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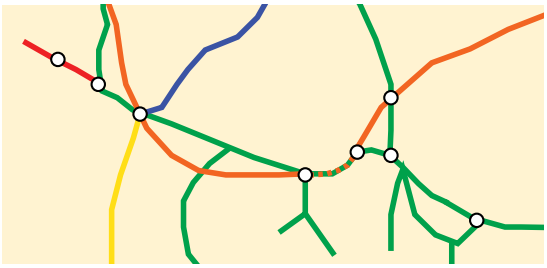
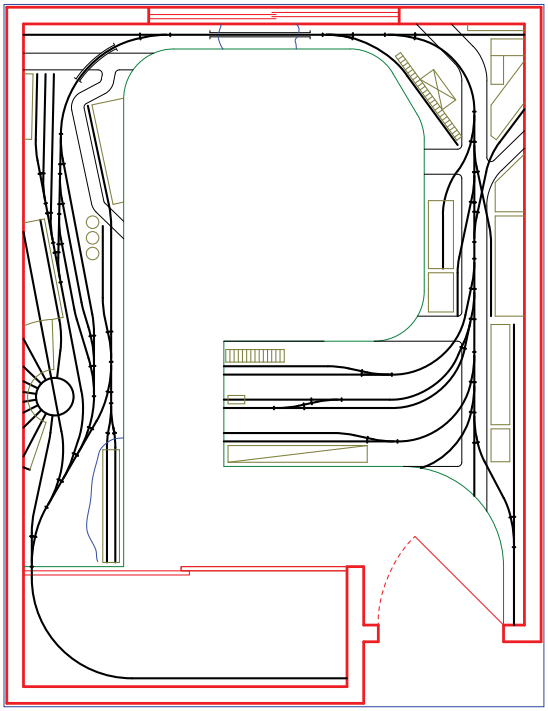
LAYOUT DESIGN

JOURNAL 62





Urban Switching in Victoria, BC
Logging in the White Mountains
Moving a Sectional Layout
Multideck NP: Montana in 1949
Design Ideas from KC 2018

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The LDSIG's goal is to act as a forum for the members' exchange of information and ideas, and to develop improved ways for hobbyists to learn the art and science of model railroad layout design.

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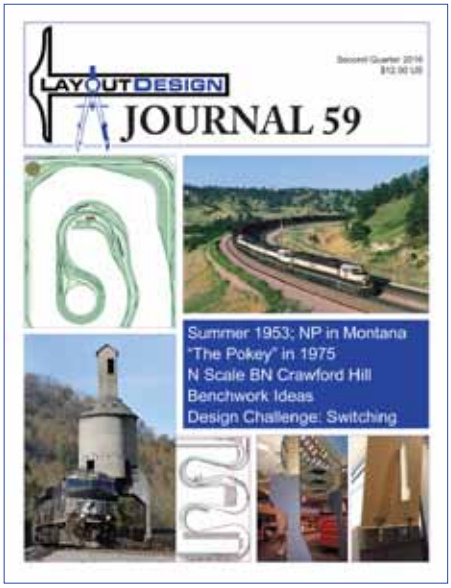


Photos and graphics are lower resolution in this sampler to reduce file size – they are reproduced in higher resolution in the full magazine.

Street bascule bridge. West of the bridge is the West Victoria Yard and Shops.

West Yard consists of two sets of double-ended tracks and one set of stub-ended tracks. At the west end of the yard there is a 10-stall roundhouse and turntable with an attached two-track back shop. Adjacent to the roundhouse is a two-track car shop. All of these shop buildings are still standing.

There are several industries adjacent to West Yard. An interchange track with the Canadian National Railway (CNR) is located near the Johnson Street Bridge. The CNR Victoria Yard is located north of West Yard along the west side of the Inner Harbour.

A three-track barge slip operated by Island Tug & Barge is located south of the shop buildings on Victoria Harbour. Car floats serving this slip operated between Victoria and the Milwaukee Road in Seattle. Island Tug & Barge used a Trackmobile to switch the car floats.

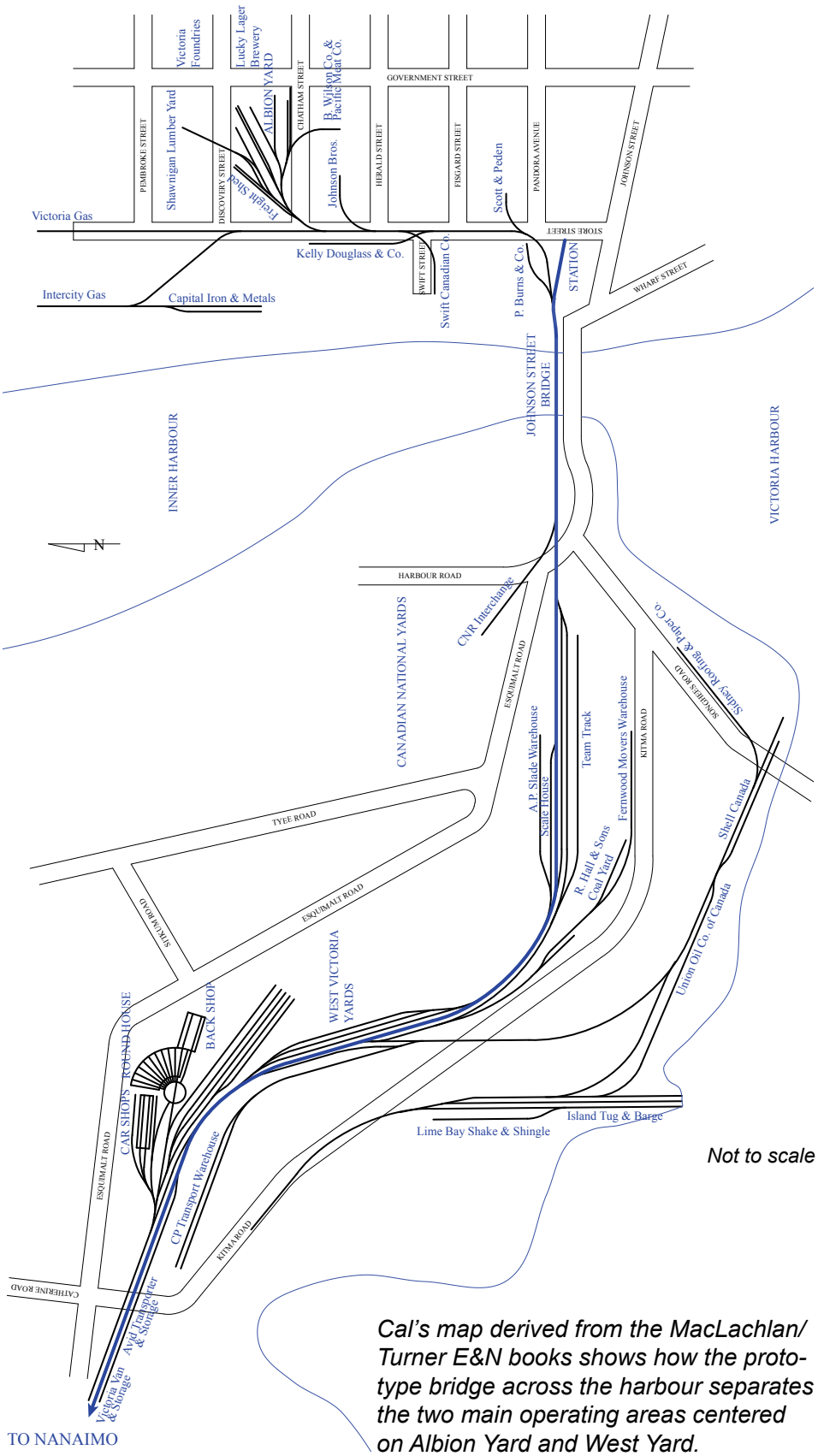
Sidney Roofing & Paper Co. manufactured a variety of roofing products and received recycled paper and oil to use in the manufacture of tar paper. Shell Canada and Union Oil had tank farms, there was a coal yard and until the 1950s car loads of slab wood from up-island sawmills were unloaded at the team track for use as a home heating fuel. Lime Bay Shake and Shingle and several warehouses also had spurs. Several more warehouses and fuel dealers as well as the naval yards in Esquimalt lined the mainline west (railroad north) of West Yard for about eight miles.

Personal inspiration for design

Although I visited Victoria a number of times as a child in the 1960s, I didn't visit as an adult until 1999 – after the Store Street trackage was abandoned. One of the purposes of my 1999 trip was to ride VIA Rail's *Dayliner* (RDC) to Courtney. The station was on Store Street at the east end of the Johnson Street Bridge and it was obvious that the track had continued further at one time.

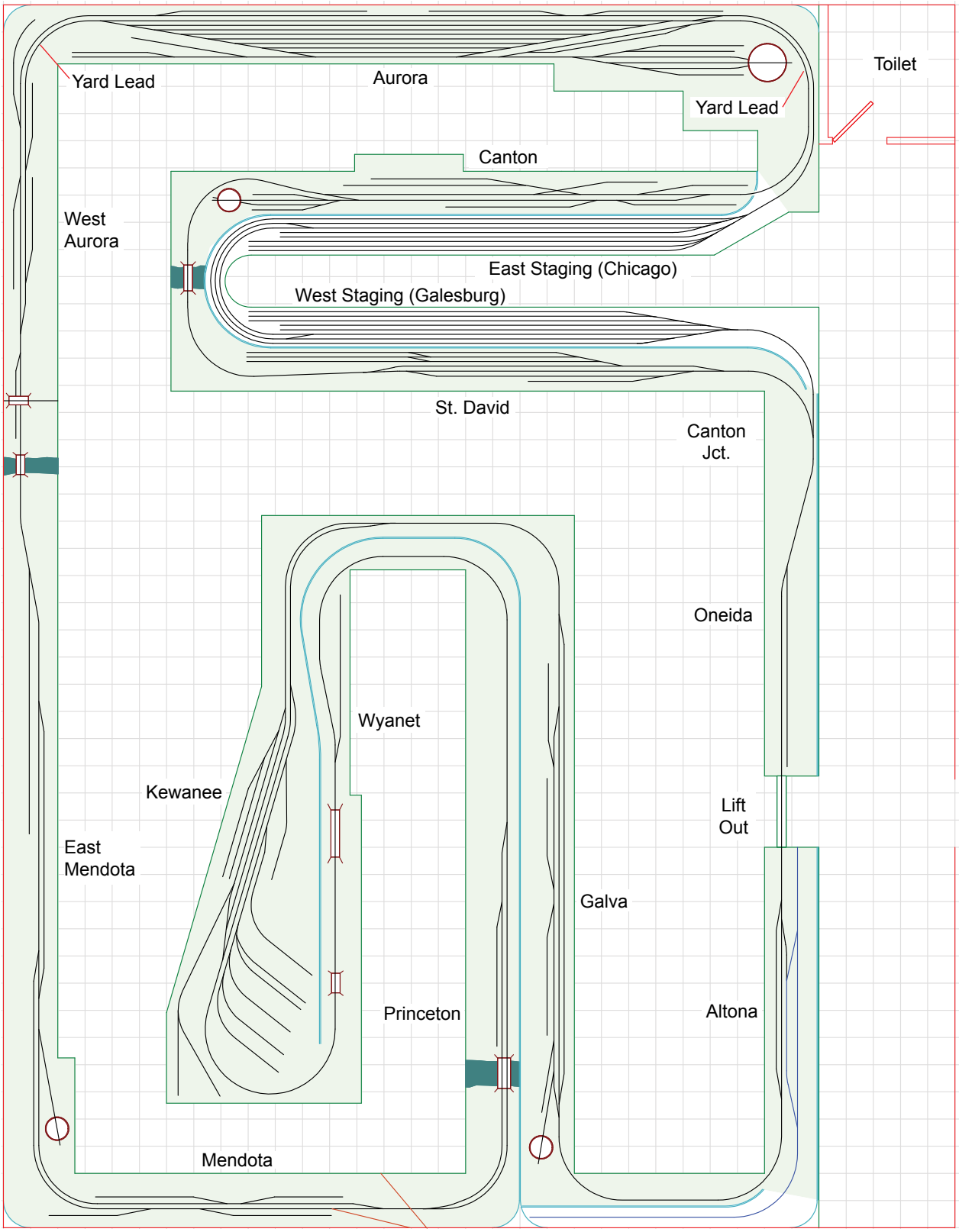
Most of the West Yard was also gone by this time, but the roundhouse, turntable, and shops remained. By the late 1990s only a handful of carload industries remained in Victoria, all of them north of West Yard.

In preparing my entry I came up with three track plans. Each plan has Store Street and



Not to scale

Cal's map derived from the MacLachlan/ Turner E&N books shows how the prototype bridge across the harbour separates the two main operating areas centered on Albion Yard and West Yard.



John's new track plan is similar to his original layout, but a few sections were added and others revised. Note that the main yard at Aurora is located close to East staging (Chicago) to allow the longest visible run for trains leaving Aurora westward. The active staging yards have their own entrance from the outside aisle, making them quite accessible, but not in the path or view of operators during typical sessions. Track plan by John Brennan, rendering by Byron Henderson is close, but not exact.

Chicago, Peoria & Western Railroad
HO scale, 30' X 45'
1 foot grid
30" minimum radius
#8 min. turnout main; #6 yards
No grade

NP's Rocky Mountain Div. in 1949

Historical tunnel collapse sets stage for multideck design

by Carlos O. Rodriguez, Jr.

The Rocky Mountain Division (RMD) of the Northern Pacific (NP) was the epitome of mountain railroading. It featured steam-powered beasts and multi-unit diesel lash ups digging-in to drag tonnage over the Continental Divide.

The RMD spans Montana and is bookended by the Yellowstone Division and Livingston in the east and Paradise and the Idaho Division in the west. Between these two points lie Helena, the state capitol to the north and Butte, the rich mining city to the south. These two cites were served by the NP by a divergence of the main line between Logan and Garrison (see maps at right).

Helena was served by the original main line (First Subdivision), which initially ascends Bozeman Pass west of Livingston and then follows the Missouri River north through Lombard and Townsend. West of Helena, the NP crested the Continental Divide (5566') inside the 3426' long Mullan Pass Tunnel.

All mainline transcontinental freight traffic utilized the First Subdivision. Passenger service along this NP subdivision was provided by the railroad's less glamorous transcontinental passenger train and maid-of-all-work, the *Mainstreeter*, which in 1949 was still known as the *Alaskan*.

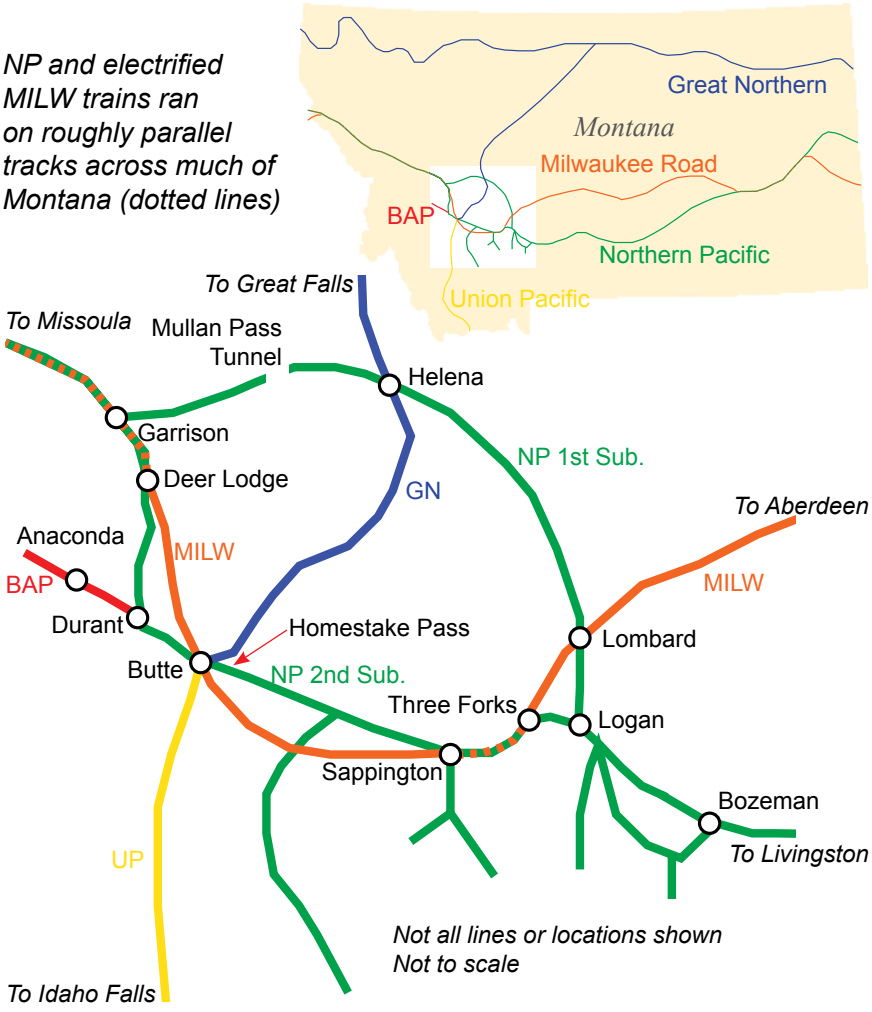
In 1889, NP surveyed and built a secondary main line (Second Subdivision) to the south in order to reach the mineral riches of Butte, MT. The right-of-way of the Second Subdivision snaked over the Continental Divide at Homestake Pass (6328'), the highest elevation on the NP. Continuing westbound from Butte to Garrison the Second Subdivision traversed the flat alluvial plains on the western face of the Rockies before the next assault on yet another mountain range was encountered. Passenger service on this southern subdivision was provided by the *North Coast Limited* (NCL). Local way-freights also used this longer and more circuitous secondary main line to serve the communities located in the southern half of Montana, such as Butte.

Five-railroad town

Despite its landlocked position, the mineral riches of Butte, MT attracted much railroad interest. Consequently, Butte was served by not only the NP but also by three additional transcontinental railroads that included the Union Pacific (UP); the Great Northern (GN); and the Chicago, Milwaukee, St. Paul & Pacific (aka the Milwaukee Road [MILW]). A fifth, home-grown line, the Butte, Anaconda & Pacific (BAP), also linked this city to rich mining areas!

So at Butte we can model an assault on a formidable mountain crossing necessitating the addition of helpers to all eastbound freight traffic and the removal of helpers from all westbound traffic, the arrival and departure of glamorous streamlined mainline passenger trains, Rail Diesel Car (RDC) and commuter

NP and electrified MILW trains ran on roughly parallel tracks across much of Montana (dotted lines)



Logging In The White Mountains

Mountain Challenge layout inspired by postcards and more

by Jeremy Dummler

The words "Mountain Railroading" inspire lots of images. In my mind, the thought of mountain railroading conjures images of tiny geared locomotives and hearty men, conquering rugged mountains with sheer determination to reach tracts of forests destined for logging – or minerals hidden high in the peaks.

I've operated trains many times on the branch line of a model railroad that climbs hills, takes switchbacks, runs over trestles, and serves just a few industries on its way to a large logging camp. Having enjoyed that logging experience, I chose a logging theme for my project design.

The logging railroads in New England have fascinated me for a long time. Logging the White Mountains in New Hampshire, with short-lived short-lines working to defeat the mountains of granite is what I consider "Mountain Railroading". So I decided to plan a layout based on this theme for the 2015 LDJ Mountain Design Challenge.

Inspiration from many sources

My primary interest in model railroading (and railroading in general) is in prototype operation and modeling. Bringing that kind of focus to layout planning, I try to copy from prototype track arrangements, operation, and equipment whenever possible.

A logging train on the East Branch and Lincoln Railroad is seen crossing a trestle in this photograph. The East Branch and Lincoln is one railroad that provided inspiration for the proto-freelanced railroad design discussed in this article. Author's collection.

I began planning this project by searching out historical information and photographs of railroads and logging in the White Mountains to use as inspiration for my planning. The scarcity of information for prototype modeling, and my desire to combine elements from several smaller operations to create something larger, led me to draw inspiration for this layout from multiple historical railroads. A typical logging scene is found at lower left, and information on some of the specific prototype railroads I borrowed from is found on page 27.

Additionally, searching for visual inspiration led me to post card images of New Hampshire, the White Mountains, and the towns of Johnson and Conway along with their sawmills, circa 1910. These images, colorized and edited in the artistic manner of the time, visually inspired the scenes along my layout plan.

Prioritizing characteristics

Many of the logging lines in the White Mountains were temporary affairs, built to haul their lumber to the sawmills from the spots where the lumber companies were clear-cutting, and then to deliver the sawn lumber to the rest of the nation and world. Several things jumped out at me during the research phase of this project that I wanted to be sure were incorporated into a layout.

First, the line needed to be built as a standard gauge railroad. Many of the logging lines in the White Mountains began from connections to branches of the Boston & Maine or the Maine Central Railroad.

Second, and most importantly for mountain railroading, I wanted to create a way to emulate some of the important pieces of operation that I gleaned from my research, such as how the railroads laid out their track work to allow trains to move up the steep mountains.

Third, I wanted to have the mountains and the spaces dwarf the trains. Large spaces in which to operate, with small geared locomotives running at scale speed, is something that I feel can be designed into a track plan to give a real sense of the enormity of the task of conquering a mountain that these little lines