

Contents

Welcome aboard	4
Arrivals and departures: railroad yards	
An “A-okay” yard in Ardmore: An ideal prototype with only five tracks ..	6
A towerman’s view at Bakersfield: Beautifully weathered track	8
A tale of two bridges: Breaking up a yard’s linearity	10
Sorting it all out: A Kentucky coal-marshalling yard	12
Loading pigs: Basic ingredients of an intermodal hub	14
Modeling past and present: An easy-to-build yard office	15
Caboose for supplies: Convert old equipment into storage sheds	16
Care and feeding: enginehouses and terminals	
Keep ’em moving: A simple diesel service facility	18
Fill ’er up: Butler, Pa., fuel dock	21
Laying off in Ludlow: A contemporary diesel servicing facility	22
The one and only: An enginehouse built as solid as a rock	23
Small, yet significant: A pocket-sized enginehouse	24
Shelter without substance: C&IM’s single-stall enginehouse	26
Down and dirty: A steel-sheathed enginehouse in decline	28
Staying above it all: bridges	
Arches and flyovers: Spanning the Susquehanna	30
Flying high: Cascade bridge features towering steel trestles	38
High up on the MR&T: Kitbashing a high steel trestle	40
Looking west: More high trestles	41
They’re everywhere: Deck girder bridges	42
Whatever is is right: Combination bridges	44
Crossing with a twist: East Dubuque’s iron truss & swing bridges ..	45
Serving Huckleberry’s hometown: Three generations of bridges	52
The battle against monotony: tunnels and shelf scenes	
Now you see it, now you don’t: SP’s tunnels at Tehachapi	56
Up against the wall: The perfect mountain scene	60
Along the line	
Round in circles we go: The Tehachapi Loop	66
Ace of diamonds: Rochelle Railroad Park	71
On the edge: Station at Bridgeport, Wis.	75
Three guiding principles: form, color, and texture	77
Suppliers mentioned in this book (and some others)	78
Suggested reading	79
Index	80



Hal Miller

Loading pigs

Basic ingredients of an intermodal hub

Today's major city intermodal yards are vast operations that would take up most of our real estate if we tried to model them. On the other hand, if we look to some smaller cities we can find some attainable prototypes, like the Burlington Northern's intermodal hub in Tulsa, Okla. It has all the basic ingredients, but without the duplication we'd find in larger facilities.

First off is a make-up track on the right where flatcars can be loaded and unloaded via the travelling overhead crane. This crane, made by Mi-Jack, is a budget model and is operated from the ground via radio control. For HO, Walthers no. 3122 Mi-Jack Translift, a heavier-duty model, would be just fine. The N scale equivalent is no. 3222.

Trucks drop trailers or containers on the apron and the crane picks them up, shifts them sideways, and places them on flatcars.

The Burlington Northern's intermodal hub in Tulsa, Okla., photographed in 1993.

Unloading is the reverse. Often in both operations the trailers are lined up and waiting.

Highway tractors arriving at the hub enter through the gate at the right of the picture and check in at the office building in the middle of the shot.

When leaving, the trucks check out at the smaller office left of the main one. In front of that smaller office is a "mule," a special tractor with a half cab for better visibility in moving trailers around the grounds.

GHQ has a metal kit for an N scale Ottawa yard tractor. I don't know of one for HO.

Note the trailers in the background behind the office waiting for their next movements.

For a lot more information on

KEY MATERIALS

Overhead cranes

Walthers nos. 3122 (HO) and 3222 (N) Mi-Jack Translift plastic kits
GHQ Mi-Jack Translift in N, a highly detailed cast-metal and etched-brass model (out of production)

Yard office

Pikestuff's no. 162 or Walthers' no. 3517 yard office (HO)
Pikestuff no. 8017 office building and warehouse (N)

Yard goat

GHQ's Ottawa yard tractor (N)

modeling an intermodal port, see Jeff Wilson's book *The Model Railroader's Guide to Intermodal Equipment & Operations*, published by Kalmbach Publishing Co.



John Roberts

Modeling past and present

An easy-to-build yard office

Every yard needs a yard office. It can be big and impressive, like the yard office we saw at Butler, Wis., or it can be small like this one at the Clinchfield Railroad's interchange yard in Elkhorn City, Ky. It's September 1979 and the Clinchfield is swapping cars with the Chesapeake & Ohio. What's here is certainly interesting, but so is what is not.

Note the old foundation to the right, proof that a building once stood here. You can model such remnants of the past with styrene strips or get fancier and mold them in plaster. Either way it gives your railroad a history. Allen McClelland had all sorts of touches like this on his previous HO Virginia & Ohio, and they contributed to that layout's greatness.

An old foundation will give your yard, or any scene, some history.

As far as modeling the yard office that is there, a very effective material for modeling the siding would be plain old typing paper. You can scribe the lines on the paper with a pencil or a ballpoint pen, using grooved styrene as a guide, then cement the paper to cardboard or sheet styrene with white glue. The glue will cause the paper to swell just a little and give you a crinkled and dinged look that is just right.

Another choice for the siding would be Williams Brothers' no. 60100 crimped siding, made of thin aluminum. Grandt Line plastic windows would work well here and have the delicate mullions you see in the picture.

KEY MATERIALS

Siding

Williams Brothers no. 60100 crimped aluminum siding

Windows

Grandt Line plastic windows

Junk adds some realism and, even more importantly, color to the scene. And speaking of details, notice that mini-stream that has formed between the shed and the old foundation. Nature never gives up in her attempts to redefine the land.

The hillside beyond the yard forms a natural backdrop for our Clinchfield yard scene.