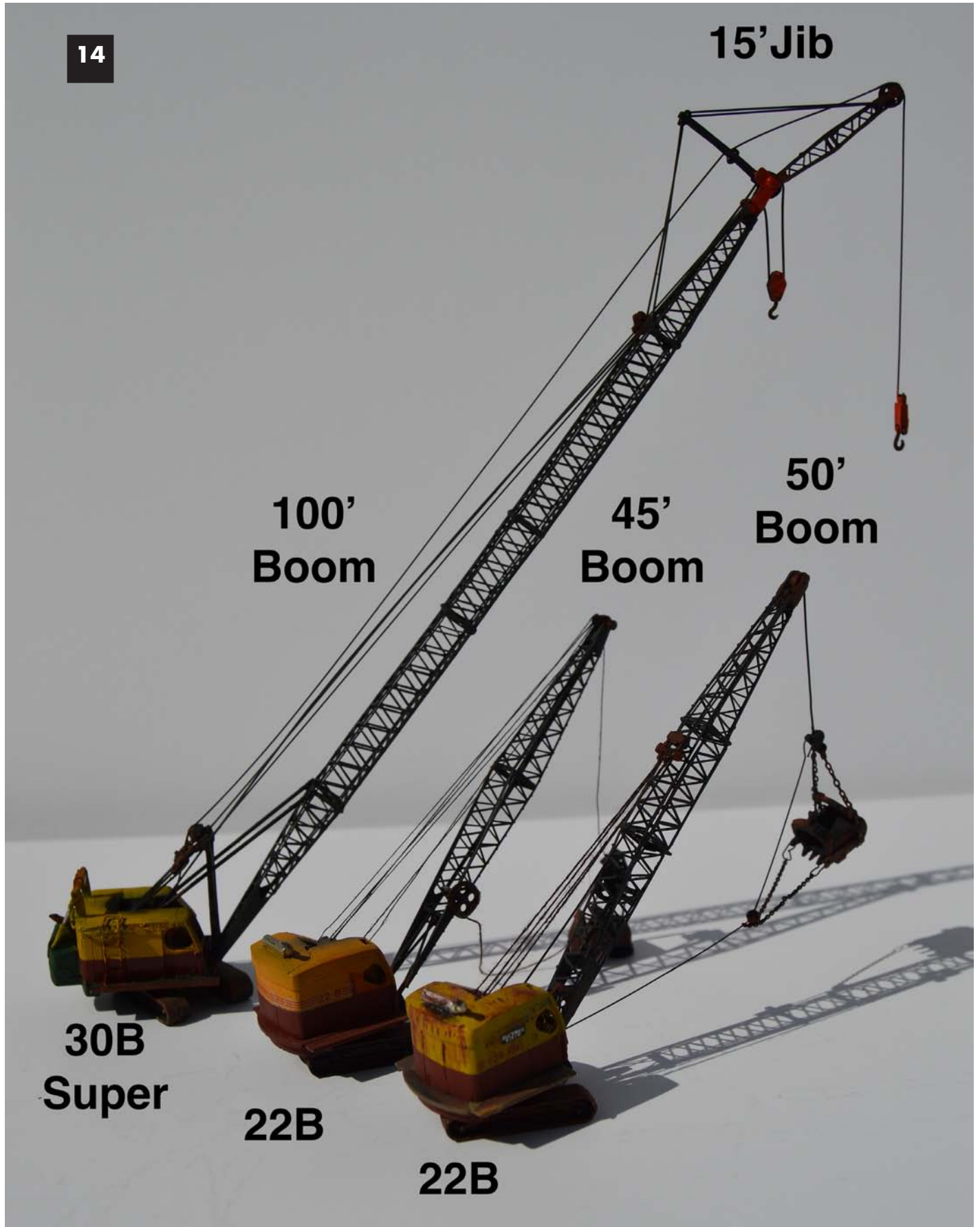
45'
Boom

50'
Boom

30B
Super

22B

22B



14. Three crane kits are used in this article to illustrate the kitbashing potential in building a custom crane for a specific application. The 30B and the 22B models are from different manufacturers but can share parts to make each crane specific for a certain purpose.



15. The author added extra counterweights and other attachments seen on larger construction cranes for heavy-duty service.



17

16. Boom angles are mostly seen at 45 degrees to achieve the maximum lift with the longest reach as seen in this photo when moving materials around that do not exceed lifting weight of the boom angle.



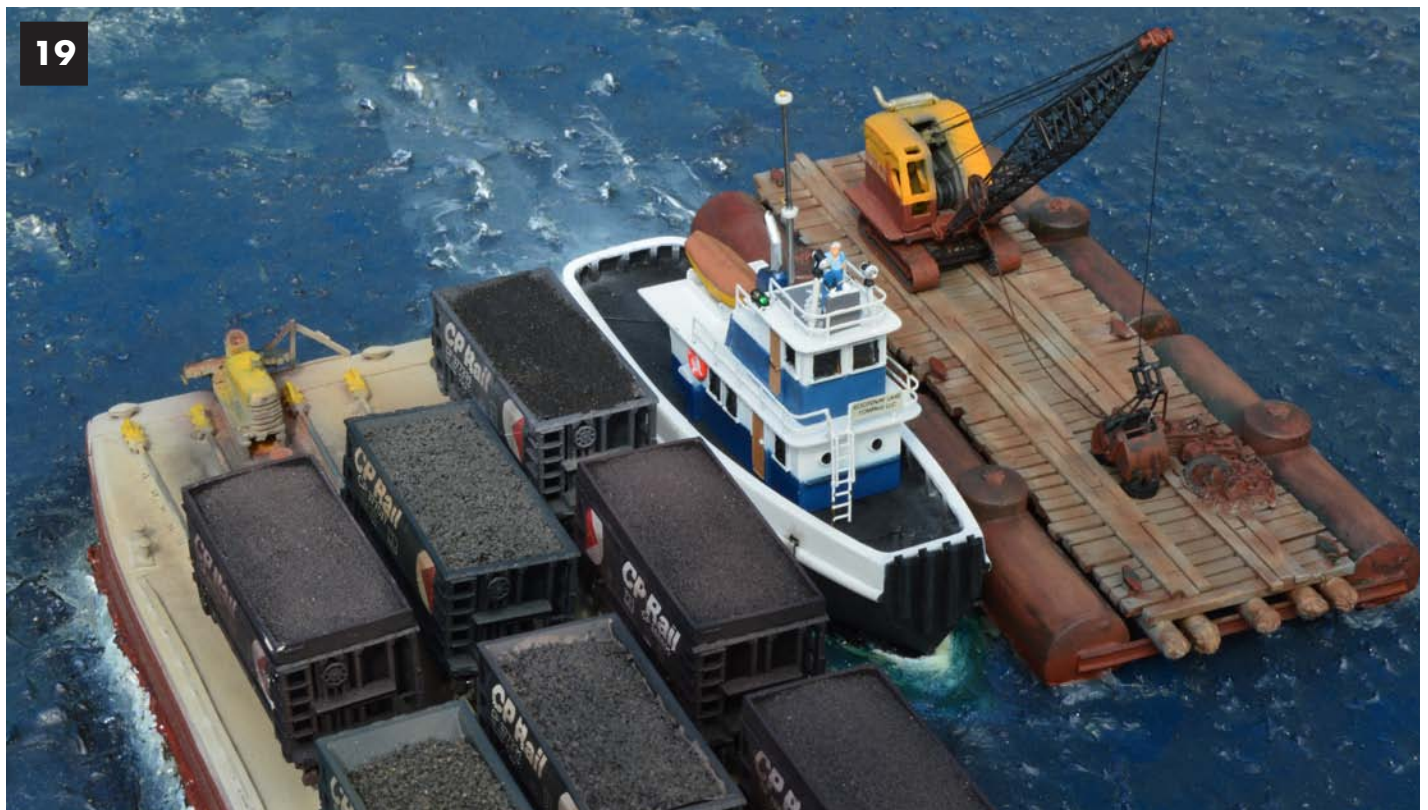
17. When a boom angle becomes more vertical, lifting capacity increases but reach is limited. This should be taken in consideration when modeling a specific scene.

18



18. The local quarry is finishing up a load of ballast in the hopper with a Bucyrus 22b crane. Adding a piece of equipment like a crane can make an action scene stand out.

19



19. The Malinda Jane doubles down towing a rail barge and crane barge along Kootenay Lake. I hope you found this article useful in helping to construct a future crane project for your modeling scenes ▶

The Esquimalt & Nanaimo Railway Nanoose Bay Division

A 2021 Update
by Steve Stark/ Images by Author/
Drawings by Author and David Scott



00

Image 00. An overall view of Victoria to View Royal (lower level) and Dunsmuir to Courtenay (upper level). Victoria's inner harbour and the Johnson St. Bridge at the bottom left still require additional work.

After reverting back to the 1969 E & N following my 1964 Wabash & Monon Madness (see N Scale Railroading Mar/Apr. 2019), it was time to resume expanding the upper level of my layout and continue track laying through Parksville and beyond to Port Alberni and Courtenay. Each city represents the end of track for their respective sub-divisions on the prototype (see map photo 1). Port Alberni was reached in 1912 while track gangs arrived in Courtenay in 1914. I thought it would take about two years to reach end of track on one sub-division on my layout with another two years to reach the other. The one benefit derived from Covid-19 is that less social interaction resulted in more time in the train room. The track is now complete and most of the upper level has some scenery. As I mentioned in my Wabash article, I expected to install the Parksville section of my old layout above Duncan. However, since the old Parksville was the same width as Duncan (25" (63 cm) width as Duncan), it would have interfered with the operation below as well as compromise viewing angles. I have generally been able to narrow the upper level to avoid those difficulties. As a bonus, after building a new Parksville, the entire layout now has all code 55 track, either Peco or Micro-

Engineering.

Upper Level Construction

One of the challenges with constructing the new Parksville is that, as a result of the helix, its orientation had to be rotated 180 degrees in order to maintain proper geographical direction. Also, buildings that abutted the backdrop would now have exposed interiors facing the aisle and could no longer be used. On the other hand it provided an opportunity to construct a portion of the Buckerfield's outlet against the backdrop which was not possible on the Vancouver layout due to aisle constraints. Parksville was once again constructed without selective compression following the prototype track arrangement. The only variance is that the turnout where Port Alberni subdivision joins the Victoria subdivision has a broader radius than the prototype.

Extending the tracks to Port Alberni was akin to building a new layout, as the Port Sub on the Vancouver layout ended at the backdrop within the Parksville yard limits. The extensive mill operations of MacMillan Bloedel in Port Alberni (lumber, shakes and shingles, and pulp and paper) provide significant traffic both in and outbound, utilizing primarily tank cars and box cars along with the occasional flat car and refrigerator car.



Image 01. Map of Southern half of Vancouver Island showing E & N routes. (David Scott)

From Parksville to Courtenay, I was able to replicate all the track that existed on the old layout except the north half of the wye and the short distance to the end of track in Courtenay. As well, there was sufficient space to add the BC Hydro Pole Spur and the interchange with Canadian Collieries (D) Ltd. Although the company's last interchange with the E & N was removed in 1960, Rule 1 allows me the pleasure of running 36' coal hoppers over the entire Victoria sub-division. However, the abundance of gas and propane spurs on the layout show that the days of king coal are numbered.

All lighting in the layout room, including under the upper level, is LED.

Continuous Running Option

The last design problem to overcome on my current layout was to provide a continuous running option for open houses or for those times when I want to run trains, particularly my collection of passenger trains. No such option is required during operating sessions as the Dayliners need not be turned.

My Vancouver layout had a reversing loop from Victoria to Lake Cowichan which was largely hidden. Together with the one on my son Jock's attached BN layout, when needed, I had continuous running on the old layout. This loop has been recreated on the present layout. The south leg of the Courtenay wye provides the right curve and orientation to bring track up to the central peninsula divider separating Courtenay from Port Alberni.

The question was how to bring the Port Alberni track up to

the divider while still retaining a semblance of the prototype track arrange for that city. Then I remembered a photograph which appears in Robert Turner's book, *Esquimalt & Nanaimo Railway, The C.P.R. Steam Years, 1905-1949*, shortly afterwards supplemented by a wonderful photo provided to me by friend Ken Rutherford (see photo 38), and another one by Mike Carter of the Port Alberni Port Authority, which solved the problem. The E & N had a spur which curved into the Alberni Inlet on the CPR Wharf, again with the right orientation, allowing me to take the track up to the centre peninsula divider. Although I had to employ Rule 1 again, since the wharf was removed in the late 1950s or early 1960s, my problem was solved.

A removable divider at the end of the central peninsula ensures there will not be improper train movements during operating sessions, but when the time is right, long passenger trains, maybe even a Wabash or Monon one, can roll through between the east and west coasts of Vancouver Island.

Lower Level Additions

In addition to the upper level, some improvements have been made on the lower level. In order to achieve the 16" (41 cm) track separation between the two levels, five complete turns were required for the helix comprising some 75' (23 m) of track. Operationally, that would prove a challenge unless a passing siding was added in the helix. Otherwise, there would be no opportunity for northbound trains of any length out of Victoria to meet a southbound train between Parksville and Duncan.



Image 02. Baldwin DS 4-4-1000 7073 leads a cut of cars through the unfinished Songhees industrial area. The British American Oil Co. merged into Gulf Oil on Jan. 1, 1969. Some BA signs would not be replaced for many months, although the large BA sign which had been a waterfront fixture for years was eventually torn down. BA's tank car fleet was sold to Canadian General Transportation (CGTX) in 1965, but a few tank cars would not get repainted for several years.

As well, there were two industries that I wished to incorporate that were geographically between Nanaimo, on the lower level, and Nanoose Bay on the upper level. One is Superior Propane, which is still serviced by the prototype today, and the other is John Gorosh Co., an automobile scrap dealer that my father used to say, as we drove by in the 1960's, "all those cars under one Gorosh." All three were incorporated into the helix (Wellington) in correct geographical order. The Songhees industrial area of Victoria has had more detail added, although the backdrop is not complete. The A. P. Slade building is mostly finished, Shawnigan Lake continues to evolve, and the Nanaimo River area has been completely redone to better reflect the prototype. For a more detailed view of the Victoria to Nanaimo River section of the layout and the original track plan, see *N Scale Railroading* Sept./Oct. 2014.

Staging

The E & N had three rail ferry connections in 1969. CPR operated several vessels between Vancouver and Wellcox yard. Island Tug & Barge operated a service to Milwaukee,

Northern Pacific and Union Pacific connections in Seattle, while CNR had a connection from the Vancouver area to Point Ellice in Esquimalt. While all three barge leads are installed on the layout, the actual CPR and IT&B barges have yet to be built. The CN connection will continue to be represented by the barge lead. These barges will be the Nanoose Division's staging yards.

The Future

Although the track and most of the scenery is complete, there is still a lot to do. There are some backdrops to paint, some bridges and docks to build, and buildings to install in Port Alberni. I am still using DC, with five crews employed during operating sessions, due to the number of older locomotives that I enjoy running on my own. My brother Dave and I have operated the layout with DCC as my wiring will accommodate both systems. If I run out of other things to do, I may convert over. Then again, I may just go straight to batteries.

N.B. Rule 1: This is my railroad.

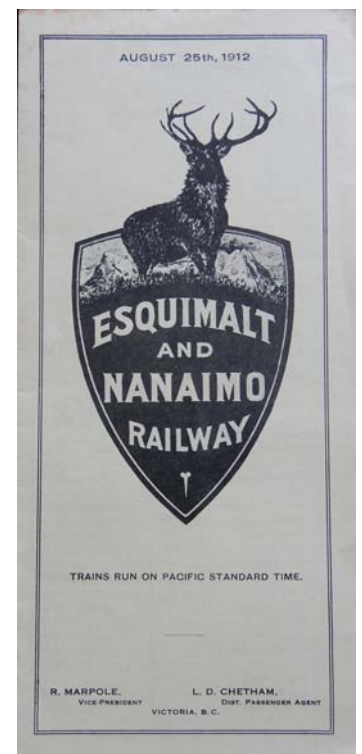




Image 03. CPR RDC-3 (Dayliner) 9023 is being readied for its daily trip to Courtenay as Train # 1. 9023 operated on the E & N from 1968-1971 as a single unit. Two RDCs were utilized after 1972. The turntable bridge and the fuel pump house were scratch built to match the prototype structures in Victoria.



Image 04 A. P. Slade, a produce and grocery wholesaler, received shipments by rail from all over Canada and the western US, which were then delivered to Greater Victoria stores by truck. The two PFE reefers, loaded with vegetables or fruit from California, arrived via Island Tug and Barge from Seattle, WA, while the CPR car brought milk from Cowichan Creamery in Duncan. The building still stands and now houses a Mercedes dealership.

05



Image 05. Baldwin DRS-4-4-1000s 8008 and 8012 lead Train 27 north over Heresward Road through a residential area of Esquimalt. The apartment building and the three houses in the foreground of the backdrop closely resemble the buildings which still stood adjacent to each other on Esquimalt Road, when I last visited the area a couple of years ago.

06



Image 06. CNR 1300 spots boxcar # 470004 carrying a load of fertilizer at Ellison Feeds (compare with photo 2 in my Wabash Article). Although I was aware of this industry while growing up in Victoria in the 1950's, I did not find out its name until 2006 while I was having lunch with an old friend, Bob Buckle, in a speeder on the Huanan Forestry Railway located near Xiahua in northeast China, about 100 miles from the Russian border. Bob's office was kitty corner from the industry.



Image 07. Six Mile House is receiving a truck load of Carling Beer, while CN SW1200s 1300 and 7035 bring a train back from Colwood. The Pub (Public House), visible from both E & N and CN tracks, is the oldest liquor establishment in British Columbia, first serving brew to thirsty Royal Navy sailors in the 1860's. It continues to serve the community today with tasty meals and a variety of refreshments.

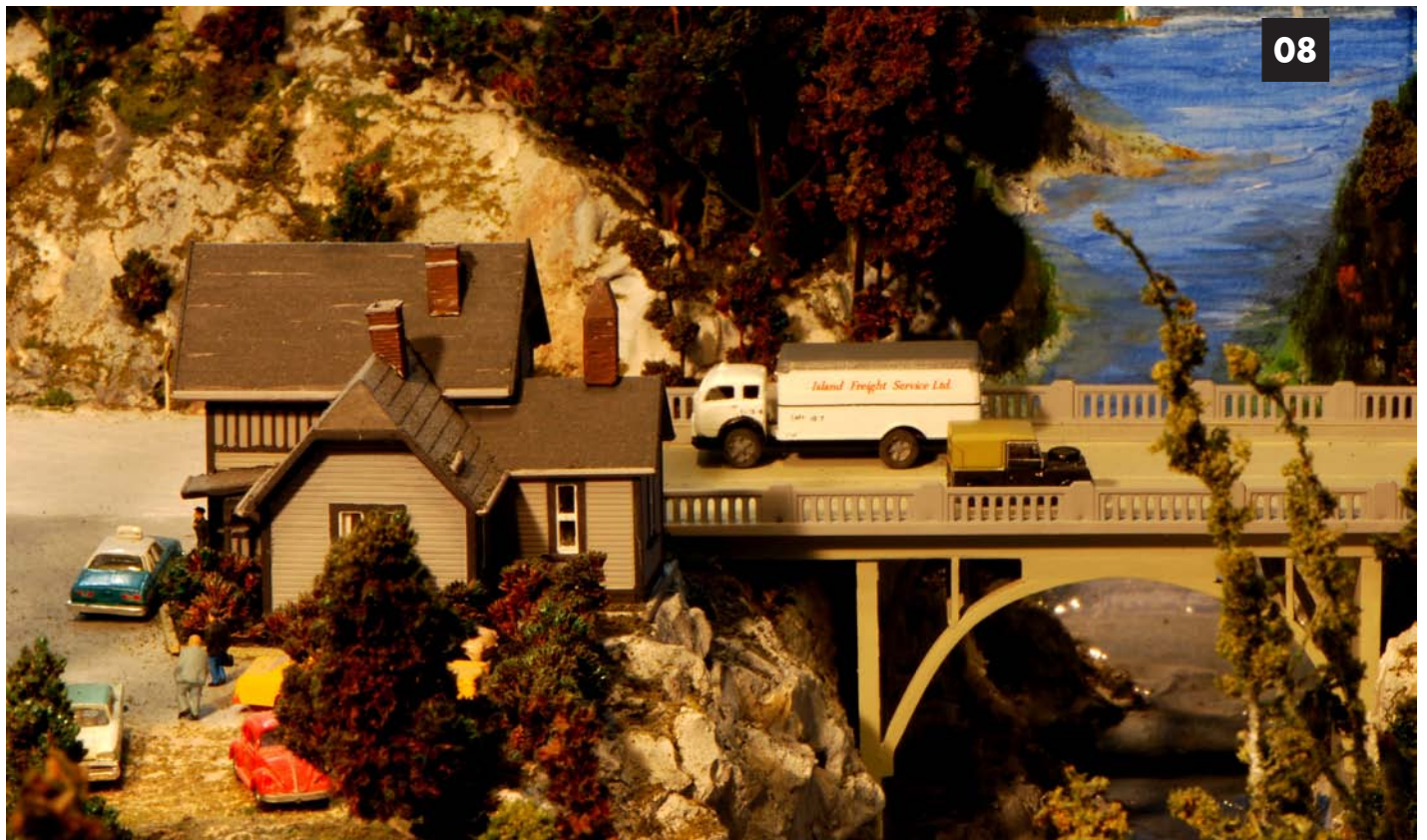


Image 08. This view of the Pub shows a Blue Bird cab waiting to take an overindulging patron home, while an Island Freight Service truck crosses Parson's Bridge. Island Freight owned a number of White vehicles which made deliveries up and down Vancouver Island. Esquimalt Harbour, which is painted on the backdrop above the bridge, is represented with a mirror image of Parson's inlet below the bridge.



09

Image 09. The CN tracks can be seen in the cut at Colwood, with the E & N tracks at Langford above. The Langford station, a flag stop, is just past Highway 1 on the right. It has a white flag placed on the platform requiring Train # 1 to stop. My passenger operators need to keep an eagle eye out for flags as they can appear at any flag stop listed in the timetable. The grade for the Malahat scenic area starts just beyond the station.



10

Image 10 This overview shows Langford to the Malahat on the left and Hayward to Duncan on the right before the upper level was added. The blue supports jutting out at right angles from the walls are 'L' shaped 3/4" plywood pieces screwed to the studs, which form part of the outside and peninsula walls. The upper level is attached to the 'L' supports, while the lower level is supported by a similar system. As a result, apart from the helix, there is only one leg needed for the entire layout. The supports are strong enough to hold up to 200lbs (90.72 kilos) each.



Image 11. Train 28 is heading downgrade on the Malahat south to Victoria. The head end is crossing Niagara Canyon, while the rear is crossing Arbutus Canyon. Kevin Knox built the Niagara Canyon trestle, the prototype of which was used by the CPR main line to cross the Fraser River at Cisco before being moved to Vancouver Island. Both trestles are reasonably accurate models of the prototype, although each has been shortened slightly, as has the distance between them to fit available space.



Image 12. Train # 1 'The Malahat' heads northbound into the only tunnel on the E & N. The modelled tunnel area, together with a short section of hand laid code 55 track, has been a part of each of my E & N layouts since 1979.

13

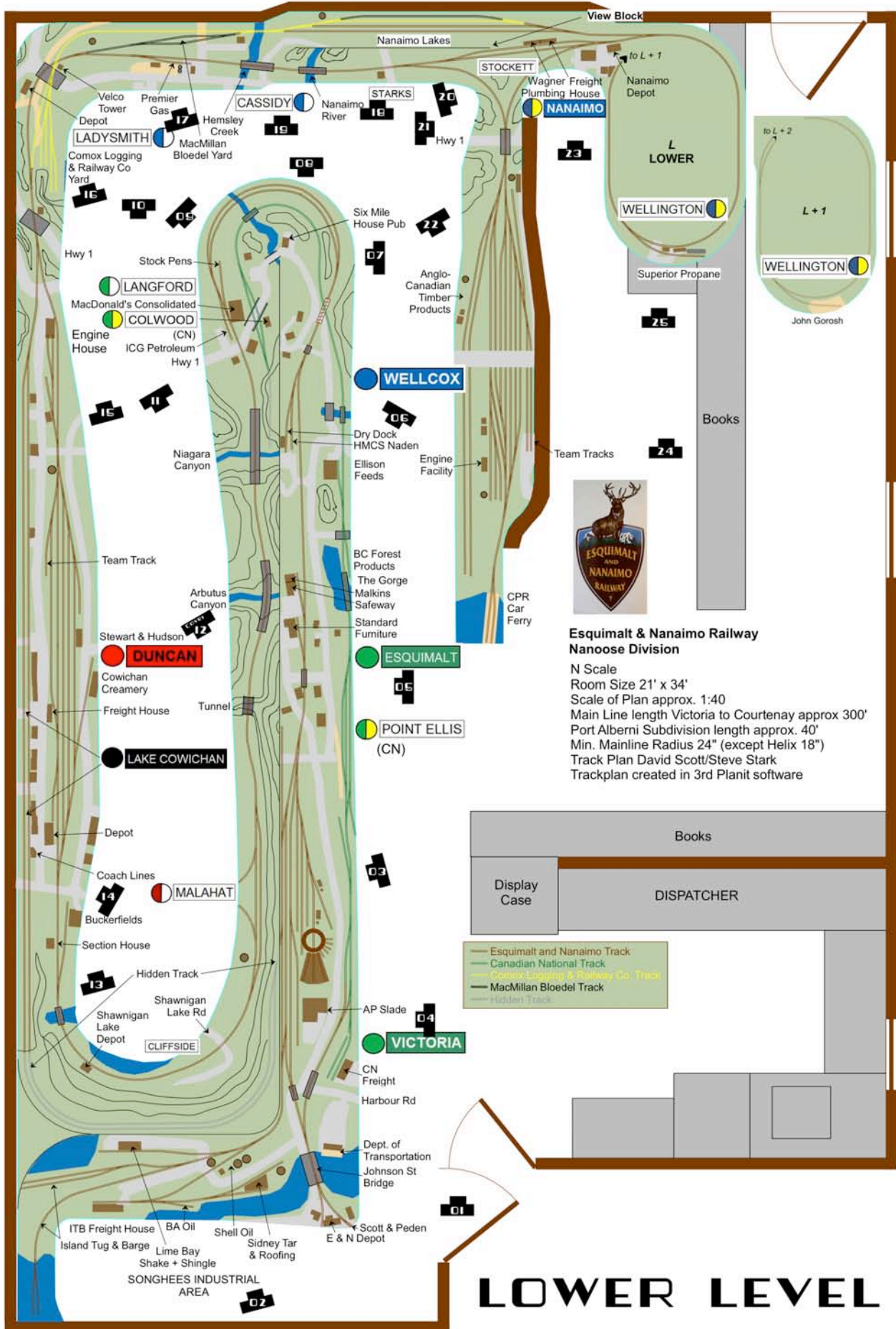


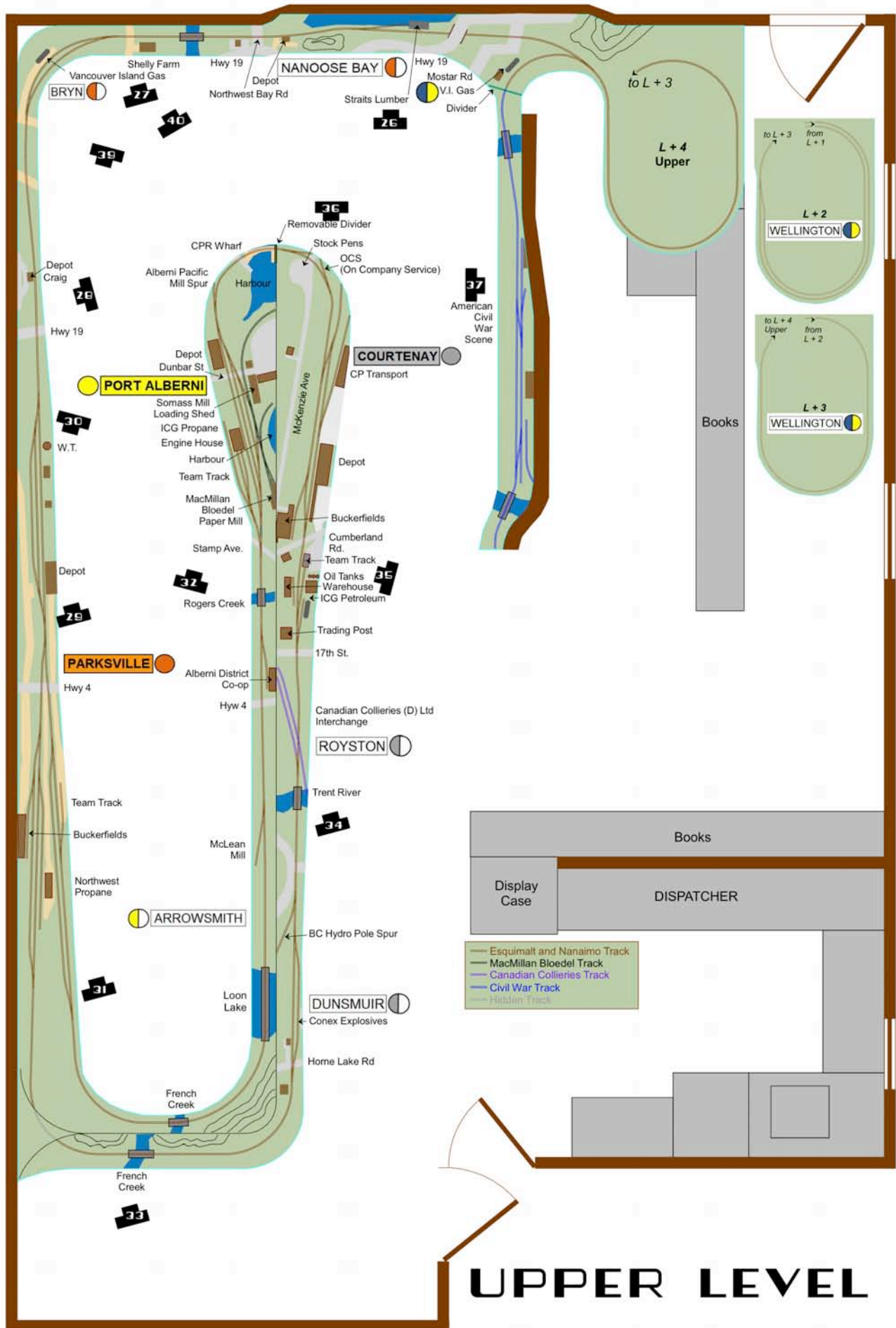
Image 13. E & N 8008 heads Train 52 southbound through Duncan. Mike Chandler scratchbuilt the CPR section house as well as kitbashing/scratch building my Baldwin fleet of 16 locomotives, all in return for my continued backdrop painting on his Western Midland H0 layout. The CPR purchased for the E & N 13 of the 16 DRS 4-4-1000s produced, as well as buying several DS-4-4-1000s, mostly for yard use.

14



Image 14. It is the summer of 1949 with CPR 2-8-0 3506 hauling Train 52 through Duncan. The neighbours chatting by the cenotaph seem oblivious to the fact that by the end of the year, all steam will have vanished, making the E & N the first CPR division to fully dieselize.





UPPER LEVEL



Image 15. CPR # 3506 is about to be moved into the Duncan engine house after a second run from Lake Cowichan on the 'Nitinat Logger'. Crews often lay over in Duncan before heading back to the lake for another load of logs in the morning. The brick boiler shop across Canada Ave. from the 2-8-0 was reworked from an old Revell built-up to closely resemble the prototype. Although the engine house is long gone, the shop survives today as a retail outlet.



Image 16. Train 28, southbound to Victoria, is passing by the Ladysmith station and Velco Tower as it crosses the Comox Logging and Railway Co.'s right of way on the lower level. The much narrower upper level at Bryn contains a siding which is primarily used for setting out cars for Vancouver Island Gas. Bryn is the closest point that the prototype comes to our home. The station wagon at the upper left of the photo is on Sanders Road, which leads to the Rocking Horse Pub, where my crews have lunch after an ops session.

17



Image 17. MacMillan Bloedel log trains arrive at Velco yard via trackage rights over Comox Logging & Railway Co.'s mainline from Nanaimo Lakes. While CL&RC logs go directly to a log dump in Ladysmith's harbour, the E & N picks up MacBlo's logs for onward delivery to its lumber mill. MacBlo's mainline steam operations survived until December 1969 using a variety of rod engines. The shay is lettered for Bloedel, Stewart & Welch, a MacBlo predecessor. CL&RC had dieselized a few years earlier with Baldwin VO-1000 # 7129, which retains its original US Navy colours and its 8 exhaust stacks. In the summer months, the log trains carried water cars as a fire prevention measure.

18



Image 18. An aerial view shows both sides of the Nanaimo Lakes divider. The divider is high enough so that main line crews are not distracted by the log trains, but low enough for them to see those trains when necessary.



Image 19. CPR 8009 and 8005 lead Train 52 southbound over the Nanaimo River. Visible behind the locomotive is the divider between the E & N main line and Nanaimo Lakes.



Image 20. Train 57 (Wellcox –Port Alberni) rounds the north leg of Stockett wye. The train consists mostly of empties bound for MacMillan Bloedel’s mills at Port Alberni, but also has loads of pulp and chemicals for newsprint, as well as propane and general merchandise. Train 58 will return with loads of lumber, shingles and paper, particularly newsprint, bound for customers in both the US and Canada.



Image 21. The tail end of Train 57 is crossing the Trans-Canada Highway (# 1) at the south end of Stockett wye. The scene copies that in a photo I have from the 1960s complete with a heavily weathered and restenciled PFE reefer 14146. Due to a temporary shortage of refrigerator cars on the CPR in 1969, the PFE car is being sent to Port Alberni to pick up a load of fish. CPR actually leased a number of 50' Fruit Growers Express reefers to relieve the shortage in that time period.



Image 22. With the departure of # 57, a fairly empty Wellcox yard awaits Train # 51 from Victoria. Patrick Lawson built an almost finished 'kit' of the highway bridge crossing the yard for me to install. The bridge still exists today. The Avery dots visible on some of the equipment are part of my car forwarding system. Every town has a coloured dot (see layout plans) and every industry has a letter. The system means ageing eyes don't have to read car numbers, even though every car on the layout has a separate number.

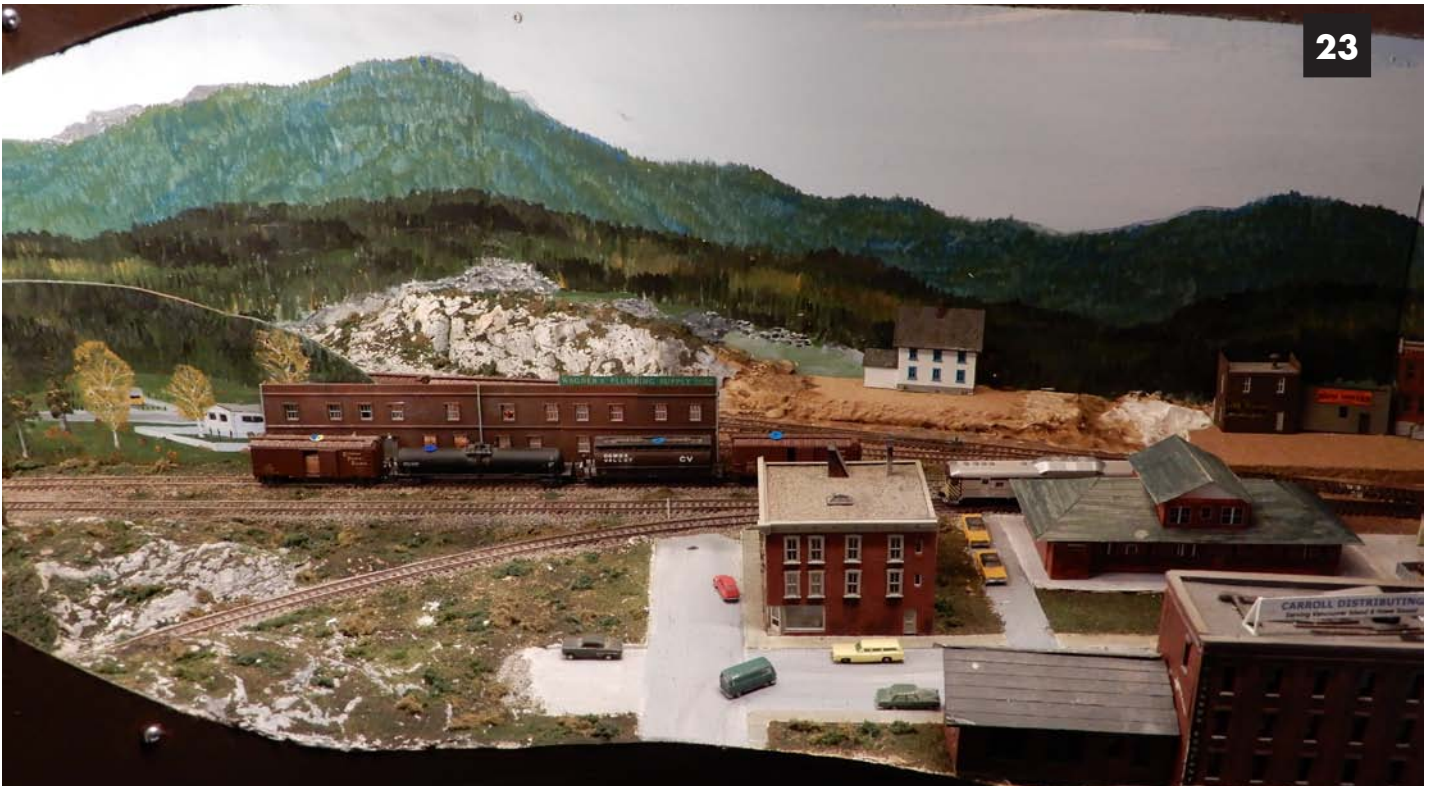


Image 23. This photo-box like image of Nanaimo shows the north end of the Stockett wye and the small yard. All the buildings are stand-ins for a future building boom, except the freight house and the adjacent 'Wagner's Plumbing', which remains a tribute to a friend who saved me from the dire consequences of a drill hitting a hot water pipe above my layout in Vancouver.



Image 24. The 5 level helix has a 2 % grade, a 40 car passing siding and 2 industries, all contained within the limits of Wellington, which also includes the Vancouver Island Gas facility on Mostar Road on the upper level.

25



Image 25. Superior Propane is on the lower level of the helix. The roof of the right hand structure supports the John Gorosh spur above. An 'L' shaped dental pick attached to a small LED flashlight makes it relatively easy for crews to uncouple cars in the helix.

26



Image 26. Dayliner 9023 is heading south just past Straits Lumber on Nanose Bay. The Coast Mountains on the British Columbia mainland are off in the distance. Soon 9023 will duck under Highway 19 before entering Wellington.

27



Image 27. A load of hay is being delivered to Shelly Farm. The prototype farm is located within Parksville at the end of Shelly Rd. I was able to gain access for photos and measurements in 1989 before it was demolished.. The barn's weathered condition was reproduced on the model.

28



Image 28. Dayliner 9023 is crossing Highway 19 northbound to Parksville and Courtenay. Many summer tourists disembark at Parksville to enjoy its sandy beaches. Craig Bay and the Coast Mountains appear on the backdrop.



Image 29. A senior citizen watches from the platform of the Parkville station as Train 2 departs for Victoria. When my wife Mary and I measured the station in the mid 1980s, the tall trees at the right in front of the station had just been cut down. While we regretted their demise, the stumps served us well as a drafting table. Although passenger service ceased in 2011, the station still stands, housing a pottery club and shop.



Image 30. Following Train 2 south is Train 58 (Port Alberni to Wellcox). The shot was taken from the top of the water tower which has also survived, although is now located closer to Highway 4 in the background. The Victoria auxiliary occupies the siding on the right.



Image 31. Train 28 is lifting cars from the Courtenay storage track in Parkville. The Port Alberni subdivision at the right joins the Victoria subdivision just south of Highway 4 in the centre of the photo. Buckerfield's appears in the centre right of the photo. The blue Northwest Propane building at the bottom left survives today as part of the Parkville recycling depot.



Image 32. Track has just been laid in Port Alberni and minimal scenery has been applied. The MacBlo trackage appears in the centre right of the photo. The curved track of the CPR wharf area at the top (west) end of Port Alberni is not used as a connection to Courtenay during operating sessions.

32



33

Image 33. Train # 1 'The Malahat', south of French Creek

34



Image 34. The Canadian Pacific hoppers on the Canadian Collieries (D) Ltd. interchange track in Royston are waiting for pick-up by Train 28. The CC (D) Ltd. mainline runs from the mines at Cumberland to the docks at Union Bay. Both these communities are off the layout. The scenery and backdrop at Royston have yet to be completed.

35



Image 33. Train # 2, the Malahat, crosses Cumberland Ave. as it heads south from Courtenay after a 20 minute layover for drinks and a snack from a waiting mobile canteen. Buckerfield's was modelled with styrene and photo paper. One image of the building, which included the sign, taken in 1988, provided all the siding for the building, while multiple images of the resheathed building in 1994 provided its footprint and dimensions.



Image 36. The trains have left and it's all quiet at the end of track in Courtenay. Today the station and track remain, but Buckerfield's is gone and the empty fields house a municipal works yard.



Image 37. Somewhere in Virginia in 1862. The General Haupt, named after the Superintendent of US Military Railroads in 1862, is being readied for a trip north. As the USMRR advanced south into Virginia, track gangs often had to rebuild damaged or destroyed infrastructure or relay the Southern railways' 5' gauge track to standard gauge. Railroad structures were often intended to be temporary and left unpainted.

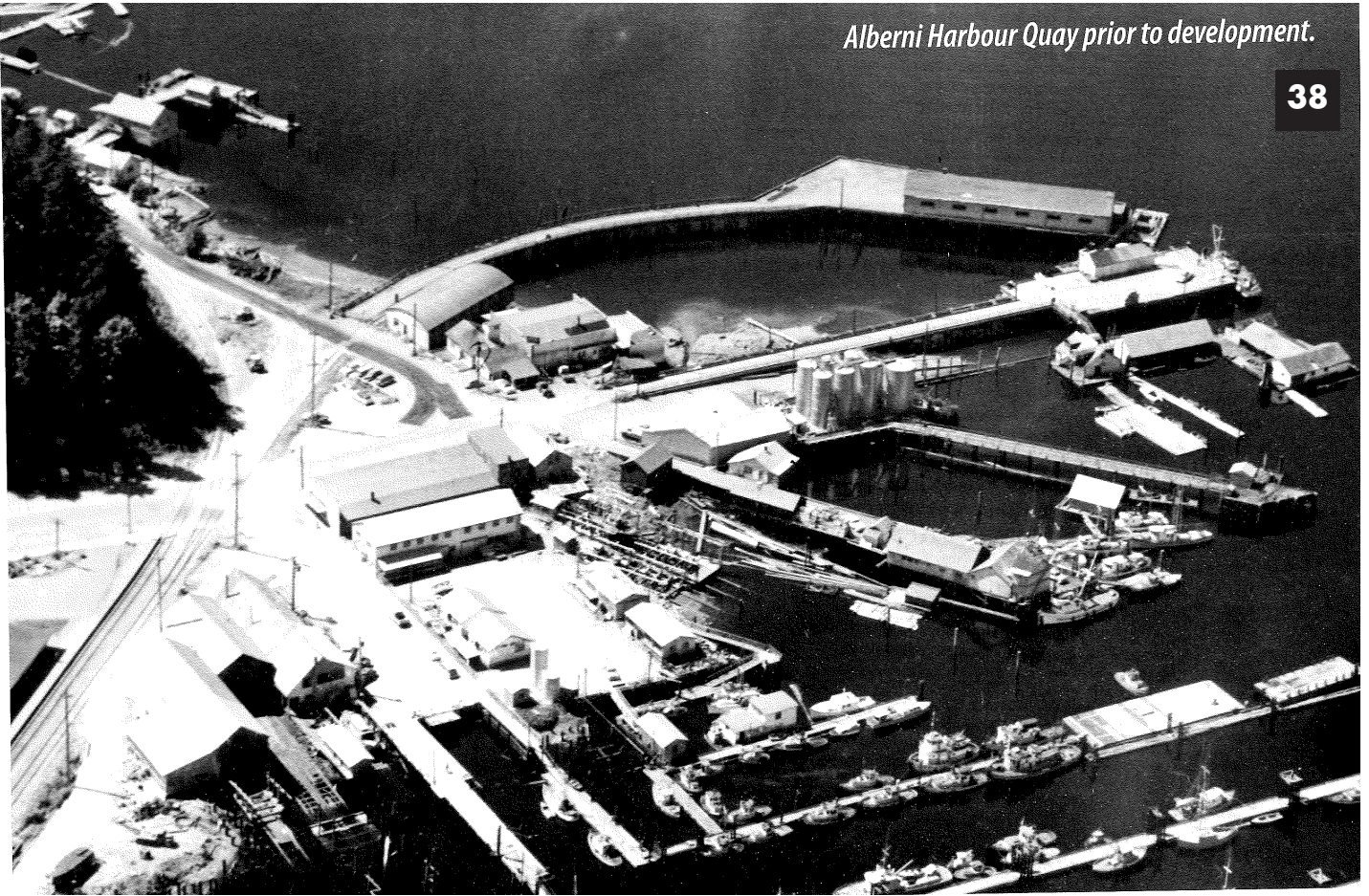


Image 38. This 1950s aerial photo shows the Port Alberni Harbour in the vicinity of the curved CPR Wharf. At one time the track, which is the end of the Port Alberni Sub-division main line, extended the full length of the wharf. The corner of the E & N Depot is at the bottom left of the photo. The spur curving off to the centre left goes to the Alberni Pacific Mill. Image courtesy of Port Alberni Port Authority.

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On the following page: Our 1st full operating session since Feb. 14 2020

While I was able to hold a couple of mini ops sessions during the last 17 months, the recent easing of Covid-19 restrictions as a result of increasing immunizations, allowed me to host an ops session of no more than five fully vaccinated crew members on June 24, 2021. Other than a couple of outdoor sanctioned gatherings of 10 people or less (wearing masks and staying 6' apart), this was the first get together our round robin group has had. It was more of an informal and information sharing get together than an operating session. We did run Train 27 from Victoria to Courtenay and Trains 57 and 58 between Wellcox and Port Alberni so everyone could familiarize themselves with the new track work and industries. Updated track plans were provided to everyone in advance. Model railroading was fun again.



Image 39. David Scott and Colin Frame with Train 27 are picking up empty hoppers in Duncan for return to Canadian Collieries in Royston.



Image 40. Marty Phillips with train 57 is spotting a tank car for Vancouver Island Gas at Bryn. ▶

TRAVEL GUIDE N EVENTS

2021 JUL 24-25 NE Spring Creek
Spring Creek Model Trains, 2021 Train Show
Manufacturers, Clinics, Layouts, Custom Vendors
SA 9-5, SU 10-4
Thayer County Event Center, 4th and Race St,
Deshler NE 68340

2021 AUG 19-22 WY Evanston. Free-moN
show at the old UPRR Machine Shop, 1440 Main
St, Evanston, WY 82930. More later.

2021 SEP 11-12 UK The International N Gauge
Show. Warwickshire Event Centre, CV31 1XN
[Click Here.](#)

2021 OCT 9-10 MO Kirkwood
30th Annual Greater St. Louis Metro Area Train Show
sponsored by the Mississippi Valley N Scalers
Kirkwood Community Center

111 S. Geyer Road
Admission \$7, kids 12 and under are free
Operating layouts including MVNS NTRAK
Email: mvns@railfan.net
Website: <http://mvns.railfan.net>

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

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

OBSERVATIONS

Thoughts by Kirk Reddie



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Who and What Layouts Influenced You and Your Layout?

It's probably not possible to get a consensus top ten list of model railroads. The hobby is fragmented and it's not a useful exercise.

Steve Stark's E&N layout article got me to thinking, 'what modelers and layouts influenced Steve?' He has been at this longer than most of us and that information from people like Steve is useful.

Steve and George Carroll built NTRAK modules and participated in the 1974 San Diego layout. I remember seeing images in the **NTRAK NEWSLETTER** of a really nice sectional layout that Steve and other Vancouver Area N Scalers (VANS) built. Reading about that convinced me that modular layouts were much more

flexible and not dependent on unique sections.

The VANS members worked on each others layouts. During 1986 I "operated" on an N layout for the first time. Brian Morgan's Selkirk Division looked great but, wow!, was it fun to operate on. Steve was one of the local guides who silently encouraged— never suggested— us to solve 'problems'. Brian's sessions directly influenced N operations in the Puget Sound and in the Portland area. VANS hosted N weekends years before we thought about hosting similar N gatherings.

So who and what influenced Steve? I hope to have an answer for that in the next issue. Hopefully other contributors can help make this a great feature in **NSR**. ▶

THANKS
FOR SUPPORTING
THOSE WHO SUPPORT
N SCALE
RAILROADING

SEE YOU NEXT ISSUE!