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## Modeling 1900 to 1940 -- was Depression Era Modeling

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### My depression era modeling

Thu, 2017-11-23 12:53 — James Six

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- How about both!
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## Sure

Thu, 2017-11-23 13:15 — BR GP30 2300

Just as long as you keep in mind that not everything was run down and trashy looking in the 1930's.



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## Sounds like we are of like

Thu, 2017-11-23 13:49 — James Six

Sounds like we are of like mind. One reason tat I don't model modern railroading is that too many modelers model it as run down near end of life rust buckets! LOL I prefer modeling things as they really appear/appeared. I see depression era railroading a preserved rather than run down. RRs didn't have money for a lot of new equipment so they took care to preserve what they had. Besides, I really liked the old rolling stock that was still in service.

Jim



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## What years are depression era

Thu, 2017-11-23 14:47 — fecbill

What years are included in "depression era"? Are you considering only the years of the Great Depression or a few years either side?

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## Hi Bill. I am loose with

Thu, 2017-11-23 15:30 — James Six

Hi Bill. I am loose with this. I see it as the very late 1920s to the end of the 1930s or there about. 😊



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## In that time

Thu, 2017-11-23 15:38 — fecbill

there was this unique railway to Key West!

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## The Weathered Gon



Thu, 2017-11-23 15:41 — JC Shall

Your gondola looks great . . . used, but very serviceable. I model 1964, but the look won't be far from what you're showing here. I look forward to your thoughts (and photos) of what you're doing.

**-Jack**

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## I like this period because

Thu, 2017-11-23 15:45 — James Six

I like this period because for all intents it is pre-diesel and has lots of older freight cars still in service. I don't want to get into the war years and post war older freight equipment began a rapid departure from railroading. I am into 36ft- and 40-ft wood boxcars and other early rolling stock. I am in love with the new Accurail 36-ft boxcars. The one pictured here is a Roundhouse model that I re-worked a bit.





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## But I thought you always

Thu, 2017-11-23 15:46 — James Six

But I thought you always hated the FEC! LOL 😊



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## Hi Jack, For most of my life

Thu, 2017-11-23 15:52 — James Six

Hi Jack,

For most of my life I was a diesel-era modeler. Twelve years ago I had more than 300 diesels in my possession! Then I came to my senses and got rid of all but three of them and switched to steam. I have no regrets and am enjoying learn about depression era railroading and how to model it. Here's another of my Accurail gons.

Jim





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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ What is your favorite oddball tool? I've been thinking about dioramas ▶](#)

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### Actually I am basing my switching layout

Thu, 2017-11-23 15:57 — fecbill

on the 5th District which is the remnant of the Oversea Railway. It had end of track at Florida City, lots of produce traffic(40 foot ice bunker refrigerators) and agriculture type traffic. Also lumber yards and propane dealers. My time is 1958-60. Beautiful red yellow and silver BL2s, GP7s and 9s and an occasional SW9.

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Bill Michael

Modeling GST, generic southern town, circa 1950-62

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- Episode 91: Jason Quinn
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- Maybe Your Products Suck

## I actually am building a layout!

Thu, 2017-11-23 15:59 — James Six

Here is a pic that I took on the layout about 6 months ago. The scene is far from complete but you can get an idea of what I am doing. A lot of detail paint to do yet along with details on and along side of the structures. The layout is loosely based on southwest Michigan around Sturgis. The line represents the old GR&I line owned by the Pennsy. It interchanges with the NYC.

Jim



[more](#)

### Modeling 1925 thru 1935



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## An Earlier Era

Thu, 2017-11-23 16:14 — JC Shall

Yours is an earlier era than mine, but the look is what I want for mine. 👍

Jim, is this layout the result of the changes you were writing about a few years ago?

**-Jack**

[Louisiana Central Railroad](#)





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## Dang it.

Thu, 2017-11-23 16:26 — SD40-Fan

Every time I see really well done steam engines and steam-era rolling stock, it makes me want to scrap everything and start all over.

SD40-Fan

C.M.Snodgrass

<http://model-railroad-hobbyist.com/blog/39765>

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## Yes it is Jack. When I was

Thu, 2017-11-23 17:19 — James Six

Yes it is Jack. When I was posting a few years ago I was going through a lot of turmoil with life and the hobby. Shortly after that I dropped out of the hobby until last December when Tom Johnson convinced me to rethink the situation and start working on the layout again. At the time I had wanted to model 1928 but found that year, like any one year to be too restrictive for me. So, I settled on the "depression era" which is about a ten year period. I refuse to tie my hands and lock in on anything that is too narrow or too specific. Since then With Tom's help I have been working on the layout and am making good progress. I retire at year's end and will get real serious about completing the layout. Half of the layout will be finished in 2018 and the other half will be ripped out and started over again to be completed by late 2019. At least that is my plan.

Pictured here is one of the Trix Mikes that I re-detailed. IT has an Elesco feedwater heater added, a booster trailing truck, and new plumbing and appliances. Ray Breyer coached me through this project. I also modified the tender eliminating the coal bunker extension. The model is equipped with Tsumami DCC/sound. It runs and sounds really great.

Jim

Modeling the Depression Era



## Modeling 1925 thru 1935



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## Hi C.M., I am in love with

Thu, 2017-11-23 17:27 — James Six

Hi C.M.,

I am in love with steam too. My layout will be operated as either the NKP, NYC, or PRR, whichever my little heart desires on any given operating session. I only need 4 or 5 locomotives and cabooses to run the layout so I have that many for each of these three railroads. None of the NKP locos are "complete" as yet.

Here is another of my Trix Mikes. Not so heavily modified.

Jim



## Modeling 1925 thru 1935



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## How could I model a Pennsy

Thu, 2017-11-23 17:35 — James Six

How could I model a Pennsy branchline (the GR&I) without utilizing an H10? Thanks to Broadway, modeling the PRR during the depression era is now simple! 😊

Jim



### Modeling 1925 thru 1935



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## Personalized Version of the Alphabet Route...



Thu, 2017-11-23 17:47 — Jeff Youst

NYC - NKP - PRR...Great pics Jim. You say you only need 4 or 5 of each road to model your idea. Somehow, locos have a way of "transmogrifying into 2, 3 and 4 x that. Just saying as we have all been there, right? You'll need to create a Motive Power Desk Police Force to keep them at bay! Looking forward to an ops session when the time comes.

Jeff EL Marion 2nd (Chicago) Sub 1964

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## The Middle



Thu, 2017-11-23 18:41 — SD40-Fan

I grew up in eastern Ohio, in the heart of the NKP and Pennsy -some B&O and C&O too. But, by the time I was around, it was all Conrail and Chessie.

SD40-Fan

C.M.Snodgrass

<http://model-railroad-hobbyist.com/blog/39765>

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## Hi Jeff, Been there. Done

Thu, 2018-01-11 14:54 — James Six

Hi Jeff,

Been there. Done that. Keep in mind that when I moved to our home 12 years ago I had more than 300 locomotives, all diesels of course. LOL Today I have two diesels (keepers that do not fit my railroad) but I have three PRR, three NYC, and one NKP. To be honest, the most I need to operate is three locomotives.

I am through with adding locomotives just because I like them. However, should good NKP and NYC H5 class Mikados come available I will get at least one of each. I also would like to have a PRR G5 loco. However, the odds of these coming available are next to zero so I am not concerned.

Here's one of my pre-1932 PRR H21 class hoppers. The circle keystone was not introduced until 1932 so a few models in this scheme make sense for 1930s modeling. This is a factory painted Bowser that I replaced the grabs and ladders with formed wire replacements, added formed metal stirrup steps at the corners, installed Kadee #153 scale short-shank couplers, then weathered it . . . way back in the mid-1980s!



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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Interesting. I grew up in

Thu, 2017-11-23 18:57 — James Six

Interesting. I grew up in northern Ohio. Was born in Lorain where I came to know the NKP, B&O and the NYC (in Elyria and Amherst). Lived in Vermilion for part of my adult years before moving to Indiana were my wife and I now reside.

Below is a WABASH boxcar I made about four or five years ago. It is an Accurail model with the half-door added. Makes for a good approximation of the prototype.

Jim

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- Ideas for a potential layout... (Yes again I know)
- Another weathering project completed!

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## Depression era, yes

Thu, 2017-11-23 20:51 — dreesthomas

Or just before, giving me an excuse to have some Canadian Pacific locomotives with big numbers on the tender



David

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## Really great models guys. The

Thu, 2017-11-23 21:56 — Virginian and L...



Really great models guys. The other nice thing about the depression era is the 36 foot box car still being wide spread as well as the double sheathed cars still around with wooden ends. Lots of interesting equipment to choose from. The USRA designs were likely still being made for some roads, likely with modifications and the super power designs were just beginning to roll out, C&Os T1 for example.

Rob in Texas

[prep for an operating session](#) • [Delving into the past](#) • [The club blog](#)

<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

<http://www.etmrc.org/>

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## I like the timeframe

Thu, 2017-11-23 23:08 — IrishRover

I'm focusing in 1929, but, like most of us, am making it into a bit more of a spread. 1929 so I can have a boxcab diesel, but opening it up a bit for variety. (In northern Maine, though, the WWF and SR&RL have merged, and are upgrading--when I find the right donor mechanisms at a bargain, there will be a Mallet and/or a Garratt, as well as a 6 axle, 2 foot gauge diesel.)

Even if there's just a short spur of 2 foot track, just enough to have a train arrive, and later depart, I WILL have 2 footers...

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## Not just the Depression Era,

Fri, 2017-11-24 03:46 — Rasselmag



Not just the Depression Era, but 1940 with a lot of aftermath of it.

Lutz

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## Up here in Michigan I have a

Fri, 2017-11-24 05:21 — Douglas Meyer

Up here in Michigan I have a friend that models the Pan Handle area of The Pennsy in that time with a fleet of decapods. He does a very nice job of weather. Just enough to show age and use but not so much it appears to be falling apart.

I model a little later at the height of WW2 traffic for the C&O. And from my research it appears that in general the war years saw the equipment being in a worse state than the depression. As old equipment was brought back from the dead. If they could make it move it was used. And maintenance for cosmetic reasons was postponed due to manpower limitations and the desperate need for the equipment. But even then the equipment did not (in general) look like it was about to fall apart.

-Doug Meyer

C&O New River Sub in 1943

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## The enabler

Fri, 2017-11-24 18:39 — James Six

Twenty years ago there was no way to model the depression era other than with brass steam. It was too rich for my blood. In fact, four years ago I sold off my ten brass steamers to finance things that were/are more needed and to pay for new steamers from Trix and Broadway. Both Trix and Broadway offer great running steam that comes with DCC and sound. My modest locomotive fleet consists of two Trix NYC Mikados, one P2K NYC 2-10-2, three Broadway PRR locomotives (2-8-0, 2-8-2, and a 2-10-0), and one last Broadway model, a USRA 2-8-2 that will become an NKP locomotive.

It is my often not so humble opinion (LOL) that without the new generation of Broadway and other HO steam locomotives many of us pre WWII modelers would probably still be modeling the diesel era. I know that I would. Also, the proliferation of new plastic and metal steam power has allowed Accurail to release its nice selection of 36-ft and 40-ft boxcars and other



early freight cars. With these models Accurail enables us to model pre-WWII. Add in the many resin kits of early rolling stock and a few models from Atlas and Walthers then we are in great shape.

Below is an old Front Range plastic kit that I modified to better represent a PRR class X37b automobile boxcar. I built the model back in the 1980s and recently updated it with Accurail under body brack rigging, an new roof walk, and Kadee #153 scale short-shank couplers (my standard).

Jim Six



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## Great to see you back!



Sat, 2017-11-25 01:42 — kleaverjr

Although I am a "macro-railroad" modeler, I love your work and am very glad to see you back posting!

Looking forward seeing more of your work as time goes on. Any chance can be get an article of the overall layout?!

Ken L.

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## Pre War Diesel locomotives

Sat, 2017-11-25 03:35 — Rasselmag

Hello,

there is a bunch of Diesel locos for Pre war modelers available:

EMD:

SW1 Walthers

NW2 Kato (only this model with it's stepped transition to the cab is a Pre War type)

E6 P2K, BLI

FT Intermountain, Stewart

ALCO:

HH660 Atlas

S-1 P2K

S-2 P2K, Bachmann, Atlas

RS-1 Atlas

DL-109 P1K, Walthers

GE:

Boxcab Roundhouse

44Ton Bachmann

Those first generation Diesels are plastic models. Steamers are also available, but when you want some specialties in steam, e.g distinctive loco types of definite prototypes, you have still today to deal with brass. This is especially when you want smaller or medium sized steam locos aside the USRA prototypes.

Lutz

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## future article(s)

Sat, 2017-11-25 08:05 — James Six

Thanks for your kind words Ken. I will retire at the end of this year. Once retired I will have much more time to devote to the hobby. Yes, I plan some magazine articles. I am working with Tony Koester at Model Railroad Planning for a feature article.

I also want to try my hand with MRH. We will see how Joe Fugate will work with me. LOL 😊 Since 1980 I have 297 published magazine articles. Before passing Andy Sperandio told me that I hold the record by a big number and only need three to reach 300 articles. I plan to do those last three to reach 300.

Jim Six





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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Lutz, You are so right about

Sat, 2017-11-25 08:49 — James Six

Lutz,

You are so right about the severe limitations of prototypes available for steam. I am fortunate in that I model the NKP, NYC, and PRR for which there are several good steam locomotives available -- especially for the Pennsy. I would love to model the Illinois Central but there are only a few brass models available -- not enough for my needs.

Even with the PRR and NYC steamers that are available, we are very limited. Seems that Broadway is more interested in the collectors and folk who just want to run round-d-round the layout and as such, they offer large locomotives that have little use for most of us small layout people who want to run local trains and freight operations. Only recently has Broadway

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come out with locomotives that I can use -- the H10 2-8-0 and the L1 2-8-2. I also have a I1 2-10-0 but it is useless for local trail operation. I use it for hauling unit coal trains to my power plant.

As for the NYC, I am very thankful that the N6 class (USRA) Mikado was a regular in the area that I am modeling because no other NYC steam is available other than a Hudson and a Niagara -- both useless to those wanting freight operations. As for the NKP there is the Berkshire which may or may not be useful to me. I can only use it for through trains and not locals. Too big for that. So, I am converting a USRA Mike to an NKP H6 for small freight and local service.

The scene below shows the mood of my layout. The one problem is the PRR hopper. I need to remove the Coal goes to War graphic from the model. I am modeling the depression years before WWII.

Jim Six



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sorry....here are the piccies

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## " I would love to model the

Sat, 2017-11-25 09:30 — JWhite

" I would love to model the Illinois Central but there are only a few brass models available -- not enough for my needs."

I model the IC in 1955. There are more options for the pre-Paducah rebuild program then you might think. The P2K 2-10-2 is a pretty close model of the IC 2900s right out of the box. Should be perfect for depression era. The Bachmann Spectrum (now standard line) 2-8-0 is a good model of the Baldwin 2-8-0s the IC bought from 1909 through 1912. If you replace the sand domes on the P2K 0-8-0 with Precision scale brass ones of the right shape you'll have a good model of the 3500 series 0-8-0s bought in 1921. They were basically USRA clones. The Bachmann Spectrum heavy 4-8-2 is a good starting point for the 2300 and 2400 series 4-8-2s.

4-6-2s, 2-8-2s are still hard to source. Since the 2-8-2 was the workhorse of the fleet that can be a problem.

Sourcing prototypical steam from the late 30s, 40s and 50s after they started rebuilding the locomotives at Paducah is harder then the depression era.

Jeff White

Alma, IL

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## Depression era modeling



Sat, 2017-11-25 11:04 — Don Hanley

Jim

Congratulations on picking an era, I am currently modeling the Erie in the mid 50's. That being said, I have been giving serious considerations moving my modeling era to either post USRA control, 1923, or 1924 or possibly even pre USRA control. I am also a fan of the smaller equipment and for my small layout I would only need two or three locomotives.

Don Hanley

Proto-lancing a fictitious Erie branch line.



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## Smaller freight cars

Sat, 2017-11-25 11:47 — James Six

Don,

One of the things that I like about modeling such an early time is that the rolling stock is so much smaller than modern equipment. Many of my freight cars are half the length of modern rolling stock. Shorter cars mean shorter trains which means a smaller layout is needed to accomplish many of the same goals. It's like modeling in a smaller scale -- almost.

Jim



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## Jim, be glad that you're in HO...



Sat, 2017-11-25 15:04 — Bremner

I understand what you are saying, and in N, it is actually worse. I model Southern California, and I am an N Scaler. My top two prototypes are the Southern Pacific and the Pacific Electric. I can get TWO correct SP steamers and two close ones...The Kato GS4, Intermountain Cab Forward, the Bachmann 2-8-0 and the Model Power/MRC 2-6-0. I decided to model the PE, but there are no Baldwin steeple cabs in N (poorly powered Japanese tram motos powering a Shapeways body does not count) so I went with an SW1 for my power...I would love to get an N Scale Southern Pacific S8 0-6-0...Bachmann makes an ugly USRA 0-6-0 that is too tall, the domes are way off and the cab looks nothing like the SP/PE locos....

am I the only N Scale Pacific Electric Freight modeler in the world?

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## Hi Don, As you can see here I

Sat, 2017-11-25 16:02 — James Six

Hi Don,

As you can see here I am not modeling an urban industrial setting nor a mainline. My layout is set in the Midwest The layout is a little bigger than 12 x 20. I feature local freights and a few through freights for operators not wanting to get involved in switching. As such I only need from two to four locomotives to operate the layout. This scene is typical of the layout.

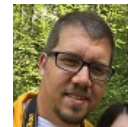
Jim Six



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## Wish

Sat, 2017-11-25 18:32 — GP30



I have debated modeling in the 1936-1938 time period (as well as immediate post-war, 1948). I am also drawn to 36 and 40' cars and mid-sized steam locomotives. I'm currently modeling 1974, the 300 freight cars and 40+ diesel locomotives I have on hand are holding me back from making the shift. I'll be following this thread with interest.

**Pat Miller**

*Kanawha, Youngstown & Northern*

<http://kyn-rr.blogspot.com>

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## Jim, I am looking forward to

Sat, 2017-11-25 19:02 — Virginian and L...



Jim, I am looking forward to your articles. I have read lots of your articles from years gone by and must say I always wanted to be able to build models like you did. I hope you do not decide to stop at three more as your work is going to be very popular among the model railroaders. It often is the thing that encourages the rest of us to do better.

Rob in Texas

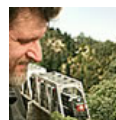
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## Love to work with you, Jim!



Sat, 2017-11-25 19:16 — joef

*I also want to try my hand with MRH. We sill see how Joe Fugate will work with me. LOL*

I would love to work with you, Jim. I've always been a fan of your modeling and your outlook, especially as it has evolved over the years.

Also, with MRH, we prefer to keep as much of the author's tone and writing style intact, unlike other magazine that hack and slash your articles a lot.

I named the magazine Model Railroad HOBBYIST because I want the interesting people side of the hobby to be a lot more apparent in the articles and not watered down into a uniform sameness that sounds more like an academic paper. I prefer the unique passion of each modeler to come through.

### Joe Fugate

Publisher, Model Railroad Hobbyist magazine



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## Pat, Ten years ago I had more

Sat, 2017-11-25 19:16 — James Six

Pat,

Ten years ago I had more than 300 diesels and over a thousand freight cars. None of them fit what I am modeling today -- the depression years. They are all gone today. I sold many. I traded many. I gave away many. While it broke my heart at first, I got used to it. Today I am very happy with my few steam locomotives. It can be done if one puts their mind to is.

Jim



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six   [Modeling general discussion](#)   [Prototype information](#)   [Locos - Rolling stock \(general\)](#)  
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[1/87 car models](#) ›

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### Good to hear from you Joe.

Sat, 2017-11-25 19:24 — James Six

Good to hear from you Joe. Please email me at [jamesixrr@gmail.com](mailto:jamesixrr@gmail.com).

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- Ideas for a potential layout... (Yes again I know)
- Another weathering project completed!
- IALS Grimes Line: All Good Things...
- Paper building kitbashing

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## Logging

Sat, 2017-11-25 19:28 — IrishRover

The depression era had its share of Climaxes, Shays, and Heislars, though you might need to backdate some of them. The old Roundhouse boxcab shell fits nicely onto the Bachmann 44 tonner.

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## Done.

Sat, 2017-11-25 19:47 — joef



*Good to hear from you Joe. Please email me at [jamesixrr@gmail.com](mailto:jamesixrr@gmail.com).*

Done!

### Joe Fugate

Publisher, Model Railroad Hobbyist magazine



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## Jin,i agree with you. But

Mon, 2017-11-27 02:55 — Rasselmag

Jim,

i agree with you. But this concerns not only locos, but rolling stock too. Here i mean passenger cars. The offerings of the manufacturers is aligned to the transcontinental trains of distinction. No problem to set up the 20th Century Limited, the Broadway Limited, the Super Chief, the City Of XYZ, the Zephyrs and other great well known trains in full length of 15 to 18 car consists. And the adequate power for this trains is also available.

But ever thought for the daily local passenger? Daily commuter trains? Here the challenge begins. It' starting with the no named anonymous standard bread-and-butter coaches you need. Here my thanks to Bachmann and their revised Heavyweights. These somewhat generic Pullman standard models will help to satisfy the most needs. But if you want more specific prototypes, you have to deal with brass and/or short running craftman kits.



Not the 15 car consist of the Chief, but only one of these short daily nameless locals of the A.T. & S.F. in the 1930's. A elder 4-4-2, a RPO-Baggage combine and a coach, that's all.

<http://digital.denverlibrary.org/cdm/singleitem/collection/p15330coll22/...>

The collecting of the components is the real challenge. There are no actual offers of the ATSF #1480 Class Atlantics. So you have to look out for the long ago gone Roundhouse kit or for the long ago gone brass models of Balboa or NJ. The combine was luck to get it, a brass model from Pecos River Brass and the coach is from Walthers.

Reworking and turning this raw materials into good looking and riding models equal to todays standards is the next challenge. Loco with new can motor, improved pick ups, LED lights, DCC and sound. Combine with Walters trucks and American Limited diaphragms. Coach has rebuilt with the typical Santa Fe sill.

As can be seen, modeling aside from the mainstream can be a little bit challenging. And when you are still further away, in different time era and a not-so-mainstream RR Company, the challenge will be still more exacerbated. That is model railroading under intensified conditions. This era is for model railroaders, it requires more skills than unpacking of boxes. But a great advantage of off-mainstream modeling, may be you will not end with possibly 300+ Diesel locos of 1970's, 1980's, 1990's, 2000's era, but only with two dozen handpicked steamers or early Diesels of 1930's era.

My two Cents

Lutz

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## What about looking for the

Sun, 2017-11-26 09:09 — Virginian and L...



What about looking for the branch line blue print series of passenger car kits. They made very accurate models in the freight car line, I suspect the passenger cars are also quite good and you get to build them! Ebay and train shows may yield unbuilt kits as I have found many modelers seem to buy them and get intimidated by all the small parts, thus they seem to be in unbuilt condition (my theory any way).

It is just a thought as I model freight only as all passenger ops were gone before my era. I seem to remember BLI and some others made models of 4-6-2s and 2-8-2s as well as 4-8-2s that could be used on many roads in the thirties. Might be time to look on the auction sites for these older locomotives, I have 2 heavy 2-8-2s and I know they made light versions as well.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## local passenger trains

Sun, 2017-11-26 10:10 — James Six

You make a real good point Lutz. Though I did not mention it I too have been pondering this. There were no big passenger trains on the GR&I. (Note: The GR&I is the Grand Rapids and Indiana branch of the PRR that ran north from Ft. Wayne through Grand Rapids then north to Mackinaw City.) The only passenger service were local passenger trains, some running as far north as Mackinaw City.

My research tells me that post WWI the only passenger locomotives on the line were PRR class G5 4-6-0 steam locomotives. No Pacifics worked this line. This is a problem because I will not buy brass steam locos. Too expensive by time they are rebuilt to run well, DCC/sound added, then detail tweaked, paint and weathering added. I ain't gonna do it. So, I have no passenger trains at this point.

The other problem is what you bring up. What does one use for passenger and express cars? I have not a clue. Should a BLI (or other good manufacturer) offer a PRR G5 locomotive, then I will have to address the passenger equipment problem.

In the meanwhile, I live without passenger operations. My focus and primary interest is in the operation of local freight trains. There is plenty out there for NKP, NYC, and PRR -- my RRs of interest.

Jim Six



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## What about looking for the

Sun, 2017-11-26 10:18 — James Six

You are right Rob. There is a new USRA Pacific (4-6-2) offered by BLI. This model will be appropriate for a number of RRs and can be re-detailed to match others. For the NYC several manufacturers have offered the Hudson (4-6-4) and Niagara (4-8-4). The PRR K4 Pacific is readily available. I believe that passenger steam locomotives are available for the ATSF, SP, and maybe the UP.

Since I am modeling a secondary line that none of these locomotives operated on, I have to do without, buy a brass G5, or wait for BLI or someone to offer this prototype. Either that and bite the bullet and use one of the Pacifics that are available. I am not willing to do that as yet. Maybe in the future I will give in and make the compromise, but I am not ready for that yet.

Jim Six



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## compromise

Sun, 2017-11-26 10:27 — James Six

Compromise is an absolutely HUGE factor when model railroading. There is no way to avoid it. Some compromises are tiny. Some are enormous. Most are between. Success in the hobby will be determined by successful use of compromise.

While I try hard to restrain myself and keep my compromises relatively small, my compromises are too big for many people that I know. Other people make compromises that I cannot imagine making. Makes me shudder! LOL 😊



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## "I'm currently modeling 1974,

Sun, 2017-11-26 11:06 — ctxmf74

*"I'm currently modeling 1974, the 300 freight cars and 40+ diesel locomotives I have on hand "*

It's funny how we want what we don't have. Lots of other modelers would love to have the makings for a nice 70's era layout. When I was a kid I heard too many stories about the woes of the depression to ever want to model it :-> .....DaveB



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## Depression Woes

Sun, 2017-11-26 11:19 — James Six

I heard the woes too. My parents grew up during the depression. I got sick of hearing about it from them! I don't know why I am now fascinated with it but I am loving modeling the depression era!



Jim Six



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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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[New Rapido B36-7](#)

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### Hi All: Been interesting

Sun, 2017-11-26 13:32 — laming

Hi All:

Been interesting reading all the viewpoints/philosophies found in this thread.

I have a respect for railroading during the 30's into WW2. One of my favorite RR's during that time was the Missouri & North Arkansas/Missouri & Arkansas. Of those, one of my favorite M&A locomotives during that era would be the 40 class 2-8-0's. The engines of the M&NA/M&A 40 class were purchased second hand from the NYC/Big 4. These were imposing looking, big boilered brutes that looked SO massive and powerful compared to previous M&NA/M&A power.

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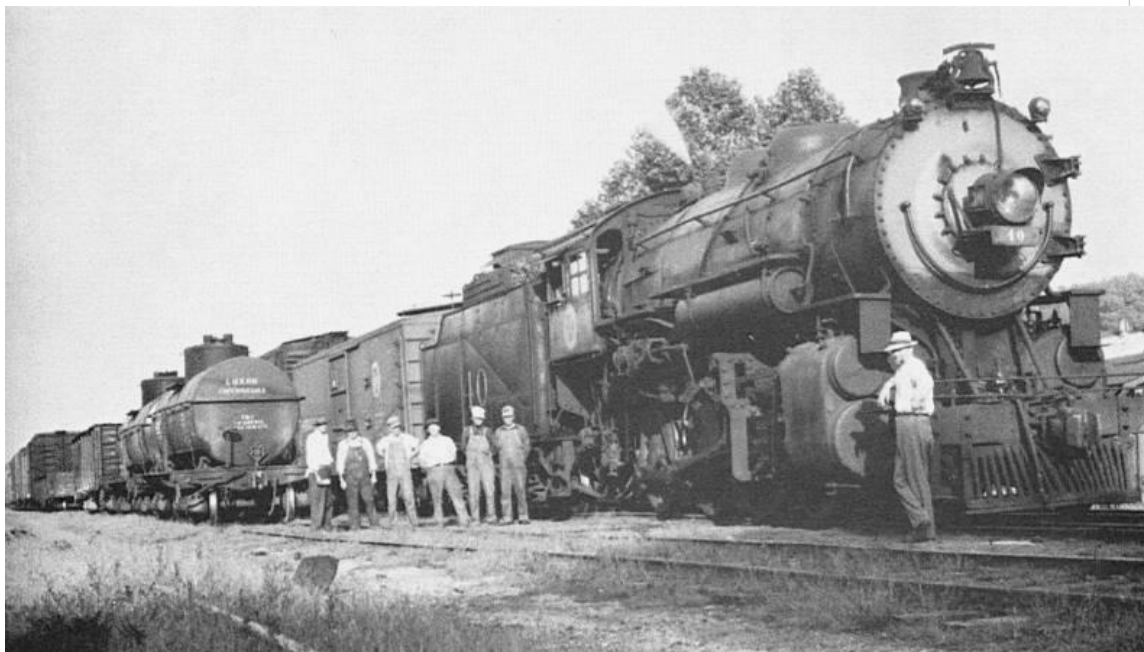
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Here's a couple of pics to illustrate these beasts:



- [Cricut experiment.. making detail parts.](#)
- [Working on the Railroad....Again....update. sorry....here are the piccies](#)
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So yeah... I can dig the railroading of the 30's into the 40's.

As for me, though, my "happy place" in steam has evolved back toward a railroad's early years and the "boom times" that typically accompanied such an event. The excitement, optimism, growth, et al, typically found in a railroad's early years is far more appealing to me than the later years of a railroad that was headed toward abandonment/demise.

All fer now!

Andre

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## NYC 2-8-0

Sun, 2017-11-26 13:50 — James Six



Thanks for the education about the M&A Andre. Very interesting. Those NYC based 2-8-0s would make a great addition to the BLI lineup. I'd add two to my roster as soon as they would be released! Great local train power. They'd be great for the 1920s and 1930s. Actually, they worked into the 1950s. These locomotives were heir time.

Jim Six



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## The era following Frankie

Sun, 2017-11-26 14:16 — Deemiorgos

The era following Frankie Drake's era : )

I find that era very visually interesting especially the locomotives.

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## Good Lookin' Locos



Sun, 2017-11-26 14:23 — JC Shall

I like the look of those chunky M&A 2-8-0s . . . the overhung bell at the front, the class light positions, the visored headlight, the dog house on the tender . . . all add a lot of character to those engines.

**-Jack**

[Louisiana Central Railroad](#)

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## In search of a good NYC 2-8-0

Sun, 2017-11-26 15:03 — James Six

In search of a good NYC 2-8-0 I took the artwork for the BLI generic 2-8-0 (based on the PRR H10) from their website and with Photoshop I lowered the headlight to the center of the smoke box then shortened the smoke stack, and two domes. I moved the forward dome back. Next I relocated the bell and the steam generator. And of course I shortened the length of the cab roof overhang. I moved the tender closer to the locomotive and changed lettering to match a NYC 2-8-0. I am thinking that this may be the answer to getting a good NYC 2-8-0. The changes are doable to the model. Of course, I will need to use the earlier NYC lettering. This should also work for NKP and of course the M&A of the message above.

Jim Six



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## Oh good grief. I really

Sun, 2017-11-26 15:45 — laming

Oh good grief. I really didn't need to see that illustration Jim. I didn't realize that BLI offered a 2-8-0 in the same boiler configuration/etc.

However, my "givens n' druthers" for my steam layout are vastly different than what would be needed in order to reflect an M&A theme.

I shall stay the course.

Andre

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## Steam Era / Depression Era

Mon, 2017-11-27 05:01 — batey\_1020

Steam Era / Depression Era has always caught my eye. A few months ago I settled in on a prototype to model now my room is un the making. I chose a Northern Pacific Branch Line Pre 1930 called the Yacolt Branch. There is very limited information on the line but what struck me was 3 truck shays running local freight.

<https://yacoltbranch.blogspot.com.au/>

The other factor in this branch was its interchange with several lumber operations and the ability to model all the way through to the modern era if I wanted to in the future as it is still in operation.

One problem im facing is accurate models of smaller early NP steam. Most cases im looking at newer high end limited run brass and with the exchange rate to Australia it can get costly. These can wait and I can use stand in locomotives for the

time being from Bachmann ect.

Anyway some links to various bogs and pages for inspiration

<https://yosemitevalleyrailroad.wordpress.com/2017/10/10/2017-roster-shots/>

<http://steamerfreightcars.com/modeling/models/modelsmain.html>

<http://themodelrailwayshow.com/cn1950s/?p=9648>

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## Interest in 1930s modeling

Mon, 2017-11-27 05:25 — Lattayard

I have often (and more now than lately) have been giving thought to creating a backdated roster for my Beer Line that was representative of the 1930s. Getting the grain boxes and reefers wouldn't be too big a deal. But finding and kitbashing a couple Milwaukee Road 0-6-0s is another story.

John

ps: And I was born 6 months before the creation of Conrail.

Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: BeerLineModeler

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## Heavyweight Passenger Cars

Mon, 2017-11-27 09:32 — Moe line

Well, fellas, there is a real problem with getting heavyweight passenger cars these days, Walthers has completely abandoned that market. Branch line was gobbled up by Atlas, and the limited designs of the Bachmann heavyweight cars are exorbitantly expensive. My prototype railroad, Soo Line used their heavyweight passenger cars to the very end, and never owned any streamlined cars. The only way I was able to get enough heavyweights was through diligent searching to find the now out of production models.

None of the Athearn passenger cars were even close to Soo types, and the only accurate models were the extremely limited run from Walthers several years back, at a time when I was unable to purchase them. So now any of us who want heavyweight passenger cars of any type are stuck with only the used market.

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## Soo 2-8-0

Mon, 2017-11-27 09:47 — Moe line

Thanks Jim, for the rendering of a modified B.L.I 2-8-0, as I mentioned in a different post, I would have to do similar modifications to the B.L.I model to create a Soo F-11 or F-12 class of Soo model. The current Soo lettered models from B.L.I are numbered 456, and 459, which are from the F-9 class that is better modeled with a Roundhouse/MDC Harriman style of 2-8-0. The B.L.I model should have been numbered in the 480-499 range considering the size of the boiler and type of valve gear on that model.

I emailed B.L.I about the modification and was informed the numbers are stamped on so easily changed, and the headlight uses only two small pins to hold it in place, so another easy change, but they were unable to tell me if the domes are a hollow casting or solid to allow filing on them to flatten out the profile of the domes.

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Thu, 2017-11-23 12:46 — James Six

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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## Heavyweight Passenger Cars

Mon, 2017-11-27 10:01 — Virginian and L...

## Heavyweight Passenger Cars



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Mon, 2017-11-27 11:32 — [Moe line](#)

Moe, there was a company that marketed brass car sides to be placed over existing models to yield specific prototypes. I am not sure if they are still available and do not recall the name right now.

I just remembered do a search..... and here are some results that might be able to get you something you can use.

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<https://unionstationproducts.com/>

Welcome to our store! We make *passenger car sides* in N, HO, S and O Scales that enable you to model your favorite railroad's passenger cars. We also sell ...

[Train Station Products HO ...](#) · [Decals](#) · [Spokane, Portland & Seattle](#) · [Core Kits](#)

### Brass Car Sides Catalog and Ordering Information

[www.brasscarsides.com/](http://www.brasscarsides.com/)

BRASS CAR *SIDES* Passenger Car Parts for the Streamliners since 1978. Updated August 6, 2017. [When downloading linked pdf files, ignore the harmless ...

### Kit Bits - Bethlehem Car Works

[www.bethlehemcarworks.com/Products/Kit\\_Bits/index.html](http://www.bethlehemcarworks.com/Products/Kit_Bits/index.html)

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### NKP Car Company - model train car kits you can build!

[www.nkpcarco.com/](http://www.nkpcarco.com/)

Apr 4, 2015 - NKP Car Company produces a broad line of *passenger cars* made to a ... Our HO scale car *sides* are .020" etched brass, plated or un-plated ...

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### Passenger Car Sides - LASERkit

[www.laserkit.com/passho2.htm](http://www.laserkit.com/passho2.htm)

HO SCALE *PASSENGER CAR SIDES*. Last Updated May 19, 2016. • Laser-cut, acrylic sides, pre-masked for ease of painting. For use with Eastern Car Works ...

Atlas bought branchline's inventory and tooling so these may still be available

### Atlas Model Railroad Co. Branchline Passenger Cars

[www.atlasrr.com/HOFreight/hobranchlinepassenger.htm](http://www.atlasrr.com/HOFreight/hobranchlinepassenger.htm)

Blueprint Series *passenger car kits* feature prototypical paint schemes, accurate details and easy construction. ADDITIONAL FEATURES INCLUDE:

I did find at least two Soo cars listed.

Hope this is helpful.

Rob in Texas

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## I model the depression era

Mon, 2017-11-27 13:32 — hohon3

I model the depression era for one thing . . . the buildings, the bridges, and right of way scenes. There is no character along a modern right of way today, the buildings and structures are sterile when compared to those from the early 1900's. A secondary reason 100% steam motive power, there are absolutely NO diesel powered locomotives on my layout.

George

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## That's one of my reasons for

Mon, 2017-11-27 14:50 — James Six

That's one of my reasons for modeling the Depression Era — no diesels. I love diesels but after a lifetime of modeling them enough is enough! ????? We now have many great steam locomotives to choose from at very reasonable price. Remember, in most all cases only one steam locomotive heads a train. Two to four diesels head a train. Which costs more? One \$400 steamer or three \$275 diesels?

it was long past time for me to make a big change I made it and am dang glad I did.

????

Jim Six



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## At present my era is 1959-60

Mon, 2017-11-27 15:27 — fecbill

on the FEC. I am doing a freelance version of the 5th district, single track line that was the remnant of the Oversea Railway. Lots of agriculture, rural setting and single diesel power. I would like to back date to 1953 so I can run a mix of diesel(GP7s and BL2s) and 2-8-2 steam. Haven't checked a lot to see what would have to be done to a model to make it FEC. First thing is replace coal bunker with an oil bunker and had a dog house on tender.

Still older 40 freight cars. Why 1953? That was the year that FEC had about the same number of steam locomotives as diesels. FEC steam was 0-8-0 switchers, 4-6-2 pacifics, 2-8-2 mikados and three classes of 4-8-2 mountains. I already have two GP7s and one BL2 so just need one steam locomotive.

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## FEC 2-8-2 locomotives were USRA light design

Mon, 2017-11-27 15:34 — fecbill

Below is a link to a photo of FEC 701 a 2-8-2. Maybe you steam guys could give me a hint or idea for a model.

<https://orion.math.iastate.edu/jdhsmith/term/slususra282A.jpg>

Thank you.

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## Here is a light USRA 2-8-2

Mon, 2017-11-27 17:11 — Virginian and L...



Here is a light USRA 2-8-2 from Broadway Limited that should be available now according to their web site. They also have heavy models as well as 2-8-0s and 4-6-2s available.

<http://www.broadway-limited.com/paragon3usramikado2-8-2.aspx>

**PARAGON3 2-8-0  
CONSOLIDATION**

**PARAGON3 ATSF 2-8-2**



**PARAGON3 C&O T-1**





PARAGON3 MILWAUKEE S-3 4-8-4

PARAGON3 N&W CLASS A 2-6-6-4



PARAGON3 N&W CLASS J



PARAGON3 N&W Y6B 2-8-8-2

PARAGON3 NYC COMMODORE VANDERBILT HUDSON



PARAGON3 PRR I1SA 2-10-0



PARAGON3 PRR J1

PARAGON3 PRR K4S



PARAGON3 PRR L1S 2-8-2



PARAGON3 PRR M1A/M1B

PARAGON3 PRR STREAMLINED K4S



PARAGON3 READING T-1



PARAGON3 SP CAB FORWARD AC4 AND AC5

PARAGON3 UP BIG BOY 4-8-8-4

PARAGON3 UP EARLY CHALLENGER





PARAGON3 UP LATE CHALLENGER



PARAGON3 USRA MIKADO 2-8-2



PARAGON3 USRA PACIFIC 4-6-2



As can be seen above they offer quite a few steam locomotives that would be of interest to those modelers looking for things available in the twenties and thirties.

Rob in Texas

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## Buildings

Mon, 2017-11-27 17:49 — IrishRover

I like the '20's through the Depression as well. One thing, though: Depending on where you are, interesting old buildings can be in use for a long time, well into the diesel era. I like the abundance of streetcars also; a town scene can have some. (I won't use live overhead, though!)

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## Glad to see you.....

Mon, 2017-11-27 18:15 — TomJohnson

Glad to see you sharing your work again, Jim. Everything looks AWESOME!!! It's great being able to see Jim's layout in person. Scenery and some construction will continue after Jim's retirement which is coming up very soon. Right Jim!

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## Fowler outside braced boxcar!

Tue, 2017-11-28 11:26 — TomJohnson

Jim.

I see you're getting another boxcar for your era! Accurail is releasing the Fowler 36 foot outside braced boxcar. Looks like the early steam era is alive and well. You're doing a great job bringing it back! Cheers!

Tom

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## Check out 1:35 to 2:46

Tue, 2017-11-28 12:56 — Deemiorgos

Check out 1:35 to 2:46 footage. A glimpse at some automobiles in motion and a scene at the station in the 1930s. I'm guessing these are lucky folk that could afford the trip. I read that during the depression though going to the movies was relatively expensive, but it didn't deter many, as it was an escape.

<https://>

### Canadian National Railway (1930s)



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six   [Modeling general discussion](#)   [Prototype information](#)   [Locos - Rolling stock \(general\)](#)  
[Steam locos](#)   [Operations](#)   [Photo inspiration](#)  
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Pride goeth before a fall.](#)   [New Rapido B36-7 ▶](#)

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### What you knoe

Wed, 2017-11-29 14:44 — James Six

You have a really nice looking layout Lee. Please share more with us.

Jim Six

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Ton

- Field Testing the "Universal" Throttle
- 1979 Conrail layout
- Cricut experiment.. making detail parts.
- Working on the Railroad....Again....update. sorry....here are the piccies

[more](#)

## Thank you Chris. Kind words

Wed, 2017-11-29 14:50 — James Six

Thank you Chris. Kind words get me motivated!

I could do 1900 to 1910 too. My only hang up would be locomotives. The biggest I could would be a 2-8-0. I love Consolidations, but I also love Mikes. That said, if I was to change eras it most likely would be to 1900 to 1910.

Jim Six



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## Wooden freight cars

Wed, 2017-11-29 14:56 — James Six

one of the appealing factors of modeling pre-WWII is wooden rolling stock. Accurail has become a huge factor in this arena. Let me not forget the plethora of resin kits of wooden freight cars. The Depression era had lots of wooden freight cars, but it last had a lot of early (read that "interesting" steel cars as well. For me this is the best of both worlds.



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## This model boxcar has a lot

Wed, 2017-11-29 15:13 — James Six

This model boxcar has a lot of appeal for me. It represents wooden freight cars it is short in length better fitting on a small layout. It still has a truss rod frame. It was a one evening project. It can be used for hauling many different commodities. It was the primary means of hauling grain in my modeling era.



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## Just Happy

Wed, 2017-11-29 15:50 — U-3-b

Jim,

I am just happy to see you on this site again and to see your great modeling.

Steve

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## Links

Wed, 2017-11-29 16:23 — p51



*You have a really nice looking layout Lee. Please share more with us.*

Jim, just check out the links at the bottom of my signature at the bottom of this post.

Or, you can click here: <http://model-railroad-hobbyist.com/node/18950>

**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## impressive layout

Wed, 2017-11-29 17:06 — James Six

Impressive layout and modeling Lee. I really like it. Inspiring.



Jim



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## Steam

Wed, 2017-11-29 17:06 — Graham Line



I have a few vague memories of NYC steam in western Ohio in the '50s -- surprising that even brass of a Big Four 2-8-2 is scarce. Do the Bachmann 2-8-0 engines not fit in well? I know they don't adapt easily to UP use, but they must be models of something from Baldwin or Alco.

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## Depression era other than trains

Wed, 2017-11-29 17:10 — p51

Okay, among those who model the Depression era, who wants to post photos of their structure, figures and vehicles?

Surely, someone has a scale Joad family truck with everything piled on, heading to a Resettlement Agency camp somewhere? How about dustbowl farm? Bread lines in a town? Thrill-killer bank robbers?

**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## The Great Depression lasted



Wed, 2017-11-29 17:42 — Virginian and L...

*The Great Depression lasted from 1929 to 1939, and was the worst economic downturn in the history of the industrialized world. It began after the stock market crash of October 1929, which sent Wall Street into a panic and wiped out millions of investors. Over the next several years, consumer spending and investment dropped, causing steep declines in industrial output and employment as failing companies laid off workers. By 1933, when the Great Depression reached its lowest point, some 15 million Americans were unemployed and nearly half the country's banks had failed.*

A quote from the internet covering the great depression time period. Once one gets past the time period covering this event there seems to be a great deal of political commentary mixed in with the history.

As far as model railroading goes lots of models can be found that apply to this decade. This was a time period of great innovation in the world. Wooden cars were being replaced with steel, the internal combustion engine was developing quickly. Aircraft were becoming useful.

Development of many things changed very rapidly. If one looks at the period from 1900 to 1945 this country had gone from horse powered vehicles to the atomic age a huge leap.

In locomotive development freight lines moved from consolidations to large articulated locomotives and then to super power locomotives. The innovations were very rapid in development. The USRA locomotive designs were still rather new (as far as railroad items go) and some were still being built in the time period of the depression. C&O railroad built its large Texas types to haul 160 car coal trains from Kentucky to the great lakes.

For Steam era fans this is a great time to look at as nearly everything could be considered. The N&W was running 2-8-8-2s as well as 2-6-6-4s, the Virginian was running 2-10-10-2s and 2-8-8-2s, they also ran lots of 2-8-2s.

Also there were still lots of traction lines hanging around and the narrow gauge lines were still running.

Truly a wonderful period to model, unless one is interested in diesel locomotives.

Rob in Texas

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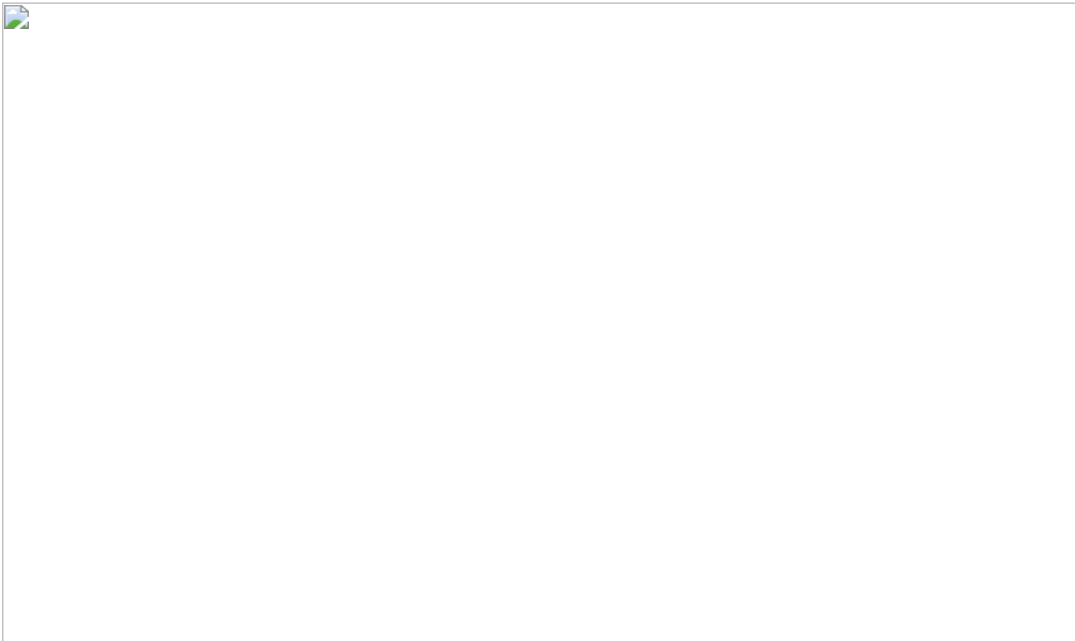
Thu, 2017-11-23 12:46 — [jamessix](#)

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Jim Six



[◀ Badger Airbushes Sale Most Overrated and Underrated Railroads to Model ▶](#)

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### Great message Rob. You have

Fri, 2017-12-01 09:28 — [jamessix](#)

Great message Rob. You have outlined many or the reasons that I am modeling the Depression era.

As for diesels, no loss for me. I modeled diesels for 60 years. Way past time for me to change.

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Jim Six

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## Circa 1900

Fri, 2017-12-01 09:36 — umauma railway

Jim;

The 1900's era has a lot going for it. Pre-automobile and few electric lights (gas in larger towns) as well as smaller local rail served industry and businesses. Finding figures clothed appropriately is a challenge but the pre-war industrial railways served the communities as the sole source of transportation for much of the country. Tie this together with the changes from sail to steam and there are some great modeling possibilities.

Neil Erickson, Umauma, HI

Visit my [weblog](#).

[Experimenting with TOMA](#)

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## Jim, the time period from the

Fri, 2017-12-01 10:30 — Virginian and L...



Jim, the time period from the 1920s onward to the late 1960s has several eras that I find fascinating and all worth modeling. Each decade seems to have a draw all its own. Nice thing with a terminal railroad in an eastern town of some size there are lots of choices that one could make and not a lot would need to change other than some equipment and automobiles. If I ever hit the lottery I will build rosters for each decade so I can change them from time to time.

I find the more into the hobby I get anachronisms of more than a few years bother me, so I am narrowing my focus more and more as I go. I blame that on the knowledge that one tends to absorb through research on an area and time frame.

I will be looking forward to your posts regarding your railroad and pictures of your models. It is always inspiring to see something well done even if it is a bit different in subject than ones favorite.

Rob in Texas

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## Lights

Fri, 2017-12-01 11:00 — p51



*...few electric lights (gas in larger towns)*

This is a good point. The Rural Electrification Act got electricity into the 'out in the sticks' areas of the US, but not until a few years after WW2 was over. My Dad told me that they didn't get electricity in his house until he was almost a teenager. And

even then, he said, they didn't use it for much. Radios were a source of entertainment as TV would be years later, but they were usually powered from storage batteries.

In short, few power lines and little lighting in structures.

That also means that doors in the summertime would be open most of the time, with screens over everything. Heck, many people didn't have AC when i was growing up in Florida in the **1970s!**

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## Paint colors

Fri, 2017-12-01 11:09 — [dssa1051@yahoo.com](mailto:dssa1051@yahoo.com)

A nagging problem for me in modeling the 1930's-1940's is the paint color of things that have nothing to do with the RR since we have wonderful black & white images in the FSA/OWI collection. What color was that lumber yard, coal dealer, grocery store, gas station, etc.?

Jim, I share your interest in the GR&I (old time relatives worked for the company) and would love to share information on the road. E-mail address is above.

I have a trainsheet from Vicksburg, MI and K-4 1361 went north to Grand Rapids in the late 1940's. K-4's replaced the G-5's as the diesel era approached. The GR&I was dieselized early since it was remote and PRR's longest branchline. Also the PRR's ONLY land grant RR.

Robert

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## Color reference

Fri, 2017-12-01 12:19 — Graham Line



Color of the 1920s is a problem; not much in the way of color film and even less in most rural areas.

Edward Hopper's paintings are a fairly reliable guide, and the Library of Congress published "Bound for Glory: America in Color 1939-43," which draws on its archive of early Kodachromes.

But you have to keep [this](#) in mind: <http://calvin-and-hobbes-comic-strips.blogspot.com/2011/11/calvin-asks-d...>

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## Color

Fri, 2017-12-01 14:25 — jamessix

you can look at it like this. If you don't know the color neither does anyone else. Apply colors you think may be correct or that you like. Nobody can say you got it wrong, at least not with a straight face!



Here is a scene that I am working on



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(No subject)

Fri, 2017-12-01 14:26 — jamessix



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Note: The brick building came

Fri, 2017-12-01 14:30 — jamessix

Note: The brick building came from Tom Johnson's layout. Tom was kind enough to retire it to my layout!



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## The late depression era is

Fri, 2017-12-01 15:10 — decapod39

The late depression era is absolutely a great time to model. It was before the diesels hit, and it was before many of the newer more modern steam arrived. I model 1939, because it is toward the end of the depression - Europe had this demand for coal, oil, steel and manufactured goods, so things were on the up swing. Plus, the smooth side Light weight passenger cars came out the year before (1938). Models for much of this era's rolling stock are readily available if you look carefully.

Passenger: Walthers makes almost all of the Pullman configurations, both as built and improved (betterment). They also make a couple coaches. Bachmann makes some nice passenger cars that can be adapted. The new Bachmann smooth side observation is dead on for a pre-war car. Walthers also makes the PRR R50b and the B60b express cars.

Freight: Accurail, Westerfield, F&C all are very good pre-war cars. Red Caboose X29, 10k and 8k tank cars, and reefers. Add to that Bowser Boxcars (wide variety), flats and gons are also great. The old Proto 2000 line is also good for pre-war cars.

Even if these cars are PRR prototype, most American railroads had a boat load of PRR cars on property. If you model the 1930's, you model the Pennsy! When you model this era, the yards and trains look so much different. Just reference old B&W photos and you will see the connection.

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Steam Locomotive Wish List atlas trainman 3560 covered hopper ▶](#)

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## Good to hear from you Jared.

Sun, 2017-12-03 13:38 — [jamesix](#)

Good to hear from you Jared. Hope you and you layout are doing well. I will retire at year's end -- finally -- and will be able to finally get serious about the layout.



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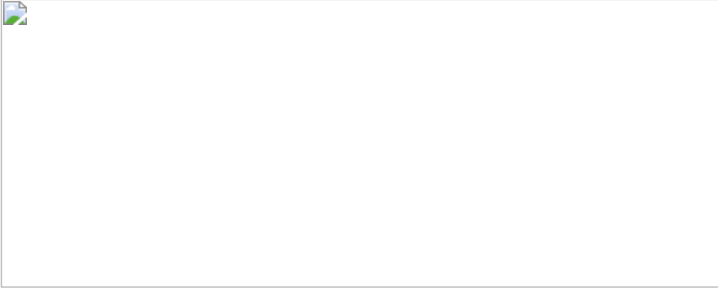
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Jim

James Six, modeling 1925-1935



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## modeling a free-rider

Sun, 2017-12-03 14:50 — jamesix

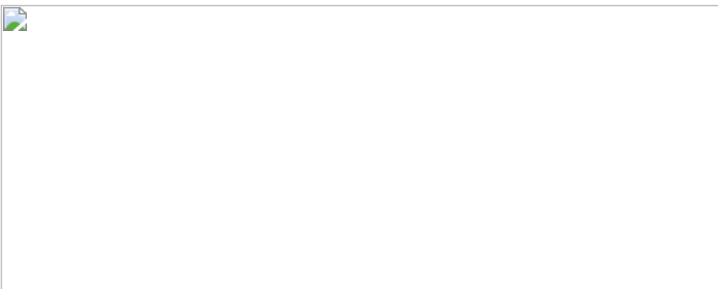


I photoshopped the pic of my Roundhouse NKP boxcar to put a hobo riding the truss rods under the body. After seeing this I am convinced to model this with that boxcar model.

Jim Six



James Six, modeling 1925-1935



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## WOW...

Sun, 2017-12-03 15:01 — Warflight

That is really awesome... I keep going back and forth from the photo, to the model, and yes... you need to model that! For sure!

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## Movies



Sun, 2017-12-03 16:36 — Graham Line

"Wild Boys of the Road" (1933) has a lot of train-riding and Depression atmosphere in it. Filmed partly in and around Taylor Yard in LA. Shows up on Turner Movie Classics, was on VHS at one time, and could be on YouTube somewhere.

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## WOW...



Sun, 2017-12-03 16:55 — jamesix

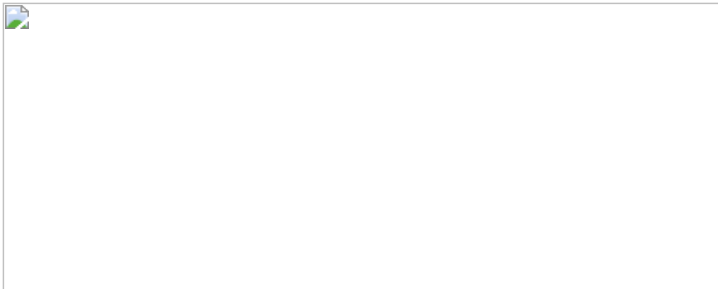
Warflight,

I am definitely going to add a hobo to the truss rods of that NKP boxcar. I have a few more truss rod boxcars to prepare and will add a hobo to at least one more. I will share photos of them with y'all then.

Having too much fun for a grown man!

Jim Six

James Six, modeling 1925-1935



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## I will retire at year's end

Sun, 2017-12-03 16:57 — ctxmf74

*"I will retire at year's end -- finally -- and will be able to finally get serious about the layout."*

I wouldn't count on it. I've spent less time modeling since I retired. Not working opens up chances to do too many interesting things with the time. Travel, fitness, cooking, yard work, home remodeling, etc. I don't seem to need the hobby time as much as retired life stress is much less than working life stress :->).....DaveB



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## Riding the rods

Sun, 2017-12-03 17:08 — p51

I knew a guy years ago who was an engineer for the Southern Pacific. He hired on very late in the steam era, and ran a lot of their locomotives before he went to diesels. He missed the Depression years due to his age, but he was trained by all the guys who were there at the time. They told him all kinds of horror stories about finding people chopped into multiple pieces along the tracks, in the middle of nowhere. They always assumed in those cases that it was somebody riding the rods, fell off, and got vegemated by the train.

I'm surprised hardly anyone has brought up the movie classic "Emperor of the North". The beginning scene show something of that horrific nature.



**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## Lee..

Sun, 2017-12-03 17:11 — Bremner

I have also heard of stories about poor hobos that were scalded to death after hitching a ride on an Southern Pacific AC between the engine and the tender....

am I the only N Scale Pacific Electric Freight modeler in the world?

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## I will retire at year's end

Sun, 2017-12-03 17:17 — jamesix

I hear what you are saying, but we spent the past five years remodeling the house. We are done with that. We do plan to travel some. We want to see Montana and Wyoming along with some other places. I also plan to start exercising at a local 24/7 gym. And I have two expensive bicycles that I plan to ride. And let me not forget, I am an active target shooter. So you are right in that I will have plenty to do.

However, My layout is of high priority and I will devote plenty of time to it. Besides, I have Tom Johnson to help work on it.

Jim Six

James Six, modeling 1925-1935







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## Lee, The Emperor of the North

Sun, 2017-12-03 17:22 — jamesix



Lee,

The Emperor of the North is one of my favorite movies. I highly recommend it to anyone interested in railroading in the depression era. Lee Marvin is a hobo called Emperor of the North. Ernest Borgnine is a nasty "cinder dick" -- one mean bastard! I will leave the rest to anyone who watches the movie. Hang on. It's quite a ride!

Jim Six

James Six, modeling 1925-1935



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamesix](#)

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



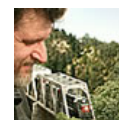
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### Expert ...

Sun, 2017-12-03 19:21 — [joef](#)

Expert ... the way I heard it was how it is pronounced: ex-spurt.



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Ex means "used to be" and a spurt is "a drip under pressure" ... ! Not exactly the greatest thing when explained like that! (Wink)

## Joe Fugate

Publisher, Model Railroad Hobbyist magazine



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## Turn tables

Sun, 2017-12-03 20:34 — Don Hanley

Jim



I have been researching the Chicago & Erie (Erie) circa 1895 to WWII between Marion OH and Chicago IL. The Erie had turntables located at Lima OH, near BY tower, Ohio city, near RE tower, and Rochester IN, near RS tower. These turntables were small ones that had been replaced by larger ones in the Marion OH, Huntington IN or Hammond IN yards. At North Judson there was a "Y" that connected to the NYC Kankakee branch for interchange that was used to turn the locomotives at this location.

Small turntables like ones the photos you posted were not limited to end of the line. The Erie used these to turn the locomotive of the locals at the end of their run so they could head back to the appropriate yard. I suspect that in the time period you are modeling there would be recycled turntables scattered along the line of just about any railroad for the same purpose. I don't recall ever seeing this feature is modeled on layouts I have visited. and it's a shame. Turntables do not need to be limited to the terminal area only as most model railroaders seem to do.

Look forward to seeing to seeing more.

Don Hanley

Proto-lancing a fictitious Erie branch line.



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## Peeling paint

Sun, 2017-12-03 21:18 — p51



Since asked earlier about peeling paint on a model. I have done it a few times, either painted aged wood color by Krylon (in the case of plastic) and then smearing on some rubber cement, then spray white over tope of that. A piece of sticky tape will peel off the paint where it couldn't have adhered to the rubber cement.

With a wood structure, just make the wood grey and do the same. Works out pretty well.

I used the same technique for the caboose and the structure behind it here:



LEE



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## Sturgis, MI

Mon, 2017-12-04 14:23 — [dssa1051@yahoo.com](mailto:dssa1051@yahoo.com)

Going back to the photo of Sturgis the NYC Goshen Branch tracks are the tracks on the right side of the photo. The NYC Goshen Branch crossed from running on the east side of the GR&I to running on the west side of the GR&I at RK tower where both lines crossed the NYC's Old Road requiring three separate diamonds. The Goshen Branch paralleled the GR&I and then headed southwest towards Goshen, IN.

A depot for the Goshen Branch still exists in Shipshewana, IN on it's original site. Depots on the line were of similar architecture which was not standard NYC.

Robert

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## Turn tables

Mon, 2017-12-04 15:09 — [jamessix](#)



you are right Don. Actually, my turn table is not at the end of the line. It is "along the line" as in your examples. I misstated in my earlier message. I have one local that ends in town near the turn table. The local turns then returns.

Other locals pass thru town. I prefer turning the loco and returning to where it came. It is more interesting operation for obvious reasons.

Many thanks for your input Don.

Jim Six

James Six, modeling 1925-1935



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## Shipshewana depot

Mon, 2017-12-04 15:13 — jamessix

The Shipshewana depot is an art store today. Worse yet, there is a PRR N5 caboose sitting out front.

Jim Six

James Six, modeling 1925-1935





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## Rider looks great Jim

Mon, 2017-12-04 16:03 — Marty McGuirk



I've seen this modeled twice that I can recall off the top of my head - both by modelers who set their layouts earlier than your time frame - but as someone mentioned "hobo-ing" started before the Depression.

Those two modelers were Bill Henderson - who had a rider on his Coal Belt, and Irv Scultz - who I believe did an article on modeling a truss rod rider in an issue of RMC back in the 1970s.

Marty

Marty McGuirk, Manassas, VA

[www.centralvermontrailway.blogspot.com](http://www.centralvermontrailway.blogspot.com)

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## Peeling Paint

Mon, 2017-12-04 23:31 — INRAIL

Jim asked me to share my techniques for peeling paint. One way I do this is first weathering the siding of a structure with an aged wood color. You can either stain wood structures first or airbrush an aged wood color on a plastic structure. Allow this to dry for a while. The next step is applying Windsor and Newton Colourless Art Masking Fluid over the aged wood color. Follow this step by painting the structure with your desired color. You can hand brush the paint or airbrush. The last step is applying duct tape or masking tape to the siding and pressing it down followed by ripping it off. This should pull some of the paint off of the siding revealing the aged wood color underneath. I suggest practicing first so you get an idea about how thick to apply the masking fluid.

Another method I've recently used for weathering locomotives for a peeling paint effect is by using Microscale Micro Mask fluid. I begin with brushing this fluid onto the surface of your structure or model, painting the structure, and again using tape for pulling the paint off of the masking fluid. Again, practice first so you get an idea how much masking fluid to apply.

A new method I'm going to try soon is using Distress Crackle Paint I saw somewhere on line. My wife is a crafter and ordered some clear Distress Crackle Paint. The video I watched looked pretty impressive.

Tom

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## I remember Bill Henderson

Tue, 2017-12-05 05:05 — Lattayard

I remember Bill Henderson's articles, or more so stories, on life on the Coal Belt. They were always fun to read. Real gritty railroading. His modeling made an impression on me during my youth.

John

Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: BeerLineModeler

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## Track Planning Concept

Tue, 2017-12-05 08:12 — JackM

I'm not ready to post my own blog yet, so thought this might be a good place to run this by the group. I am agonizing over the decision to start over. My first attempt modeling the KC West Bottoms is at about a C+ level, my standards have gone up in eight years. It is a good track plan, but frankly more railroad than I need and there are some mechanical issues.

I have been giving a lot to thought to what I see as a trend to less railroad is better. I just reread Jim Six's article in MRP regarding his latest Sturgis inspired layout. My thought's exactly, 69 years old and want to get something to completion as an A paper, maybe small is better. I have also been impacted by the terrific work by Tom Johnson and Jim Six. Also in consideration is being conflicted, the railroad of my youth was Pennsy but I have spent most of my adult life as a flat lander in Kansas. The obvious answer, Pennsy in the mid west.

So here are my thoughts. I have looked at the Pennsy branch that ran from Indianapolis to Vincennes. I have an L shaped land grant, 26 X 12. I could model one town with wings on either end like Tony Koester's Wingate, maybe Worthington. Worthington according to the CT1000 had two elevators, two oil dealers, a lumber dealer and a poultry dealer (feed?). Another idea would to model two even smaller towns with scenery in between, mainly grain elevator and team track operation. I only need an H10 2-8-0 which I have. It would keep me occupied for maybe 15-30 minute operating sessions. I also want to keep it down to around six turnouts, I currently have 22. Pretty modest by most standards but I think it would meet my goals. Most of my rolling stock and vehicles would still be appropriate.

If Tom Johnson is on, I have a quick question. You are a great kitbasher. But I can't figure out what the basis was for the Pennsy inspired depots on your layout. Did you scratch build them?

Any input from the group? Thanks.

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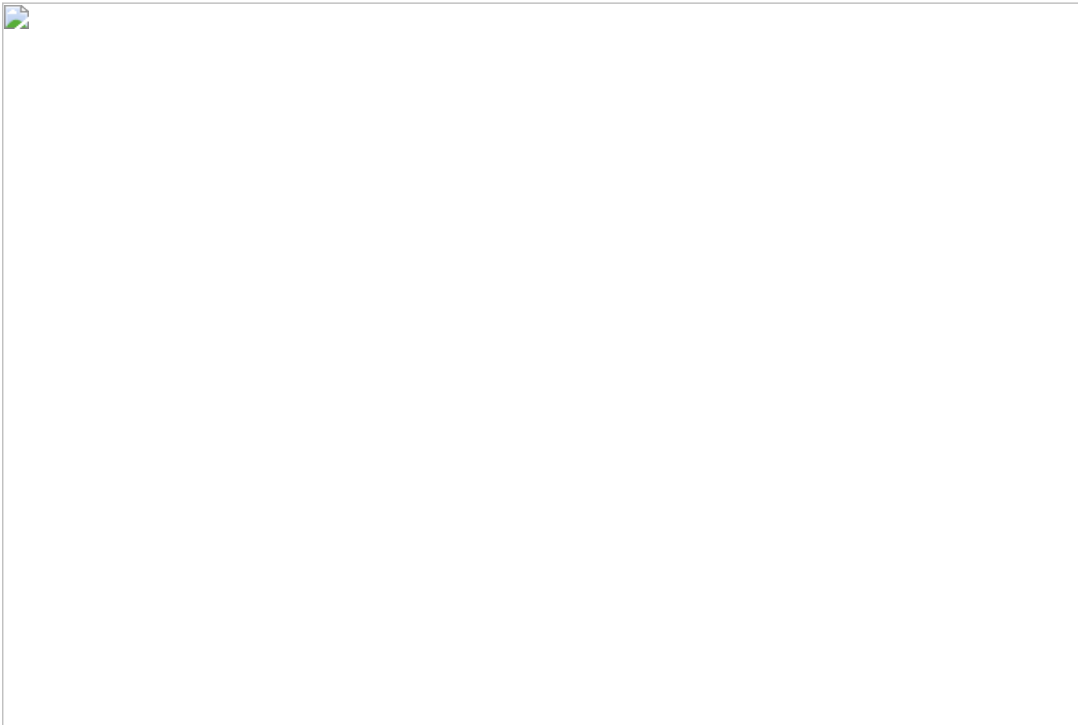
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Jim Six



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### small is better?

Tue, 2017-12-05 09:35 — [Lattayard](#)

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Jack,

I'm 42, but I share your same sentiments. While it'd be nice to model all six miles of the Beer Line, or some other extensive element of the Milwaukee Road, I face two elements of reality. One, I just don't have the room. Two, I don't live a life where that kind of time is reasonable. When I started designing my layout, I wanted to have at least all the ground cover on within 18 months (I did it in 14 months). Shelf layout, built on metal shelf brackets, 47 feet end to end (or something that would go around a 12x12 room). 14 turnouts, scratchbuilt structures. Take my experience from previous layouts and try and do it 'right' this time around.

I run my own music instruction studio, teach at one other place, and play around 2-3 gigs. Married, two kids (11 and 8). Do I have time for a large layout, even if I had the space? Do I even need to answer that question for anyone? Lol...

You're looking at 38 feet of layout, that will make into a good switching layout. If you give your utmost attention to every inch of that 38 feet, you'll find endless things to do. Even after it's 'finished.' You mentioned either modeling a town with 'wings', or two smaller towns with scenery separating them. I'd do the single town with outlying areas, or put a single town at one end and make the 12 foot wing an outlying area. A larger town will allow, in my opinion, more chances to do expansive detailing. You could be more thorough in what you create in that larger space and town, rather than being limited with much smaller space split between two towns. Those two grain elevators, two oil dealers, the lumber dealer and poultry dealer can be built with more expansiveness (and detail and operational interest) with a single larger town.

I'm amazed at how many things I find to do on my smaller layout. I enjoy details, little details. I enjoy building structures, whether kit, kit bash, or scratch built. And I like switching.

All my layout is scenicked. It looks finished, but still gives me projects to do. I'm happy. I just finished detailing a couple industries that were still needing it done. That took the past 6 months to do. Now I'm thinking structure interiors. Always wanted to do that. And I can do that without vast stretches of plywood staring at me. I'm just further finishing what is already finished. Oh, and I'm converting a Walthers H10-44 into a H12-44 as well, again, without the vast stretches of plywood staring at me.

Find stuff to do, and a small layout will give you years of enjoyment.

John

Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: BeerLineModeler

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## The year 1936

Tue, 2017-12-05 10:11 — [dssa1051@yahoo.com](mailto:dssa1051@yahoo.com)

Jim, Keep the year 1936 in mind since that is the year steam locomotive lettering on the NYC changed from Roman to the Extended Gothic and when the NYC herald changed from "Lines" to "System." Some locos should have Roman lettering depending on the year that is your focus and many NYC freight cars would have still had the "Lines" herald. Meanwhile on the PRR nothing dramatic happened at least west of Pittsburgh.

I, too, am planning a small layout that I can attempt to finish while still on this earth. I have a friend in Wisconsin who enjoys building layouts and he schedules his time on the layout like a job. That discipline is not for me. I think John has it right.

Robert

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## With your decision to go

Tue, 2017-12-05 10:37 — [Virginian and L...](#)



With your decision to go small will you still be satisfied with it when it is completed? One town concept or two is an interesting one regardless of the size of the layout. It can make operations more interesting as things can be done in real time. Are you going to enjoy the operations that come with six turnouts as much as the ones that have twenty two. With downsizing the layout will you have enough to continue the enjoyment of still building things once the track is complete.

You and you alone know the answers that you think are correct. What makes one person happy may not do for another. The key is to do what appeals to you. Any requirements to get it finished are your own. If it takes 5 years to do it and you

only get to be on the earth for four but had a great time the entire while it is not a bad thing. If you are going to be happier in the end looking at a project that is completed and is just going to be run then do that.

For me, I would undertake the larger layout and enjoy building it, it is what I enjoy the most. I also enjoy the trains running on it as well, but I like longer trains and big industries. If your priorities are different then you will make different choices.

I think one of the greatest things about the hobby is how so many different things can appeal to different folks. There is no right answer just the answer that is right for you.

Rob in Texas

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## Tom's Peeling Paint



Tue, 2017-12-05 12:33 — JC Shall

Tom, thanks for your explanation of your peeling paint technique. When you're applying the masking fluid, I assume you're just kind of stippling "blobs" of fluid to the model (or maybe even streaks here and there)?

Thanks for the heads up on the Windsor and Newton product.

-Jack

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## Jack and track planning concept

Wed, 2017-12-06 10:45 — jamessix

Jack,

If you are modeling the Depression era the Pennsy is probably the easiest railroad to model simply because of the number of available PRR steam locomotives and PRR cabooses. There is a reasonable amount of PRR specific rolling stock available as well. Another nice thing about the Pennsy is that it ran from the east coast to the central Midwest -- quite a variety of scenery and settings to choose from.

Personally, I really like the one-town concept with "wings" to come from and go to. With the amount of real estate you have for your layout you can fit a serious number of on-line customers for your railroad. One side of my layout has 8 customers to switch with 13 locations to spot cars. It takes a 2-man crew from 90 minutes to over two hours to switch the town with a local train. One crew member throttles the locomotive. The other throws the switches, uncouples cars, and sets couplers -- just like the real crewmen used to do. We operate at prototype speeds. There is no hurry. It is not a contest to see how quickly the job can be completed. People of that mindset are will not find a welcome in my layout room.

Another thing that slows operation is the through train. A through train enters the scene (from one of the "wings" and takes control of the main track. It may pass through town with out stopping or it may stop to take on water, set out cars or pick up a cut of cars. This all takes time and the local train typically has to wait for the through train to complete its work and get out of town. This is all prototypical, is unhurried, and a helluva lot of fun.

Two hours is a reasonable time to operate a local train. Anything more and I lose interest and become impatient -- that is, the fun factor goes down. The key is to have sufficient customers in that one town and to do everything as it was done in the prototype. This is where depression railroading can be so much more fun than contemporary railroading which has so little to do along the line. There are precious few on-line customers these days. This is why pre WWII railroading is so much more interesting to me.

Jim Six

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## Going Small

Wed, 2017-12-06 10:53 — jamessix

Going "small" should mean different things to different people. How do you define "small" of "large" for that matter. To me it is not about how many feet of railroad you may or may not have. Instead, the size of a layout is measured in the time it takes to start your train in one location and end it in another. A through train could probably traverse the layout in maybe ten minutes at prototypical speeds. That ain't enough time to satisfy me.

On the other hand, a local train needs about two hours to complete its chores from beginning to end. Now that is ideal for me. If I don't have two hours to burn, then I include fewer cars in the local train. This allows me to set the time needed to run the local by number of cars in the train.

In short, I measure a layout's "size" by the amount of time it takes to start and complete the featured trail. Since I love local train operation far more than operation of over-the-road (through) trains, it is only natural for me to feature local trains. Through trains are used as "interference" for the local trains -- very prototypical situations! The less experienced crew people are assigned to through trains as they learn the layout and how we operate. The more experienced fellows get the local train(s).

Jim Six

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## Peeling paint and wrong era!

Wed, 2017-12-06 11:04 — jamessix

This really old photo shows the building that we were discussing with peeling paint. I used the Tom Johnson method -- with him looking over my shoulder teaching and coaching me.

Also note the PS1 boxcar. At the time this pic was taken I was modeling 1955. The model is long gone! I do like the siding track running through the grasses and weeds.



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## Early NKC caboose paint scheme

Wed, 2017-12-06 11:14 — jamessix

I came across this photo a few minutes ago. It reminds me that should I operate the layout as NKP in the Depression era I cannot have the "high speed service" band on the body above the windows. I love that band as I saw it hundreds of times as a kid. Oh well. I will suck it up and paint a couple of NKP cabooses to match time prototype photo.

Jim Six



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## I like the one town concept.

Wed, 2017-12-06 11:31 — Virginian and L...



I like the one town concept. I like locals and yard operations. Through trains are just that through the layout staging to staging (for me). I tend to enjoy running trains more than the two hour span though. I also like the absence of fast clocks. If one is modeling a small section of railroad less than 10 miles the fast clock can be eliminated and work goes on in real time. Then there is no switching at light speed and there is time to do the different jobs.

If in the allotted time only half of the job was done it can pick up where it left off next time.

One could also apply the principal to mainline operations as well. Think of a mountain crossing and one side of the grade is modeled. Thanks to DCC helper operations can be modeled with out too much issue. Pushers can be cut in and out at different spots on the line. Traffic could consist of helpers and main line trains going up and down the grade. Add in steam era water and coal stops and it becomes a very interesting operation as well.

2 6 6 6 video C4BC1F7D 9C6D 4918 9AA7 41FDD692E753



Here I have posted one video of a train being helped up a curving grade with steam locomotives. It is interesting to watch the slack run in and out of the train as the load changes from one locomotive to the other.

Now imagine this train getting to the summit, it would stop and set retainers at the bottom of the grade it would need to release them and cool the wheels for a bit. The helper would get water and head back down the grade to wait for the next train.

Lots of things to do with the simplified layout, smaller section of main, one town, etc. The principal could allow for lots better representations of the real thing even if we are not modeling all of the transcontinental system.

Rob in Texas

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## helluva coal trail!

Wed, 2017-12-06 12:06 — jamessix

Rob, That is one helluva coal trail. Color me impressed!!!



Jim Six

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)



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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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## Going Small

Wed, 2017-12-06 12:15 — [jamessix](#)

You are looking down 24 feet of layout. The shelf is 24 inches wide. This is most of my one town. The main track crosses a drop bridge (out of sight at the far left). The main track also goes out of sight to the right to a staging track. The track in the foreground represents a branch that crosses the room to the other side of the layout and eventually ends in



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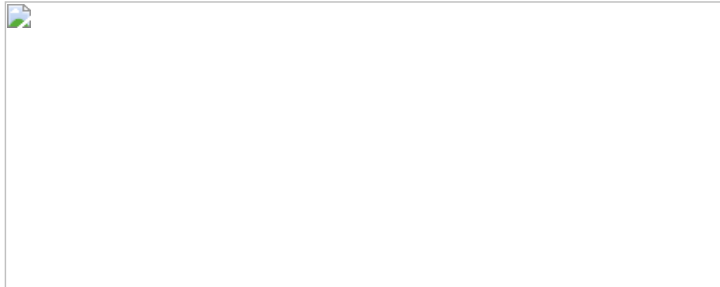
the future staging yard. I will post another photo showing the customers out of sight to the right. Note that the engine terminal is at the far end of this scene. Locomotives are turned there, re-coaled, and watered. Yes, it takes about 90 minutes to two hours to operate a local train that works this setting.

Note: I took this photo about 30 minutes ago. More photos coming.

Jim Six



James Six, modeling 1925-1935



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## Going Small

Wed, 2017-12-06 12:42 — [jamessix](#)

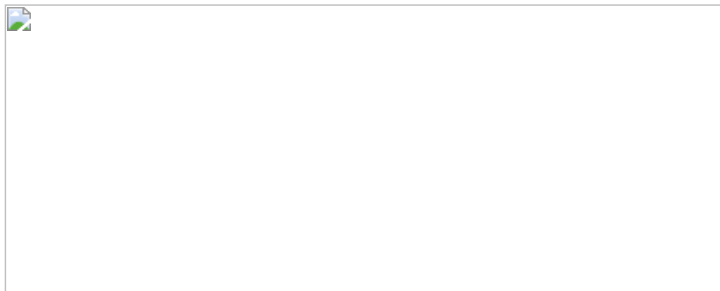


As promised, here is a photo looking to the right of my previous pic. As you can see, this is a construction zone! Shown is my meat and product packing facility, This is for ice bunker reefers. When complete, I hope this to be one of the featured customers on the layout. You can see the track at the right is starting to curve its way around the end of the layout and across to the other side of the room.

Jim Six



James Six, modeling 1925-1935



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## Dirt roads...

Wed, 2017-12-06 15:25 — p51

I noticed something right away on this fine dirt road that looked off to me:







There's no indication that any vehicle has ever turned around at the end of it. I did the same thing on a gravel road on my own layout and it occurred to be that the cars/trucks getting to the end would have wiped out plenty of grass turning around. You need a round spot at the end of torn up ground or dirt where that would have happened. Where cars are making 3-point turns to leave, that would leave a big open space in the dirt.

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## Operations

Wed, 2017-12-06 16:31 — fecbill

Jim

How do you route cars for operation? Do you use a computer program, car cards/way bills, make your own switchlist? Just curious of your method. My FEC 5th District has two towns with the last town being Florida City which was the end of track. I have used the JMRI program for generating switch lists but am not totally satisfied with the ability to make prototypical assignments and operation.

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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Thanks for the nice comment

Wed, 2017-12-06 16:58 — Virginian and L...

Thanks for the nice comment James. I like the one town concept, and I am looking at a more urban area that was a producer of steel and other products. On your layout it seems uncrowded but is populated by industries that look like they need several cars of freight in their operations. Many other layouts seem to be occupied by structures that would be full to bursting if the contents of one freight car were placed in them. I have always thought this was unrealistic on otherwise well done layouts. Your layout setting just oozes realism and should be great to operate on.



The meat packing plant would have many different cars to be used in its activities. The grain elevator would likely be fairly busy as well having both in bound and out bound.

Rob in Texas

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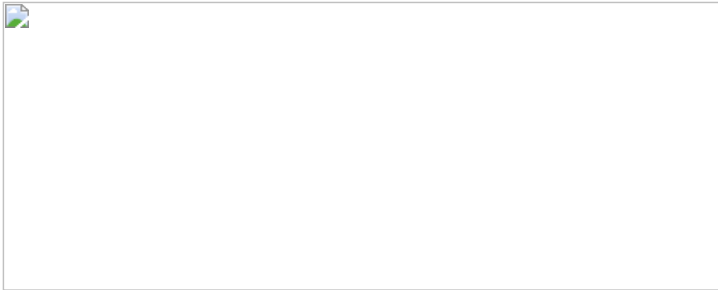
## Dirt roads

Wed, 2017-12-06 18:48 — jamessix



You're absolutely right Lee. I plan to add a turnaround and small parking area near the tower. May also add a storage building too.

James Six, modeling 1925-1935



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## Operations

Wed, 2017-12-06 19:03 — jamessix



Hi Bill,

I don't route cars like most operators do. I'm not into that. Too much like a game for me. Each operating session is stand alone without connection to the previous session or with the next. I manually write a switch list for the local train. Before an op session I place cars that will either be moved by or picked up by the local train. Then I make up the local train with cars that will either be set off for another train or will be spotted at the on line customers. The train crew works from the switch list.

Making setup easy I usually leave cars in place where they were spotted. They will be picked up in the next. I rotate cars onto and off of the layout so we don't keep using all the same cars in each op session.

Jim Six

James Six, modeling 1925-1935



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## Operations



Wed, 2017-12-06 19:03 — jamesix

Hi Bill,

I don't route cars like most operators do. I'm not into that. Too much like a game for me. Each operating session is stand alone without connection to the previous session or with the next. I manually write a switch list for the local train. Before an op session I place cars that will either be moved by or picked up by the local train. Then I make up the local train with cars that will either be set off for another train or will be spotted at the on line customers. The train crew works from the switch list.

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Jim Six

James Six, modeling 1925-1935



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## Operations 2

Wed, 2017-12-06 19:16 — fecbill

Jim

So you basically decide which cars go where in your mind. No random number generator or other device like an industry car request.

Thanks

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## Operating Time

Wed, 2017-12-06 19:40 — Moe line



Jim, I completely agree with you on the idea of operating the local job while the through freight trains are just interference for the local, which is why all of my track plans keep a continuous run connection through staging, for the through trains to be able to run through more than once in a session, although possibly with a different locomotive and caboose, therefore a different train. That whole concept was why I embraced DCC when it was first invented to be able to "automate" a couple of through trains chasing each other through the layout while I run the local in the opposite direction and work the industries while clearing the main track for the through trains, which for me would be great for solo operating, since it is not always possible to round up other model railroaders for a full on operating session.  
Jim

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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## Peeling paint

Wed, 2017-12-06 20:16 — [INRAIL](#)

Jack, yes you are correct. I like to stipple the fluid onto the siding. Don't get it too thick or you'll have way too much paint come off with the tape. I like to do it a little at a time. Apply the tape and pull it off. Go back and apply the tape again and pull more off. Just keep going until you've reached the desired effect.

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## Jack, PRR inspired depot

Wed, 2017-12-06 20:29 — INRAIL

Hi Jack. The Pennsy station is a Type A PRR station if memory serves me right. It was made by Mountaineer Precision Products which is no longer in business. It's a shame because it was the best PRR station that resembled most of what was seen in the Midwest. You'd think with the PRR being the standard railroad of the world and so popular that just about everyone modeled it along with the Santa Fe at one time that someone would produce some midwestern PRR stations and towers. There are NO PRR stations being produced by anyone right now that are like the ones found in the Midwest. The same goes with towers. Walther's came through with a very nice PRR brick Interlocking Tower and I did use it as a stand in for now but we need the plain PRR towers seen all over Indiana with that asbestos shingle siding. That's what I at least call it. I'm not sure what that siding is made of. I'm tired of all the eastern style stations and towers. I think you can still find photos of the Mountaineer Precision Products structures on line. I think I heard someplace the guy that produced them came down with a serious illness.

Tom

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## "I like the one town concept.

Wed, 2017-12-06 23:41 — ctxmf74

*"I like the one town concept. I like locals and yard operations. Through trains are just that through the layout staging to staging (for me). I tend to enjoy running trains more than the two hour span though. I also like the absence of fast clocks. If one is modeling a small section of railroad less than 10 miles the fast clock can be eliminated and work goes on in real time."*

I agree, one town(plus staging) can make an entire layout. When I was a kid I spent lots of time at the local SP branchline yard. In the 50's it had one job based there plus a turn came from the mainline junction about 20 miles away. The branchline split at the yard and continued for a few miles more in two directions. The local based job would come on duty at 8am and switch the yard and some nearby industries then run to the end of the branchline on one of the routes and return in the afternoon. The turn from the jct. would arrive at the yard around 11 am and do their switching then head up to the end of the other branch and back. As the turn came back thru the yard it would pick up any outbound cars that the local based crew had left then head home to the junction. So a realistic operation could be modeled with three GP9's, one for the local based engine and a pair for the turn from the jct. All the in town work at the yard and adjoining industries could be done in real time or slightly compress time depending on how true to scale the yard was modeled. Three off scene staging yards would be needed, one from the jct. and one for each end of the line branch spurs. If the staging was arranged around the perimeter of the room one yard could be used for all three directions with a bit of connecting tracks....DaveB



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## Here is one section of a town

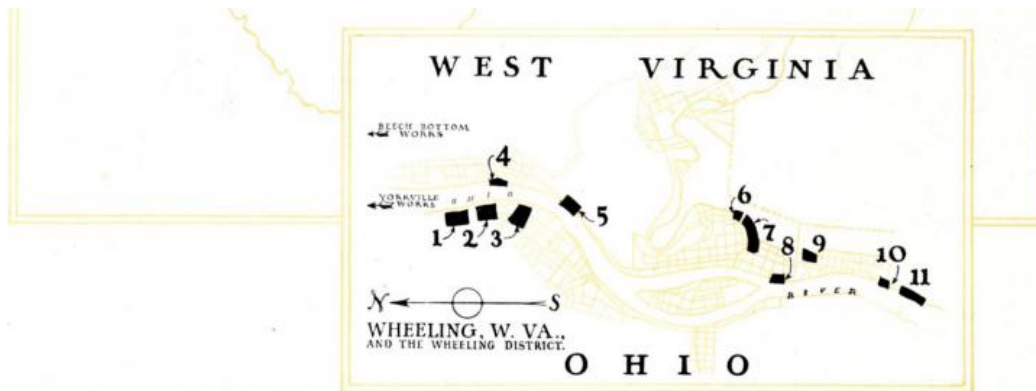
Thu, 2017-12-07 05:48 — Virginian and L...





Here is one section of a town that has a terminal railroad less than 10 miles long. It has 3 railroads plus the terminal railroad that actually ran into the area. Wheeling and Lake Erie, Pennsylvania, and the B&O. There was also an interurban line and trolley layout that ran through town until a bit after WWII. The large building close to the river is the Pennsy freight station and the one next to it is the B&O, the Wheeling and Lake Erie has a freight station just out of the photo to the lower right. Along the left edge of the layout is the Pennsy passenger station.

As can be seen from just this section of a few blocks there can be things other than 10 car locals used in a small bit of one town.



### Mills and Factories of Wheeling Steel Corporation

- |  |                                       |  |
|--|---------------------------------------|--|
| 1—Martins Ferry Factory, Martins Ferry, Ohio | 6—Wheeling Factory, Wheeling, W. Va.  | 11—Benwood Works, Benwood, W. Va.        |
| 2—Martins Ferry Works, Martins Ferry, Ohio   | 7—Whitaker Works, Wheeling, W. Va.    | Steubenville Works, Steubenville, Ohio   |
| 3—Martins Ferry Furnace, Martins Ferry, Ohio | 8—Belmont Works, Wheeling, W. Va.     | Portsmouth Works, Portsmouth, Ohio       |
| 4—Warwood Factory, Warwood, W. Va.           | 9—La Belle Works, Wheeling, W. Va.    | Yorkville Works, Yorkville, Ohio         |
| 5—Top Furnace, Wheeling, W. Va.              | 10—48th St. Factory, Wheeling, W. Va. | Beech Bottom Works, Beech Bottom, W. Va. |

Five

through eleven in the photo above are Various components that made up the Steel Mills along the Wheeling Terminal railway. One town, less than 10 miles, and it also had 3 passenger stations not counting trolley lines lots of other industries besides the steel mills shown. Lots of Railroadng possible in the time period from 1900 to about 1960 with just modeling one town and a small bit of track, compared to the 100 or 200 mile sections many modelers try to model in their one or two division point layouts. There were also several yards in the area of different sizes and functions.

Rob in Texas

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## Operation-2

Thu, 2017-12-07 13:30 — jamessix



That is correct Bill. In the real world railroads don't randomly decide where cars go. So I don't either. As I said, that is too game-like for me. I think about what industries will need what shipments and position cars accordingly. I also consider which industries will need what types of cars and how many. I then make up my trains accordingly. This is fun and requires knowledge about my on line industries — also fun. I don't play games. It is not a contest or a competition.

Jim Six

James Six, modeling 1925-1935

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## No fast clock

Sat, 2018-01-20 08:48 — jamessix



Again, not to harp on game like, but use of a fast clocks is again game like. It is a device conjured up to compensate for layout compression. I do NOT use a fast clock. That would force operators to hurry up what they have to do. — artificial. My crews operate in real time. This works because my layout is built with little to no selective compression. This is made possible by the one town and staging design concept.

I typically do not participate in operating sessions. Most of them are designed to operate a railroad. My layout is designed to operate a train, or two or three trains. We stitch a town whereas most layout operators run a railroad thus compression of literally everything including time is necessary. I refuse to compress anything. This is why I get comment after comment about how "spread out" my layout is.

Jim Six

James Six, modeling 1925-1935

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## James, I like your idea of

Thu, 2017-12-07 09:32 — Virginian and L...



James, I like your idea of not compressing time, for the same reasons you mentioned. I would say your layout is spread out because that is what the prototype looks like that you choose to model. To me it does not look spread out it looks realistic and I believe that is what all of us are trying for no matter how we try and skin that cat.

Rob in Texas

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## Ops and such





*That is correct Bill. In the real world railroads don't randomly decide where cars go. So I don't withers. As I said, that is too game-like for me. I think about what industries will need what shipments and position cars accordingly. I also consider which industries will need what types of cars and how many. I then make up my trains accordingly. This is fun and requires knowledge about my on line industries — also fun. I don't play games. It is not a contest or a competition.*

Jim, I get your point, but this seems to be a common theme among layout owners; what is important to the owner of the layout is rarely (if ever) important to the people who run on it.

I don't feel it's realistic for someone running on your layout once ever (or every now and then) to have the same feel for every spur and industry than the layout owner does. For example, I know the history of the RR I model and where/why the cars are going. I don't expect anyone else to know or are. To operators, they only see sidings, trains, and cars. Car cards, switch lists, or even verbal "just get that train over there," most people see it as the same as any other layout. Only the scale and shape of the layout differ to them. I don't expect someone running on my layout to know (of care) what that spur is for. Sure, they'll get it some of the time (like the tank car going to the spur that ends near a gas station, or the Army-marked boxcar going to where all the soldiers are) but most of the time, it's just a version of Tetris played with model railroad cars. The owner of the layout might feel better about the right number/type of cars going to industry, but is anyone running on the layout going to care?

Probably not.

But as for fast clocks, I don't like them. Nobody thinks in 1:4 time or whatever ratio a layout runs under. There's a layout I like running on that has schedules in real time. Sure, you hit a depot with the passenger train every 3-4 minutes, but it feels more authentic to me. I think the only people who are transfixed on the distances between towns on a layout are the ones who built/own said layout.

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## Thanks to All

Thu, 2017-12-07 13:00 — JackM

Thanks for all that responded to my question regarding the concept of one town as the operating part of a layout. Still looking at Vincennes Secondary of PRR. The "interrupter" to the branch line local would be coal trains coming out of southern Indiana behind Mikes. PRR and coal trains, always a good thing.

And Tom Johnson, thanks for your response regarding the PRR depot. Spent a couple of hours looking around and just could not come up with it. Now I know, and the news is not good. Now looking at kitbashing a Walthers kit I have on hand.

Jack

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## One of the short lines I ran

Thu, 2017-12-07 13:08 — BOK

One of the short lines I ran had only a quick, simple, homemade list of inbound cars from the UP and where they destined. Most were inbound loads with only a few outbound ones. With the exceptions of plastics hoppers for three different companies we could easily look at our inbound UP cars and tell by car type where they were destined.

Feed hoppers and tanks for the turkey plant, fertz. hoppers for the fertz. distributor in spring or fall, lumber flats for the truss outfit, boxes for the scrap paper guy, and gray plastics hoppers...well there we had to check the waybill to see which one went to which company.

Easy way of barely any paperwork to move cars. Now if you looked at the same 50 mile railroad it's considerably busier with five, huge, frac sand, loaders and multiple tracks along with big growth in other businesses.

I always have liked simple operations and very little paperwork no matter the size/scale of railroad.

Barry

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Rob likes my idea

Thu, 2017-12-07 13:28 — [jamessix](#)

Rob, your words are both kind and encouraging to me. Thank you for that. One really good aspects of this and other blogs is that they are thought provoking and clarifying. As I try hard to explain myself I come to a more clear understanding of what I am doing and why I like it so much.



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James Six

James Six, modeling 1925-1935

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## Lee — ops and such

Thu, 2017-12-07 17:11 — jamesix



i completely with what you wrote Lee. Very insightful. In fact, what you said is why precious few people operate my layout. The layout is designed for at most four people to operate at one time. In other words only my closest friends operate it. These are the same people who have helped me design it and help me build it. They understand the railroad about as well as I do. What about guest operators? Doesn't happen often, but it does happen at times. Before they do, I try to provide them with enough background to operate the way we do and to enjoy themselves.

The most fun that I have ever had operating the layout was with only one other operator, that is, me and him. He (Bruce Berta) has worked with me designing how the layout should be operated more than anyone. Kind of like Tom Johnson has worked with me on structures and scenery. I have had excellent mentors while building this layout. I have been pretty good building locomotives and rolling stock for decades now, but buildings, scenery, and operation are more recent skills that I have been working on.

James Six

James Six, modeling 1925-1935

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## Switch lists

Thu, 2017-12-07 13:51 — jamesix



A friend loaned me an actual NYC switch list. I scanned it and photoshopped it to look like a blank form of the real thing. I print them as needed and use them for my operating sessions. They are handed to the train crew when the train arrives at the depot in town just like was done back in the 1930s in many situations.

I really want my operators to feel as though they doing the real job back then.

James Six

James Six, modeling 1925-1935

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## An early steel boxcar

Thu, 2017-12-07 14:08 — jamesix



while a significant majority of my boxcars represent wooden prototypes I do have some steel prototypes. Here is not. It is a Broadway Ltd model that I did some reworking and weathered it.

- Engine Driver
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James Six, modeling 1925-1935

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## Speaking of Photoshop



Thu, 2017-12-07 14:25 — JC Shall

Hey Jim, did you also Photoshop out all that peeling paint on the warehouse?



**-Jack**

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## Speaking of Photoshop



Thu, 2017-12-07 14:58 — jamesix

No, I didn't. I did paint over it with a thin whitewash though. Also, the photo is overexposed on the white building hiding the peeling paint. When the building is finished I will post new photos of it.

Jim

James Six, modeling 1925-1935

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## 1930s vs 1964



Thu, 2017-12-07 17:14 — JC Shall

Jim you may be wondering why I'm so enamored with your warehouse. This will explain it.

This photo was taken in 2016 in Hammond, Louisiana. See any similarity? 😊



The Canadian National (former Illinois Central) mainline is a few hundred feet to the west behind the building. There's a spur off to the right leading to an industrial area to the east. Unfortunately, this building is no longer rail served.

Below is the other side of the building. The unused loading doors are still in place. Just as was indicated in the conversation we've been having, this would likely have been a well maintained building back in the depression, but, while still serviceable and still in use, has seen better days with regard to wear. In my era of 1964, this is just perfect.



Here's the building right across the street (rotating 180 degrees). I don't know what color it was when constructed, but I don't think it is far fetched that it may have been similar to what's seen here.



This was apparently also rail served back in the day (likely served from the spur heading east barely visible at the left). So much character even today.

**-Jack**

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## Lee, Love the grass on your

Fri, 2017-12-08 00:17 — Deemiorgos

Lee,

Love the grass on your scene with the interlocking tower and dirt road. What type of static grass did you use?

I don;t think you need too open a space of dirt to turn around, as a vehicle could cuts it's wheels and just back up and then go forward by cutting its wheels again; kind of like a wye.

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## Similar pursuit

Fri, 2017-12-08 08:36 — Sn2modeler

Here is SW Ohio, 5 of us are building a Free-mo style layout representing 1923 Central Ohio and South Central Ohio modeling. The layout is going to be generic, so we can run PRR, B&O, C&O, DT&I or our own Ohio Central trains. Our goal is Secondary Lines, not mainlines. We want steam that is not too big and rolling stock that is not too big. Almost all box cars will be wood (may be an X29). One reason for wanting smaller steam, is we plan to use sub Free-mo Standard curves. Free-mo call for 42" radius, but that is huge for a reversing loop and takes up lots of space for transportation. Likewise Mainline trains are too long for modules. We want single track with passing sidings. So having 6-8' trains seems

more in-line with a portable free-mo layout. Our goal is to have as much single track as we have towns with passing. So individuals are encouraged to equivalent length of scenery modules as town modules.

I've collected a couple PRR H10's and walthers' cabooses to represent the PRR possibly as if it were the Little Miami across Ohio (Cincinnati to Zanesville). This line has lots of character. Your list of locomotives for the GR&I is what I image for my PRR roster.

- 2-8-0's do the heavy listing
- 2-6-0 possibly on a local
- 0-6-0 in the yard
- 4-6-0 or 4-4-2 in passenger service

The 2-6-0 may not be needed for PRR roster. But the Bachmann 2-6-0 does look like locos ending life in the 1923 date, so might make our free-lanced Ohio Central roster. I think the AC&Y had similar locos.

I love the 36' cars you've shown. The accurail kits are timely for us. We may add a few resin kits once the modules are up and running....

David Keith

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## Jack - 1930s vs 1964

Fri, 2017-12-08 09:15 — jamessix



Wow! Do I ever see why you are interested in my building. It has the same "feel" that your prototypes have. I love those two buildings. I will admit, if I was to start over again I would be modeling the south -- in the steam era, during the depression. The ACL used USRA Pacific derivatives as its primary freight locomotives! I could get into that! I absolutely love the structures and the scenery of the "deep South".

Here is another recent photo of my layout. It shows how my buildings are grouped. All are off-the-shelf kits that I have kitbashed and re-arranged. Your white building is front and center! Yes, I have not crowded things. Do not like crowding on the layout. The two brick buildings beyond the white elevator complex make up a furniture factory -- a busy one at that! I will have this entire scene completed withing the next month or two now that I will have time to work in it.

Jim Six



James Six, modeling 1925-1935



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)



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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Backdrops, Painted vs. Printed? atlas trainman 3560 covered hopper >](#)

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### David -- Similar pursuit

Fri, 2017-12-08 09:18 — [jamessix](#)

David, I absolutely love the description of what y'all are doing. I would love to drive down to visit sometime to see your work and meet you and your friends. You are about a 4 hour drive for me -- doable!



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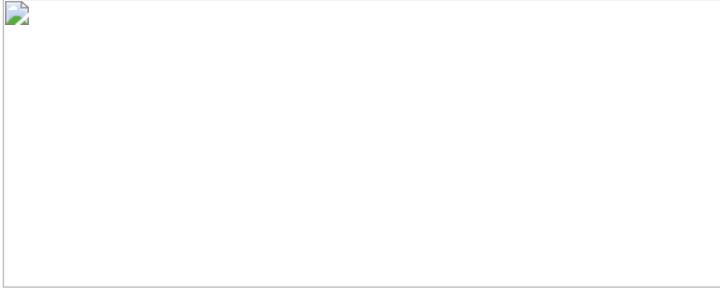
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Jim Six

James Six, modeling 1925-1935



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## This is one customer



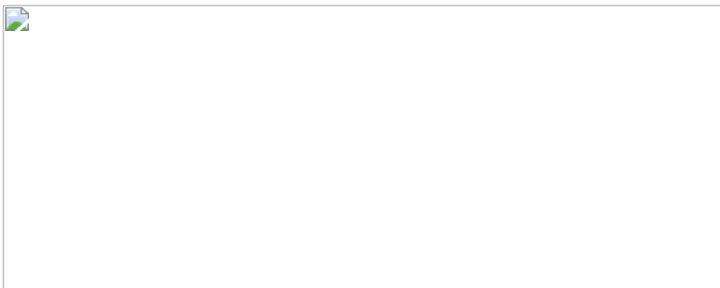
Fri, 2017-12-08 09:44 — jamesix

This is one entire facility (nearing completion). There are nine places to spot freight cars for shipping/receiving feed, seed, grain, coal, lumber, and supplies. Yes, this customer is switched during every operating session. One of the fun things is that there are always freight cars "in the way" that have to be moved and later re-spotted. This slows operation and adds to the fun of operating a local train.

Jim Six



James Six, modeling 1925-1935



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## Another customer

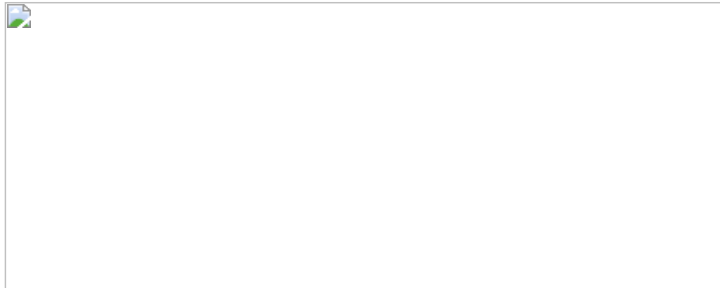
Fri, 2017-12-08 10:38 — jamessix

This is going to be the furniture factory. I expect it to be completed by late January. There will be 5 places to spot cars including the gravel road between the buildings where lumber will be unloaded. This customer is to the left of the road at the left end of the grain facility pictured in my previous post.

Jim Six



James Six, modeling 1925-1935



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## How about we drive up?

Fri, 2017-12-08 10:45 — Sn2modeler

Jim, not much to share at this point. We just started to lay the first track. I'm building two staging loops, one guy has 20 feet of scenery modules ready for track and another has the base in for the 20 foot yard. When I have the staging loops operational, I then start considering the construction of scenery modules.

Would like road trip the guys your way for inspiration. For a few of the guys this is there first foray into serious model railroading. We were all part of the Eastern Loggers (See GMR 1997 and these links: <https://sn2modeler.com/2017/11/17/eastern-loggers-videos/> and <https://sn2modeler.com/2012/11/05/eastern-loggers-a-great-experience-for-me/> ). Only only two of us did any serious model building for that and even my efforts were limited. The five of us have moved onto work on home layouts and have now started this module project.

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## Are staging tracks really necessary?



Fri, 2017-12-08 10:53 — jamessix

I am not a heretic! Keep in mind that a heretic is a person who differs in opinion from established dogma. The established dogma being that promoted for decades by my good friend Tony Koester and many other well known and published model railroaders. That said, I do not believe that staging tracks are necessary for many layouts. The one-town layout design that we have been discussing being one that does not require staging.

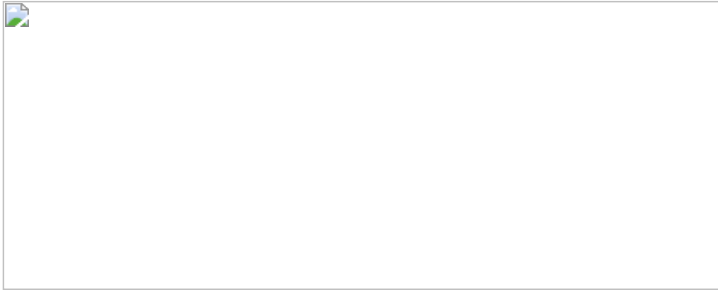
I have been discussing via direct email with a few modelers who are modeling in approximately a 20x2 foot space. They like what I am doing and are looking to design a one-town layout. I pointed out to them that staging tracks are not necessary. They require space that can be better used for customers for your train to switch. Well then smart guy, how does the train get there to do its work?

Simple, when you go to the train room to operate the layout your local train is already there on the layout waiting for you to begin your work! In essence, it arrived just before you got there yourself! Do your work, and when complete the train is ready to leave town. That's it. You just operated your local train on your one-town layout.

The side of the layout that I am working on is just over 20x2. It takes at least an hour, sometimes as much as two hours to switch. It's a lot of fun and that is why we should be doing model railroading -- fun! I highly recommend building a one-town layout if you are "space challenged". Make it as wide as you can, but do not make it deeper than 2-feet.

Jim Six

James Six, modeling 1925-1935



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## How about we drive up?

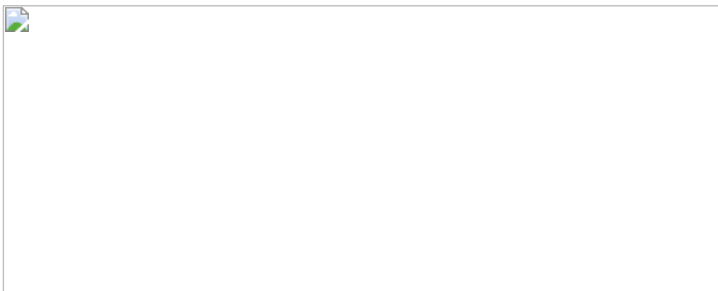


Fri, 2017-12-08 10:56 — jamessix

I would like to host y'all. Give me some time to clean up the room. I am in a major construction phase in the room. Should be done by March -- about the time the winter weather will be breaking. Please feel free to email me to coordinate a visit. I am in north central Indiana just southeast of Goshen.

Jim Six

James Six, modeling 1925-1935



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## Furniture factory

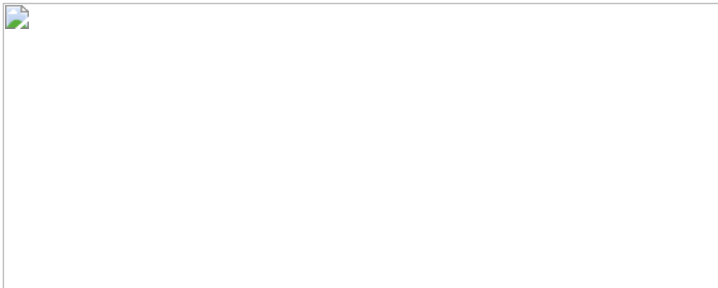
Fri, 2017-12-08 11:32 — jamesix

Here is another view of the furniture factory that I am working on.

Jim Six



James Six, modeling 1925-1935



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## Staging

Fri, 2017-12-08 12:58 — Douglas Meyer

Staging is really only needed to represent trains going onto or coming off sections of the railroad not being modeled. And then only if you want to Model more then one or perhaps two trains in an operating session.

For my layout representing the C&O mainline they are needed. For My Dad who models Cass they are not. So it all depends.

i have thought that if I was starting over I would do a middle ground between my large mainline layout and a single town layout by modeling a single coal branch, The branches off the New River Subdivision often had 2 to 6 (usually about 3) coal tipples and ran about 4 to 8 miles from The mainline. This would be an interesting thing to Model in detail, The Mann's Creak Narrow gauge from Sewell would be much the same kind of thing.

So there are different ways to Model. But that is why they make chocolate and vanilla.

-Doug Meyer, modeling the C&O New River Subdivision circa August 1943

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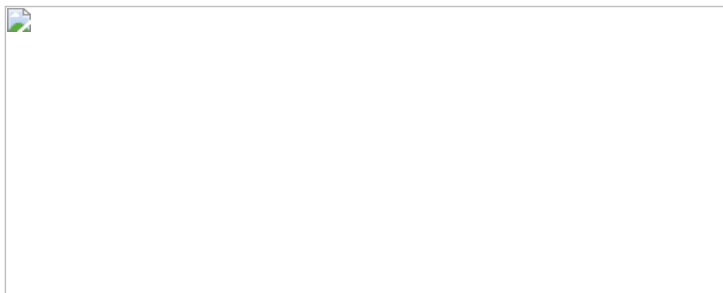
## Got it together!

Fri, 2017-12-08 13:42 — jamesix

Doug, sounds to me like you have it all together. I like your logic.

Jim Six

James Six, modeling 1925-1935



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## Groups of Buildings

Fri, 2017-12-08 13:45 — JC Shall

Jim, I like the way you've created clusters of buildings to give the look of a bigger industry. Thinking ahead to my own layout (I'm a long way from the scenery/structure aspect), I'm assessing what I might be able to do to implement that same concept. It sure helps a lot to justify the rail service.

Even though I'll be in 1964, I want the same look as you've achieved with your roster, structures and scenery. I'll be following your blog through this in detail.

**-Jack**

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ 1920's ERIE: THIS IS GOLD! Inc steam tug towing a crane derrick \(like F&SM's\) Weekly Photo Fun - 2/4-2/10/2018 ▶](#)

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### Coal trains too

Sun, 2017-12-10 10:27 — James Six

While boxcars are the most numerous freight car on the layout the next most common are hoppers. However, hoppers make up only a small percentage of cars in the local and through trains. They serve local coal dealers and the steam house of my packing plant.

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What I have not discussed yet is the "other side of the layout". When I get to rebuilding it sometime in 2018 there will be a coal-fired power plant as the featured industry on that side of the layout. Trains of 15 to 20 hopper cars carrying coal will be regularly delivered there. I have long been preparing hopper car models for this service. This is the oldest model for this service. I built this Bowser model back in the 1980s. I recently upgraded it with Kadee #153 short-shank scale couplers. Shown here it is on the branch that will run to the power plant. Note that the scenery is bucolic without a high ballasted track.

Jim Six



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## Modeling 1925 thru 1935



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## Another note worthy model

Sun, 2017-12-10 10:36 — Virginian and L...

Another note worthy model railroader has been building models for this time period and Eric's blog is a great source of information.

<http://designbuildop.hansmanns.org/>

Hopefully I was able to post a useable link. Eric has shared a great deal of info with me as he and I have some very similar interests in location even if the time periods differ a bit.

Rob in Texas

[prep for an operating session](#) • [Delving into the past](#) • [The club blog](#)

<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## Accurail also makes several



Accurail also makes several different styles of hopper cars suitable for this time period.



All of those are different models with slight differences and available in several different road names. Tichy also makes some nice models that have good detail for the time period mentioned. They are a bit more effort but they are nicer models.

They make many different types that would be great for the era, they are not shake the box kits however. But if one is building a smaller fleet the more detailed cars are worth the effort.

Rob in Texas

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## Tichy

Sun, 2017-12-10 11:10 — IrishRover

Some of the cars from the Tichy Train Group are era appropriate. Several Tangent tank cars are also era appropriate, and the three dome one is suitable for industries that need different materials delivered. They are much pricer than Accurail, but tank cars get a lot of attention because of the intricate layout of all the details.

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## Coal local

Sun, 2017-12-10 11:24 — James Six

Here is a coal local coming off the branch into town. BLI H10 locomotive and Bowser H31 coal hopper.



*Modeling 1925 thru 1935*



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## Here is a link with pictures



Sun, 2017-12-10 12:26 — Virginian and L...

Here is a link with pictures and history to 1920s era freight cars that might be of interest to you Jim and many others.

<http://designbuildop.hansmanns.org/a-guide-to-1920s-era-ho-scale-plastic...>

Hope it is useful to everyone, there are lots of models and pictures. These are just the plastic models according to the blog.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

<http://www.etmrc.org/>

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## That Inner Voice

Sun, 2017-12-10 15:10 — Brownshoe Sailor

> Every time I see really well done steam engines and steam-era rolling stock,

> it makes me want to scrap everything and start all over.

Listen to your inner voice!

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## Coal local

Sun, 2017-12-10 15:11 — James Six

Another view of the coal train.





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## That Inner Voice

Sun, 2017-12-10 15:26 — James Six

I understand what you are saying. For years I was a diesel era modeler. Conrail, PC, ACL, SAL, SOU, B&O, NYC, PRR and the list goes on. All were diesel models. No steam. My heart had always preferred steam, but the only steam worth me having was brass and I could not afford to buy brass, so I modeled diesels. Today, things are very different. Thanks to Broadway, Trix, and other manufacturers quality steam power at affordable prices are readily available.

So, I finally quit ignoring my "inner voice" and listened carefully to it. I said good bye to my diesels and switched to steam. I have no regrets or any second thoughts. Yes. It has been a learning curve. But what's waring with learning. Learning about steam and of the depression era is proving to be some of the most fun and satisfaction I have had in decades! The challenge is proving rewarding.

My recommendation to everyone is to listed to your inner voice and consider carefully.

Jim Six



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## Steam power up close and "beautiful"

Sun, 2017-12-10 17:27 — James Six

Here is a close-up of my Broadway Ltd PRR I1sa 2-10-0 locomotive. I use it for bringing coal trains in to the power plant. Looking at this pic it is dark and snowing outside -- 26-degrees. Sucks. The pic brings a warm summer breeze and the smell of coal smoke to my mind! Love it.

Since it is the depression era and the end of steam two decades away I do NOT want my steam locomotives to appear over weathered, rusted and near end of life. Instead, I want only reasonable dirt and grime on these monsters.

This model represents the 2-10-0 in post WWII appearance -- the headlight atop the smoke box and the low-mounted generator. IF any of you have a 2nd or 3rd run BLI 2-10-0 with the original configuration and are willing to make a trade, I will trade this custom weathered model for it. Contact me in private if interested.

Jim Six



### Modeling 1925 thru 1935



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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Weekly Photo Fun - February 11-17, 2018 MEK as plastic cement? ▶](#)

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### The thing I like the most

Tue, 2017-12-12 15:17 — Virginian and L...

The thing I like the most about the cabooses and other ground throws are the ability for them to be connected to the throw bar outside of the rails and in some cases to power frogs. I also like the fact that they do not need a power source other than a finger.



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I also like the look of the tall switch stands the best.



I discovered some other stands as well.



16%

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HO Scale Model Railroad Operating Accessory

\$9.49

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HO Scale Model Railroad Operating Accessory

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The link above came up when I did a search for the switch stands. I have often thought about building some of my own but I suspect they will require a bell crank to get the required motion.

Rob in Texas

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## Small town yards

Tue, 2017-12-12 17:25 — James Six

Here is another in-town yard of modest size. Again, modelable for sure. Note that there is no ballast - typical of pre-WWII railroads. It's all soot and a little cinder. I have never seen this modeled.





## Modeling 1925 thru 1935



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## Great-looking switch stand.

Tue, 2017-12-12 17:30 — James Six

Rob,

Is this a Caboose Hobbies switch stand? I love it!



Is there an N-scale version available? This is fantastic!!!!!!!!!!!!!! It just reeks of Depression era and earlier.

Jim

## Modeling 1925 thru 1935



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## Small town yard

Tue, 2017-12-12 17:42 — James Six

I really like this scene. It can be outside of town. It has the main track, a passing siding, and what appears to be a double-ended customer siding. Great switching for a local train here.



### Modeling 1925 thru 1935



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## Small town yards - no ballast



Tue, 2017-12-12 17:47 — JC Shall

Despite this track not having "normal" ballast, it still appears to be in good condition, and well aligned.

**-Jack**

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## Small town yards - the look



Tue, 2017-12-12 18:01 — JC Shall

I don't know the date of the last two photos, but this look isn't uncommon even today for some small towns in the South.

**-Jack**

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## turntable setting

Tue, 2017-12-12 18:09 — James Six

Here is the photo that I am basing my turntable scene from.



Here is the layout turntable as it appeared 8 months ago.



## Modeling 1925 thru 1935



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## Jim: Yes, the above upright

Tue, 2017-12-12 18:10 — laming

Jim:

Yes, the above upright switch throw is Caboose. It's a bit large, but I'm okay with their size and I like the physicality of throwing the switch using the throw lever.

In regards to the above 1910 picture you quipped:

"This makes me want to backdate further to 1910!!!"

Careful! Backdating is a slippery slope! I didn't stop sliding until the 1880's!!!

Good to see you're enjoying the hobby again regards of your chosen theme. You definitely seem to be a "spark plug" about something you're interested in, as the responses in this thread illustrate.

Andre

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## Anedere - Yes, the above upright

Tue, 2017-12-12 18:47 — James Six

Andre,

I sincerely thank you for your kind words. Backdating certainly is a slippery slope. When I was first designing my layout it was going to be early CONRAIL. Imagine that. Then I backdated to Penn Central for about a month. By time I started building the layout my setting was to be 1958. Then the next several years it was 1954. Three years ago I changed to the WWII years. Then just over a year ago I changed to 1928 before settling on the Depression era. While I absolutely don't want to change again, if I do, I will backdate further. I will not go forward in time again.



Jim

## Modeling 1925 thru 1935



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## turntable setting

Tue, 2017-12-12 18:50 — James Six

Here is another view of my engine facility. This is a current view as it appears today. Much detail, painting and weathering is yet to be done. Yes, the truck is too new. A leftover from the time I was modeling WWII.



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six   [Modeling general discussion](#)   [Prototype information](#)   [Locos - Rolling stock \(general\)](#)  
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Turnout throws

Tue, 2017-12-12 19:15 — joef

I'm a bit late to this discussion but for my Siskiyou Line 2 layout I am planning to use "finger flicking" points. No need to figure out which fascia thingy throws which turnout, just reach in and flip the points over.

I was originally planning to use over center springs, but with the recent thread about using magnets on the throwbar, I'm going to experiment with that and see how it compares.

Mike Confalone uses finger flicking points for his turnouts and it's about as simple and direct as it gets. Once you're okay with reaching in with a pick to uncouple cars, the finger flicking points is a logical extension of that approach to ops.



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**Joe Fugate**

Publisher, Model Railroad Hobbyist magazine



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## Finger flick turnouts

Tue, 2017-12-12 19:51 — James Six

hi Joe,

I too used finger flick switches the first few years we operated the layout. Then the switch points began breaking. Repair didn't work. The switches had to be replaced. Sucked. Most already were in ballast and scenery. That is what drove me to ground throws.

Jim



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## James, in answer to your

Tue, 2017-12-12 22:26 — Virginian and L...

James, in answer to your question their website does not show the tall switch stand in n scale. Now how about a nice NYC 2-8-2. I also think you know the guy that built it.





Jim this is one of Tom B's models and is now in a display case at the club. I mentioned the idea of changing out some of the models at the club house to Tom and he said he thought he could bring some up to replace the models I had in there for so long. I am waiting to see how many other guys come forward with some models for the cabinet. I have lots more photos on the club blog if any one is interested.

Rob in Texas

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## center over spring

Wed, 2017-12-13 05:55 — Lattayard

I think they blend nicely, between the N scale size and weathering. I have dummy Central Valley stands, and use center over springs made from .035" piano wire. Once painted and weathered to match the ties, they blend in well. Plus they're simple.

John

Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: [BeerLineModeler](#)

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## Virginian and Lake Erie's picture

Wed, 2017-12-13 09:53 — James Six

Rob,



Yes, I know Tom B. He's a great guy and a master of reworking HO-scale steam locomotives .I have a couple of brass that he did for me. Tell him that I said hi!

You know, while we have never met in person, you and I are fast becoming friends! I really appreciate your input to this blog. You have a lot to offer to those of us interested in Depression-era modeling.

Thanks for everything,

Jim Six



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## Small town yard

Wed, 2017-12-13 10:09 — James Six

Here is another variation on the small town yard. There is a track at the left for the freight house. It also serves as a team track. Just beyond the depot and freight house is a crossing track (of another railroad?). Beyond the crossing track is a two-track yard to the right of the through track. One of the two center tracks is a passing siding. This is ideal for a layout. This is perfect of a depression era setting and a couple of decades before and after.



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## Small town yard

Wed, 2017-12-13 10:17 — James Six

This view on the Illinois Central is so very typical of railroading in the Depression era. There is a through (main) track running through town. Between the through track and the town main street are two yard tracks. Diverging to the left is what appears to be a lead to an industry or maybe a wye track connecting to a crossing railroad (behind the photographer). This makes for great one-town operation. Looks like there is a factory in the distance. Through trains could set off cars on one of the siding tracks pictured here. A local train could shuttle them back and forth to that factory. All great Depression-era modeling.



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## Small town yards

Wed, 2017-12-13 10:27 — James Six

Here is a real interesting small town yard setting. There is a through track at the left and a siding for passing and for the depot immediately to its right. Common is the siding that passes through the scene to the right of the depot which may also be used as a freight house. There is a gon and a boxcar spotted behind the depot. On that same track at the right is at least one more boxcar where the track serves as a team track.

In the distance beyond the depot is another siding with what appears to be three express cars awaiting pickup by a passing passenger/express train. Beyond that there appears to be a small yard of a couple more tracks where the steam locomotive may be switching. That steamer may also be the passenger/express approaching the depot. Note the people on the ground near the depot and the tracks.

Man, this is Depression-era railroading at its finest! 😊



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## Not sure on the location of

Wed, 2017-12-13 10:34 — BOK

Not sure on the location of the second IC photo but the first is the station of Ashley, IL on the IC main line. The tower was for the manual interlocking of the L&N St. Louis main line over the IC. By the time I started working as a brakeman on the IC this was an automatic interlocking and the tower long gone.

Barry

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## Small town yards

Wed, 2017-12-13 10:44 — James Six

Studying this Illinois Central scene you see a very busy small town switching area. The through track is at the left. It passes by the busy depot where quite a few people are awaiting their passenger train. There is a lone boxcar on the passing siding and a steam locomotive on the same track in the distance. Judging from the smoke, it may be working a local train. There also appears to be a coaling tower that feeds the siding and the main track!

To the right of the boxcar are more tracks that appear may be team tracks. An express car rests there along with what looks to be an express reefer just beyond it. A couple of water spouts blank the main track and siding. This stuff gets my

juices flowing!



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## Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)

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Is anybody here interested in discussing Depression Era modeling?

Jim Six

[Ho Scale Elevator](#) ›

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## Small town yards

Wed, 2017-12-13 10:55 — [jamessix](#)

For modelers wanting a more industrial setting, here is a city setting that would also fit onto a one-town layout. There are what appear to be two main tracks. To the right are a couple of yard tracks and a couple of industrial sidings. One has a reefer and couple of boxcars. Farther down at SWIFT & COMPANY are a gon and boxcar. All that smoke suggests coal! The large building with all the smoke stacks appears to be an old power house. Think coal. At the left of the main tracks are more industrial sidings. At the far left there appears to be a bulk oil dealer.

All of this is how I think when design my layout and how it will be operated. No denying that such Depression-era settings offer a lot for those who like switching.

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## Small town yards

Wed, 2017-12-13 11:04 — jamessix

This CB&Q scene is begging to be modeled! Look at the workers getting ready for the arrival of the express. There appears to be a small yard beyond the depot. Look at all of the freight cars behind the depot and at the grain elevator (far left). The building at the right of the tracks is a cereal mill. And, look at those old style crossing gates protecting the road crossings. And again, look at the smoke stacks and smoke. Think COAL. Think 2-bay hopper cars!



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## Small town yards

Wed, 2017-12-13 11:11 — jamessix

This Central of Georgia scene is another that is great for modeling. Obviously the dominant item in view is J.M. VEACH & COMPANY Groceries, Flour, and Feed. There is a rail siding to it and a loading/unloading dock. There is a small yard beyond this building. Another track crosses to the left. Look at that filling station! There appears to be a coaling station in the distance.



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## Small town yards

Wed, 2017-12-13 11:38 — jamessix

Another depot/freight house with a track in front of and behind the structure. This is a Central of Georgia scene. Those are ventilated wooden boxcars behind the freight house. There is another track to the right of the boxcars going who knows where -- to a railroad customer I presume. An industrial siding is to the left. I suspect that the siding beyond the two ladies walking across the tracks is not the primary siding as it is on a switchback. I will wager that the track off the main track leads to a small yard. As with all of the photos I have been posting note that there is no ballast. The tracks are at ground level and soot and cinder covered.



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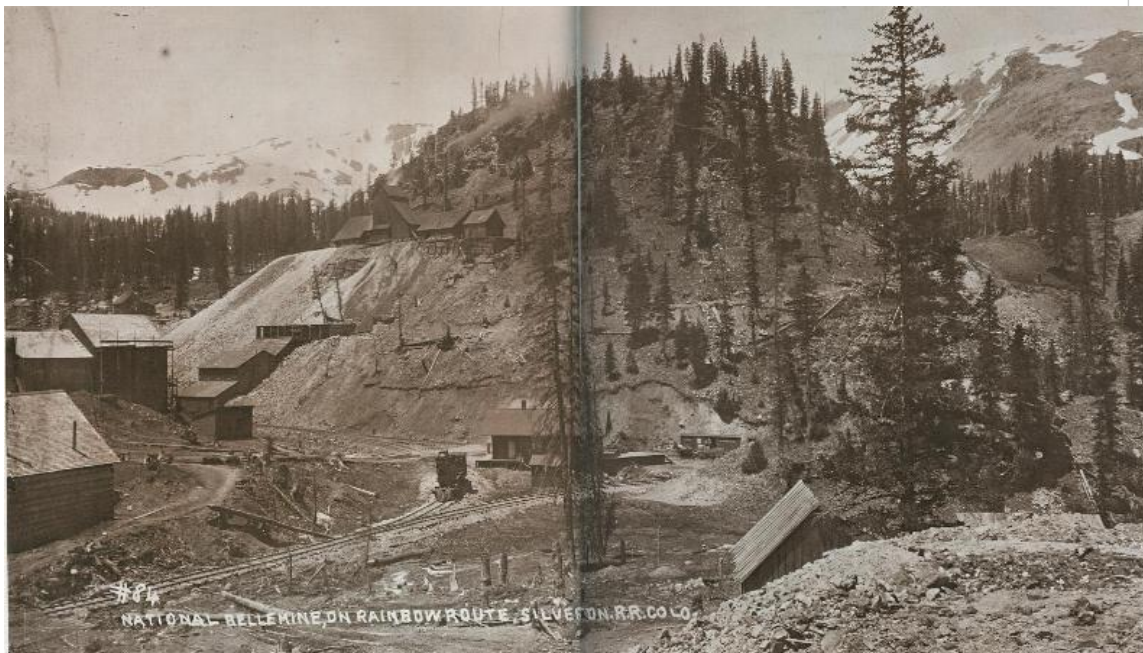
## Small Town Yards...

Wed, 2017-12-13 11:38 — laming

This is an amazing hobby, and can mean so many different things to so many different hobbyists.

It is obvious that the above linear mid-west type scenes lights the fire of Jim and others following this thread, and with equally obvious reasons: Small, compact scenes that lend themselves well to modeling.

Then there are those like myself, when I think of a "small town yard" I think of towns set in mountainous settings where track space is at a premium. Here's an example the phrase "small town yard" conjures up in my modeling mind:



In the above compact town, there is a wye for turning, a runaround, and a couple of short spurs: One used as a team track and the other for ore loading.

Some of us modelers are flatlanders, some of us urbanites, and still others of us are mountaineers/hillbillies!



Ain't this hobby grand?

Andre

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## Coaling your steam locomotives

Wed, 2017-12-13 11:50 — jamessix

This Central of Georgia scene is something that I have never seen on a model railroad. On model railroads coaling towers are almost always at a locomotive terminal -- certainly not the case in this photo. The main track passes immediately to the right of the depot/freight house. Locomotive tenders can be re-coaled while on the main track. A siding passes under the coaling tower where tenders can also be re-coaled. The track at the right is for coal hoppers to deliver coal to the tower. There is a water tank to the right of the coaling tower. If you look closely you will see water spouts beyond the coaling tower. To the left of the main track is a busy team track. It appears that a small yard is behind the photographer.



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## Andre - Small Town Yards...

Wed, 2017-12-13 12:02 — jamessix

You are absolutely right! About the only things that are the same with us is that we love trains and railroading and that we are all challenged for space to build our railroads!

Thank you brother,

Jim Six

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## Small town scenes

Wed, 2017-12-13 12:27 — ctxmf74

A lot of that depression atmosphere lasted till the early 50's. I can recall manned crossing guards shanties, soot covered buildings, wooden reefers, boxcars in small industrial districts ,etc. A mix of new diesels and old steam made it even more interesting. By the 60's it was mostly gone but the newer freight car and engine types introduced softened the blow. I can still recall running thru the SP yard along side an incoming freight watching the roller bearing truck caps on a brand new covered hopper spin. :-> . About the same time in the same yard I recall finding a wooden boxcar with staff brake wheel and a 1918 build date .....DaveB



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## Dave - Small town scenes

Wed, 2017-12-13 12:50 — jamessix

You are right Dave. There is much of the scenes I have posted that survived into the early 1960s. The transition era of steam to diesel has a lot of appeal to it. That is what I was modeling for a long time before switching to the Depression era. I wanted 36-ft wooden boxcars and they were mostly gone by the 1950s.

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## Accurail Fowler boxcar

Wed, 2017-12-13 12:57 — jamessix

Here is the Accurail Fowler 36-ft boxcar.



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Accurail Fowler boxcar

Wed, 2017-12-13 13:07 — [dssa1051@yahoo.com](mailto:dssa1051@yahoo.com)

If the Accurail Fowler car has a 6 ft. door it is correct for a number of U. S. roads whereas if it has a 5 ft. door it is a Canadian car + the Soo Line. Does anyone know for sure what the door size is?

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Jim, are those small town photos from the Barriger collection? Then they may have been taken from the rear platform of a train DEPARTING the depot.

Robert

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## Robert - Accurail Fowler boxcar

Wed, 2017-12-13 13:32 — James Six

Yes, most of the photos are from the Barriger collection. Accurail tells me that the pending Fowler model has a 6-ft door.

Jim



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## Depression-era stuff later than the 30s

Wed, 2017-12-13 14:38 — p51



*A lot of that depression atmosphere lasted till the early 50's.*

Oh, it survived **way** longer than that. I remember wood reefers with roof walks stacked up on a siding into the 70s (I was born in 1969). My dad explained what they were as it was first time I'd seen something like that. Several depots from the USRA-era were still being used for crews and such.

And think of all the 30s-themed movies made in the 60s and 70s. Small towns in that timeframe hadn't changed much. Even as a kid, going through back woods towns in the Deep South, I realized you only needed to swap a few signs and move the modern cars off the streets and it'd look decades earlier.

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<http://www.freewebs.com/willysmb44/modeltrains.htm>

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## Interesting Trackwork

Wed, 2017-12-13 14:51 — Grenzer47



Neat photo. The trackage appears to include a seldom modeled feature, a single slip switch, unless my aging eyes are deceiving me. Tight areas sometimes demand slip switches for switching purposes and not just for passenger stations. I'm referring to the first C of G photo, just past the grade crossing.

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Barry P.

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## Accurail 4500-series boxcar

Wed, 2017-12-13 16:51 — James Six

Long a favorite of mine I recently rebuilt a 45000-series single-sheathed boxcar. The kit comes with the common fish-belly frame. I replace it with a straight sill frame and upgraded the model with parts from the Accurail steel gondola parts sprue available from Accurail. The model awaits touchup paint and weathering.



## Modeling 1925 thru 1935



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 Warflight's picture

## Accurail...

Wed, 2017-12-13 19:30 — Warflight

I'm really starting to love the Accurail box car kits... love putting them together, and love that detail under the cars.

PLUS, there's the added bonus that I was made fun of for liking them by another modeler "Oh... yeah... Accurail... those are the kits we give to children to put together..."

I feel, one only becomes one with the hobby after another modeler has criticized, or mocked your choices!

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## Underframe

Wed, 2017-12-13 21:03 — gna

Jim--

Nice work on the NKP car. I've done something similar, here with a MKT car:



I think I used 5/32" channel, trimming a bit around frame pieces. I was going to bend wire and use scrap styrene for bellcranks, but your method looks pretty good.

I'm trying to backdate to the '30s, too, so I've been building Accurail, MDC Roundhouse, Train Miniature, and Walthers cars.

Gary

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## @Warflight I have kits, in

Wed, 2017-12-13 22:41 — Virginian and L...



@Warflight

I have kits, in resin, metal, wood, and plastic. Many take a lot of work to put together. Others like the accurail do not take a lot to put together. Accurail makes some very nice models that can be made to run well, are inexpensive, and durable. I see nothing wrong with the accurail kits, they are far superior to some of the ready to disassemble items I have bought in the past. I know what I am getting with an Accurail model and would not hesitate to buy more of them. I do like the more detailed models and prefer them however Accurail and the Branch line yard master series a similar kit have nothing to be ashamed of.

Rob in Texas

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## Accurail Cars

Thu, 2017-12-14 09:14 — JackM

Another advantage is the ability to easily add weight, a lot of weight. Try adding weight to some of the more detailed cars without screwing them up. In a way it comes down to this I guess, are you modeling a railroad or are you modeling railroad equipment. I think the Accurail cars are a decent compromise and cost effective.

Jim, giving the posts you obviously have struck a nerve with this topic. Did you expect such a response? I'm moving right along. Ordered another PRR H10 and found a track diagram book for the Vincennes Secondary on EBAY. Looking at aerial photographs, it appears NYC and PRR might have had shared trackage, or at least parallel trackage through Worthington, Indiana, my one town. How great would that be, except for my budget.

Jack

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## Warflight - Accurail

Thu, 2017-12-14 09:46 — James Six

I completely agree with what you just said Warflight. Many years ago I got rid of all of my Accurail models because they weren't good enough for me. Don't know what I was smoking (figuratively) but it must have been some bad stuff! Every one of my cars had to have separate grabs and ladders, formed metal stirrups, etc. Since I don't have the time to make every model that way I had to buy the new generation of ready-to-roll super detailed models. Problem was, this was too expensive (\$30 to \$40 per car).

Ao, I started to re-think my standards and re-evaluate what I was able to accomplish. I found that beyond a distance of a foot or two, I found that once weathered appropriately, I could not tell the difference between a well done Accurail freight car and any of the new super detailed cars.

Today about 80% of my freight car fleet consists of Accurail models. The small balance are ready-to-roll cars. Long live Accurail. Those who snicker and criticize don't know what they are talking about or have more money than good sense. I will put my Accurail cars up against anyone's ready-to-roll models for a comparison or realistic appearance.

Jim Six, an Accurail snob! LOL 😄



## Modeling 1925 thru 1935



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### Gary - Underframe

Thu, 2017-12-14 09:49 — [jamesix](#)

The sprue set from the Accurail gon is quick. It is one-piece and couldn't be any easier! 😊

Please let's stay in touch. I'd love you to contribute to this blog whenever you get the urge. You and I are heading down the same path.

[Jim Six](#)

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### JackM - Accurail cars

Thu, 2017-12-14 09:55 — [jamesix](#)

I certainly did not expect the response we are getting to this blog. I hoped so, but didn't expect it. MRH and other internet sites tend to be dominated with diesel/contemporary guys and gals. However, I don't believe the contemporary dominance truly reflects the hobby. Younger people are the digit-heads and big internet users more than us older folks. It is only natural that the young people are diesel dudes. They never had the pleasure to experience railroading when steam was in charge,

I believe that if we continue to post messages and blogs about steam era modeling that young fellows will take note and we may grow our ranks. The economics of the hobby are in favor of those who model the steam era.

[Jim Six](#)

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Thu, 2017-12-14 10:28 — Virginian and L...

Jim, I will also second your comments on accurail being good quality. In addition to looks they need to perform. Building the cars yourself allows one to develop or adopt standards that will allow a train to behave well. I would love to see a train of "ready to runs" backed around a curve and through a yard throat and switched with out mods, OH and make it 100 cars long, cause accurail cars will do that when I build them. So will other kits if I build them to the same standards but the ready to disassembles always disappoint me.



I will add you don't have to be three feet away. They do not look bad in the same train. The T&NO is accurail, the cotton belt is a proto 2000 kit.



Here is another shot with the more detailed kits rolling past a bunch of accurail and other brand shake the box kits. They all look good to me.

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## Improving Performance of Accurail Cars

Thu, 2017-12-14 10:11 — JackM

Rob,

What do you do to Accurail cars to improve their operation?

Also, who has a good source for Accurail. We have three decent hobby shops in town, but Accurail is limited, probably because they are kits and lower price/lower dollar margin. Going to their website, it is kind of clunky trying to find stuff.

Jack

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## Accurail Cars

Thu, 2017-12-14 10:26 — fecbill

I operate on two layouts plus our club. I have found that when operating and you are concerned about which car goes where and how to accomplish that, you don't notice whether the cars have molded grabs or individual ones. The layouts I operate on have a mixture of both with the majority having molded grabs.

Bill Michael

Modeling FEC 5th District circa 1959-62

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## You Have Convinced Me!

Thu, 2017-12-14 10:38 — Brentglen



I have 3 of the new ACCURAIL 36 ft boxcars sitting on the bench waiting to be assembled. I have been trying to decide whether or not to scrape off the molded on grabs or not, you have convinced me not to bother, so now I can get to work on them!

At some future date I could still get the urge to replace the grabs, but not likely! I just wish that they included metal wheels, replacing those and putting in Kadee's ups the cost.

I also can't find any Accurail cars in the Hobby shops, just a few old unbuilt ones from estate sales, not the ones I am looking for.

Brent Ciccone

Calgary

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@Jack

Thu, 2017-12-14 10:41 — Virginian and L...



I do several things to them but I do those things to every piece of rolling stock I build. I like intermountain metal wheels in Accurail trucks. I also use branch line and proto 2000 metal wheels and trucks if they test out ok when building them. I clean out the inside of the trucks using a micro mark truck tuner when needed. I make sure my cars are at the proper height, couplers move freely with trip pins properly adjusted. Trucks must turn freely and not allow the car to wobble down the track. I add weight about 1 to 2 oz heavier than the NMRA standard of 1 oz per car plus 1/2 oz per inch of length, so a 6 inch car would for the NMRA would be 4 oz, for me it would be between 5 and 6 oz.

That seems to make a world of difference if you like long trains and reliable switching. Shorter trains work well also. Even with good standards for cars you must still build good track etc.

Rob in Texas

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## Backdating can be a tear jerker

Thu, 2017-12-14 10:43 — jamessix

I have backdated several times. Each time models had to be eliminated from my "collection" as they didn't fit the new setting. I started the layout planning on early Conrail set in the late 1970s. This model was on my roster at the time. It was the subject of my second magazine article back in 1982. It's an Athearn model that I narrowed the long hood, rebuilt the roof, and installed an Atlas cab and nose. But it was not to be as I backdated to the late 1950s. (Note: I kept and still have this model!)



When I backdated from the mid 1950s this model had to go. Tears were shed as it was my favorite for the time. It was a P1K RS2 that I rebuilt and added DCC/sound.



However, when I let the RS2 go to a new home as I changed to the mid-1940s I brought in this beauty!



However, backdating to the Depression-era meant that this beauty too had to go to a new home. Its prototype was built in 1943 -- too new for me now.

Today I have yet other great locomotives to operate the railroad with (below). Backdating from the late 1970s has taken place in four steps over the past twelve years. Each time tears were shed, but each time new joy came with the changes. I have no regret whatsoever. It has been a very good journey resulting in a railroad setting that I am extremely satisfied with. Approaching 70 in age, this has to be the end of the evolution back into time for me.



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## FEC Bill - Accurail Cars

Thu, 2017-12-14 10:45 — jamessix

I could not agree more Bill! If one is a "collector" and not a layout person, then the individual grabs mean a lot more. However, once you get into layout building and operating those grabs aren't even a second thought!

Jim

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## Brent - You Have Convinced Me!

Thu, 2017-12-14 10:51 — jamessix

I get my Accurail cars from Hall's True Value Hardware in Goshen Indiana. Jeff Hall gives all "train customers" 20% off MSRP on all model railroad sales. He will ship to you should you choose to buy from him.

I closely follow Accurail's new product announcements. When I see a car that I want, I do a screen capture showing the artwork and mfg data, past it into an email message and send it to Jeff. He sends me an email when it arrives and I go pick it up. Works great and I don't miss out on anything.

Here is an example:

## Please order

James Six

To: Jeff Hall;

Jeff,

If I have not already ordered this Accurail boxcar, please order one for me.



**#1803 Erie Railroad**  
**36' Double Sheath Wood Boxcar with**  
**Wood Ends & Straight Underframe \$17.98**

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### I certainly did not expect

Thu, 2017-12-14 12:58 — [p51](#)



*I certainly did not expect the response we are getting to this blog. I hoped so, but didn't expect it. MRH and other internet sites tend to be dominated with diesel/contemporary guys and gals. However, I don't believe the contemporary dominance truly reflects the hobby. Younger people are the digit-heads and big internet users more than us older folks. It is only natural that the young people are diesel dudes. They never had the pleasure to experience railroading when steam was in charge.*

Growing up interested in model trains, it was always about the steam era. You'd see some stuff in MR and RMC about guys modeling the brand new, but never encountered them in person.

But even then, a lot of those steam-crazed guys never got to see steam when it was running. Most were kids when steam called it quits, and the older guy back then have all passed on now. Anyone remembering steam in it's prime is going to be well past their 70s now.

The thing that surprised me when I got back into the hobby a few years ago was how many people have zero interest in steam. I hadn't anticipated that. Heck, I know several railfans around here who aren't interested in 1:1 *scale* steam either! I **really** didn't expect that.

We simply need to accept that, for the most part, people are going to be less and less interested in past eras, the further they get away from them. Sure, there are exceptions (Civil War re-enactors and people building German tank models haven't gone down in numbers that I can tell) but generally, people quit caring proportionately as things get further into the past.

I've surprised many people who've seen my On30 layout, when they realize not only does it take place in the 40s, but that I've got all historically-accurate details for that era (a bigger shock for some comes when they realize I can intelligently talk about the era). Some don't expect that from a guy who hasn't yet hit 50 years old. I know several other modelers in my general age range, but the furthest back any of them goes in modeling that I can think of is the 1950s (and *not* the mythical 'transitional era'; he's all early diesel). All the rest of them model timeframes well within my own lifetime.

I think that the earlier part of the 20th century will be as much interest in the hobby soon enough that late 1800s is right now, and for the same reasons. You'll always be able to find someone modeling it, but not a lot.

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People who how cool steam was, will always know so. There's no reason to argue the merits of steam in an enthusiast standpoint. Heck, train fans who aren't interested in steam make no sense to me at all.

Those of us into earlier timeframes need to come to terms that other people will be into those earlier eras less and less, into the future.

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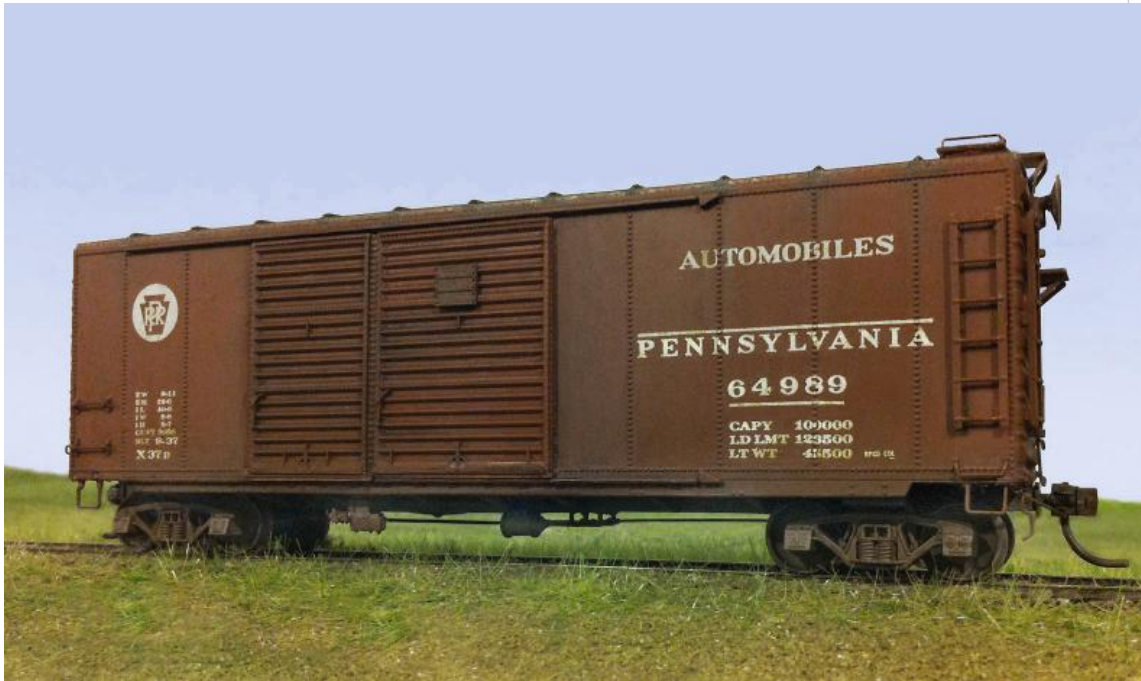
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## Some well detailed models

Thu, 2017-12-14 11:23 — jamesix

I still have some well detailed models. I like preparing them but not as my standard. Here is a 30 year old Front Range (long gone) kit that I recently rebuilt with an Accurail floor/frame and Accurail 1-piece brake rigging. Also installed Accurail stirrups and Kadee #153 couplers. Installed individual grabs and cut levers. And of course a wooden roofwalk from American Model Builders.

Built in 1937 this model is a relatively new car for my Depression-era setting.



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## Lee - I certainly did not expect

Thu, 2017-12-14 11:40 — jamesix

Very thoughtful Lee. We are similar in our thinking. Yes, the guys who were watching steam in its prime are now gone - certainly not modeling. I was watching trains on the NKP and B&O when steam still dominated where I lived. I remember it

well. I rarely saw a diesel back then. Remember, the NKP east of Bellevue OH was steam dominant up to 1959 when the plug was finally pulled.

I think there is more to just being alive to witness railroading that brings modelers to steam. Steam is fascinating, more so than diesel. Its machinery is on the outside (vs. inside for diesels). It is great watching the machinery in motion as a steam locomotive model gets underway or comes to a stop. Also, steam locomotive sound is much more diverse than diesel sound. These two things have appeal to many modelers.

What I think is most important is that we are all historians and preservationists. Whether you model Conrail, PC, ATSF, SP, UP, IC, or any of the fallen flag RRs they are now history. You cannot go out and watch and photograph them. Ain't gonna happen. Yet a large number of us model the fallen flags. After all,, railroading had more to offer back then. The farther back in time you go the more railroading had to offer to us modelers.

I believe that steam modeling faded away due to the cost of brass imports. There were no steam models available that worked well until the past ten or so years. Modelers did not want the cost or the fuss to get steam to work, so like me, we turned to diesels. However, there is more and more good quality steam models available that are as affordable as diesel models. This has changed the game. Without these new steam models I would still be modeling in the diesel era. I want to believe that there are others like me.

I am thoroughly enjoying researching and learning about railroading in the first half to the 20th century. Its truly rewarding and a lot of FUN !

Jim Six

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## The early part of the 20th



Thu, 2017-12-14 12:06 — Virginian and L...

The early part of the 20th century was a huge time for change and progress. Early in the era 2-8-0s were the standard freight locomotive in many places. Steam engine design and power began advancing rapidly. Many other changes took place in a few years as we move through the decades. Locomotives grew in size and power. Brakes improved allowing longer trains to be pulled and stopped. By the 1920s huge articulated locomotives were being built. Cars went from wood to steel. In the 40s the atom was split and soon atomic power would do more than just explode.

There is so much change that took place before things were worn out that a huge variety of equipment could be found. The early years really were the foundation for what followed as the things built in the beginning of the century were generally still around by the end of the century, think buildings for example.

The manufacturing industries were a huge part of the railroad landscape. Now a lot of it is brought in from other places instead of made here. That also effects the railroads. Freight going from rails to trucks was lots more work then, same with ships. Lots of things contributed to less interesting rail service as the years rolled by and rails began being pulled up.

Every decade from 1900 to about 1970 has something to recommend it from a model railroading point of view in my opinion. I also think understanding what took place in the early part of the century really helps with modeling anything later.

Rob in Texas

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## Steam in Motion

Thu, 2017-12-14 12:30 — dssa1051@yahoo.com

I read somewhere that the intrigue for steam power is based in the fact that you can stand next to it and see how everything works. Obviously you can't see the steam in the cylinders but most everything is out in the open compared to a diesel. By contrast you can't stand next to an F-16 fighter jet and see how it works.

Perhaps that same principle extends to the Depression Era or the 1940's when life was much simpler as we see in the photos Jim has shown us.

The only steam I ever saw in regular service were the commuter engines in Montreal in 1959 on a family trip but I've been fascinated with steam since seeing GTW 5629 on a fan trip in the 1960's.

Last night I happened to be looking at the April 1986 issue of *Mainline Modeler* which contains a nice treatise on the 1930's in Fremont, OH by Donald J. Krofta. Nice typical small town photos and description both of NYC and NKP operations.

Robert

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## A fine era, and Accurail

Thu, 2017-12-14 12:55 — IrishRover

Regarding the discussion of Accurail: I like their cars. They run well, and look good. I use Kadees and metal wheels; otherwise pretty much build out of the box. I'll be replacing some of the molded on stirrups with thinner ones. A great way to get a bunch of cars economically. Then, for cars that get more focus, I'll get something fancier. A lone tank car in a strong of boxcars will get more attention than the boxcars; so will a flat with a load.

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## I operate on various layouts

Thu, 2017-12-14 16:05 — Douglas Meyer

I operate on various layouts and they have various levels of detail on the cars and while I know who does the nicer looking cars it is not something I really think about while operating.

on the other hand I do notice when various bits fall off during operating sessions. No mater how careful you are at some point something is going to happen that results in damage to a car. The more detailed it is the easier that happens, while the more you operate the more opportunity there to s for it to happen. So a highly detailed fleet of cars that is operated regularly is more likely to have bits knocked off.

Prersonally I like having a few well detailed cars and locomotives that I can use as the "stars" in a photo while the majority are "good enough".

When making a move With models (back in the day) there was usually a few different levels of detail on various versions of the models. This allowed for high level of detail when needed but better ability to take being handled when the detail was not absolutely needed.

-Doug Meyet

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## Beer Cars

Thu, 2017-12-14 16:21 — Lattayard

I prefer Accurail for my Beer cars. I've taken several plug door reefers and converted them into bunkerless reefers, complete with Plano roofwalks, Kadee #158 couplers, and adding my own air hoses and cut bars. Like Jim, I prefer

Intermountain wheelsets. This car is in Pabst service, full custom painted (and custom mix of reefer orange) and decals.



Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: BeerLineModeler

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## Beer cars?

Thu, 2017-12-14 16:38 — p51



Nice car, but it wouldn't work well on a layout themed before 1933. That whole silly little prohibition thing, you know...

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## I guess since ...



Thu, 2017-12-14 16:57 — kleaverjr

...i use some athearn cars (mostly their 34' offset hoppers since I have hundreds of them to feed the coal mines that will be on the Pennsylvania & Allegheny RR and i don't feel like buying replacements especially many come from a close friend's layout when he changed from his proto-freelanced RR to an actual prototype) I can not ridicule you for using Accurail cars! ;->

Ken L.

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Jim Six

[Model Railroaded magazine jumps \\$1 YET AGAIN, January edition.](#) ›

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## The Depression era and freight cars

Thu, 2017-12-14 17:02 — [jamesix](#)

One of the things that I like best about Depression era freight cars is that they were shorter than modern rolling stock by almost 1:2 which means that a 20 car train takes only a little more running space than half that of a contemporary train of the same car count. This is about the difference between N-scale and HO-scale!!! Think about this and what it means. I have to believe that to one degree or another we are all space challenged. This one aspect of modeling in the Depression era can have a huge impact on most model railroaders. The situation is the same with locomotives. Compare the length of a Mikado or Decapod to that of a lashup of three GE wide-cabs or three SD40-2 locomotives.

How many modern grain hoppers can you spot in two feet of siding compared to 36-ft boxcars? See photo below. Also, getting back to Accurail freight cars compared to the nice high-dollar cars, here is a Roundhouse boxcar that I tweaked and weathered. Roundhouse old time freight cars are not nearly as nice as are Accurail cars. My standards may not be the highest in the hobby, but they are still somewhat high.

Jim Six

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## Great quote

Thu, 2017-12-14 17:27 — p51



*My standards may not be the highest in the hobby, but they are still somewhat high.*

I love that, Jim!

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## Prohibition....

Thu, 2017-12-14 17:36 — Lattayard

Details, details.... Lol!

John

Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: BeerLineModeler

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## Lee - Great quote

Thu, 2017-12-14 17:36 — jamesix

LOL 😄

That is how I feel. I have seen more detailed models. I have seen more accurate models. But I have seen precious few that appear any more realistic. My standard is based on realistic appearance and not necessarily on accuracy.

Jim



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## Accurail boxcars

Thu, 2017-12-14 17:49 — jamesix

Here is another Accurail boxcar. What's not to love? Grin 😄



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## Accurail boxcars - steam era

Thu, 2017-12-14 18:05 — jamesix

Another Accurail boxcar. I added a half-door to this model.



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## More on those small town yards



Thu, 2017-12-14 19:43 — JC Shall

Hi Jim,

Sorry I'm coming back so late after the discussion regarding small town yards. I thought I'd share a couple comments on two of the photos. The one below is Ponchatoula, Louisiana. The photo is looking north, and the tracks at center are the Illinois Central's double mainline (the route between New Orleans and Chicago). The depot is still there, though has been in use as a kind of flea market since the demise of the IC's passenger service (Amtrak doesn't stop here anymore). The north end of the depot does indeed have a freight handling area including a large covered "porch" on the end. In the present day, there is a small 2-8-0 steamer from the former Louisiana Cypress Lumber Co. on display. It sits about where that wood boxcar is at the far right of the photo. The buildings at left don't look significantly different today than when this photo was taken, except the Jax beer signs are likely long gone. One additional note: The square sign just to the left of the tracks at the crossing reads "Louisiana Law STOP". These grade crossing signs were common in Louisiana until just a few decades ago. There were similar signs in Mississippi.



This photo appears to be Hammond, Louisiana (about 5 miles north of Ponchatoula). Again, we're looking north. The depot is still there and in use. It houses a couple government offices, and Amtrak uses the former REA section on the north end for their depot. The two tracks at center are the double mainline (now just a single main). The water columns (penstocks) and tank are long gone, as is the coaling tower. The two story building at right is gone, though the smaller one story buildings south of it are still there. There is a wye to the east, located between the depot and the coaling tower. The white and red buildings that I posted photos of earlier are located just to the right of this photo along the extension of the east end of the wye. There is also a branch line coming off the west main that heads west to Baton Rouge (still in use). That branch is several hundred feet north of the depot. There was a small yard during this time period, located a little ways beyond the coaling tower. There was a demand for express and iced reefers each year during the strawberry harvest.



The downtown areas of Ponchatoula and (especially) Hammond are remarkable in their appearance. They still have the flavor of these early years as most of the buildings date from the 1800s thru the depression years. The IC mainline in both photos bisects the center of each town, the "main drag" in each runs east-west and crosses the railroad at their early mid-point.

-Jack

Louisiana Central Railroad

The Louisiana Central Blog

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## Jack - More on those small town yards

Thu, 2017-12-14 19:52 — jamesix

Jack, you are a gold mine! Thanks for the detailed information. - Jim

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## Nothing wrong with hundreds

Thu, 2017-12-14 20:34 — Virginian and L...

Nothing wrong with hundreds of coal cars, I could not think of anyone who would have a problem with that.....well there are a few but I ignore them.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## Accurail and steam...

Fri, 2017-12-15 00:12 — Warflight

Steam... diesel... I model primarily steam, but I do have one BL2 running on my layout, and soon to be a second one. Everything else is steam. As for older or younger... I'm a bit younger (48) though the first train I ever rode was steam... second train as well. In fact, other than the local Trolley, I've only ever rode steam. But that's not why I love steam so much. It is the details... the mechanics... the sounds... the idea of the era.

My newest roommate has a four year old... the kid LOVES the trains! I let him run them, and he always wants to run steam. Diesel, he says is boring.

There's a 17 year old here on this forum (that started his own forums on Facebook) that only models steam. You'd have to ask him why, but it seems his interests are in the model railroading we did in the 70s and 80s (he's even looking for extra horn hook couplers, because he just likes them better)

So it's not an age thing, to be sure.

As for Accurail... here's what I do.

I went to the local hobby shop (though you can do this on eBay as well) and bought a big pack of Intermountain wheels, and a bulk pack of Kadee #14 couplers (like #5s, but with whiskers, instead of those fiddly little flat springs I always hated) I also bought some stick on weights, because they were cheap (you can also buy them at any auto parts store) and I figured I might use them sometime.

So now, when I buy an Accurail kit, well... the Kadee couplers are better quality, but more importantly, easier to handle than the ones in the kit, and the Intermountain wheels seem like they were MADE for Accurail trucks. Spin one, and it will keep spinning for close to thirty seconds.

If the car seems light, I just add a weight.

As for grab irons... I had ONE car where the molded on bugged me... so I got my jewelers loop, a light, a small paint brush, and some black paint... they look metal now!



Also, after you have weathered a car, it doesn't matter if you weathered it with airbrush, powders, or by hand... you can NOT tell they are molded on. Even up close, with a camera... but then, lots of folks have shown photos in this thread already that proves that.

Plus... they are just fun to put together. Most "rattle the box" kits are... there's little to no frustration... and you don't even need the instructions if you want to just do it... it's all instinctive.

I get mine from the local hobby shop, as well as eBay. (I check the shop first, of course... I always check the local shop first because... hey... excuse to go to the local shop! I'm agoraphobic, and still, will go out to the local hobby shop... it's nice to be somewhere that shares the same crazy as you, after all)

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## Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)

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[Jim Six](#)

[Model Railroaded magazine jumps \\$1 YET AGAIN, January edition.](#) ›

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### Accurail is the current "Blue Box"

Fri, 2017-12-15 05:22 — [Lattayard](#)

I've come to regard Accurail as the "Blue Box" of our times. They cost a little bit more, but even then I think they more than live up to their value. Simple to put together, equip with better wheels and couplers and they are solid operating models. Due to thinner plastic compared to blue box models, it's easier to modify them (cut and reshape parts), and easier to add details. The molded on detail is more fine and 'delicate' than blue box. With weathering it looks really good, but by being more fine and delicate means they also come off easier for those who wish to replace with a 3-D part.

[John](#)

Hauling beer on the Milwaukee Road's Beer Line in the late 1960s.

YouTube Channel: [BeerLineModeler](#)

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### Great inspiration

Fri, 2017-12-15 05:43 — [knoxdani](#)

Just wanted to say this has been a great thread to follow. I am dipping my toes back into modeling and a lot of the discussion here has been informative and helpful. While I am going to get some ready to roll wagons to practice painting and weathering, this has really encouraged me to look into some kits sooner rather than later. Knowing where to start has been hard, but following this I looked over some of the accurail kits and they don't look too intimidating. I like the price tag too, makes me less concerned about making mistakes!

I have certainly been intrigued by the depression era, but for some reason I had thought it wouldn't be what I was really interested in. I'll admit I am a millennial and a diesel fan-though I am too young to remember the early diesels that I really like, which were gone or rebuilt by the time I was born in '85 so I can't say I know it any better than steam. But when I thought about it, what I am interested in is agricultural industries, branch lines, and a focus on railways that were the lifeblood of their communities. These things are all much more emphasized in a pre-war focused layout than in a post-war one. I have been really fascinated by the SP&S's Goldendale branch recently and as I went through this thread ideas really started to come together for me.

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So thanks for the inspiration and for whetting my appetite for depression era steam!!

Dan

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## Added two more Accurail cars to my fleet

Fri, 2017-12-15 09:42 — jamessix

Yesterday I picked up two more Accurail cars from Hall's True Value Hardware. I had ordered them when they were announced. Got them for less than \$28 out the door including tax. Both are primarily pre-WWII models, but they would have lasted into the 1950s for any transition modelers.



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## New Depression era boxcars available

Fri, 2017-12-15 10:09 — jamessix

Here are two new Accurail Depression era boxcars that are available. The window of opportunity is probably 2 to 3 months before they will be gone.

[4327 Pennsylvania](#) [Buy Now](#)  
[Built 1925](#)  
[Decal Set](#)

This PENNSYLVANIA single sheathed boxcar is good for back to 1925 and up to about WWII. Note the lack of circle keystone logo. The PRR introduced the circle keystone in 1932 and took many years to repaint its fleet to include it. A depression era modeler should have this car both with and without the circle keystone.



Below is the 1932 and later version.



#### [\\*4328 Michigan Central/NYC](#)

This new model is another good car for your Depression era fleet. While it is appropriate for 1937 forward to the late 1940s. The problem limiting to to 1937 and newer is the herald. The word SYSTEM did not appear until 1937. Before that the herald had the word LINES. I will live with this because most people seeing my models either don't care or don't know! LOL



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## Available Santa Fe boxcar

Fri, 2017-12-15 10:18 — jamessix

This Accurail Santa Fe (ATSF) single sheathed boxcar is currently available. These boxcars found their way across North America. This model has a 1930 build date so it is good for most of the Great Depression.

[71011 Santa Fe](#) [Buy Now](#)  
[Built '27/42](#)  
[Decal Set](#)



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## Curious...

Fri, 2017-12-15 10:44 — WANDRR



As a neophyte of sorts to model railroading, where do you find the specific information about what cars/types were being built/used in a period of time? Is there an encyclopedia of sorts online? I'm more into the mid 1970's to early 80's diesel, but admire your modeling none the less.

TJR.

Mobile, AL (Originally from New Haven, IN)

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## TJR - Curious...

Fri, 2017-12-15 10:47 — jamessix

I research on the internet a lot. I also have joined some internet groups that are receptive to being asked questions. They provide a lot of information. However, I have found a few internet groups that do not like being asked such questions. They are less than friendly, so be careful to get to know a group before hitting them with questions.

Jim Six

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## "I will live with this because...!"

Fri, 2017-12-15 11:06 — Art Kuperstein

Jim et al,

I concur that this thread has provided much inspiration and motivation, for me as well. It has been a joy to read.

Even though I am modeling, or moving slowly to model, the Ma & Pa circa 1949, this thread and Jim's thoughts are slowly pushing my modeling era back to early 40's. Jim's below quote and my self-imposed modeling license will permit some equipment variance, as the mood strikes.

*"...I will live with this because most people seeing my models either don't care or don't know! LOL" - JS*

Additionally, my recent cardiac adventures have brought a semblance of sanity to me, and I will likely just have 2 towns and a small staging yard on one level in my now 50 degree F garage space of 8' x 18'.

Oh... and to reply to TJR - as a starter, you may wish to try historical societies for some needed information.

Cheers,

Art



Art Kuperstein

Maryland & Pennsylvania RR Historical Society Editor - TIMETABLE quarterly

M&PRR c.1949

Langhorne, Pa

Ma & Pa RR Website-

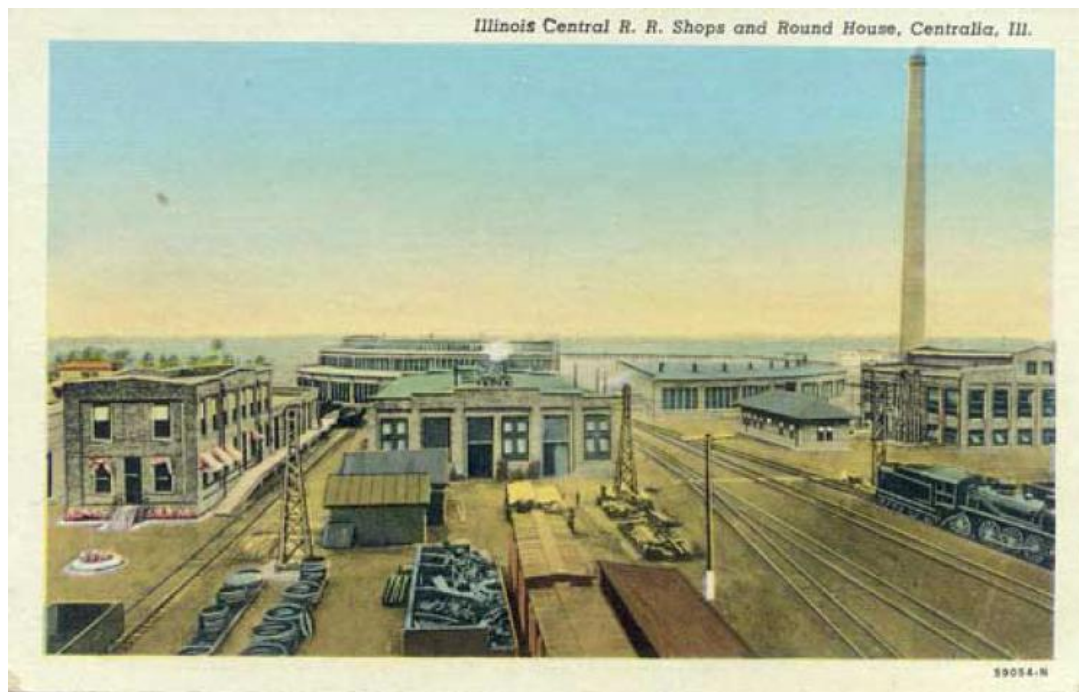
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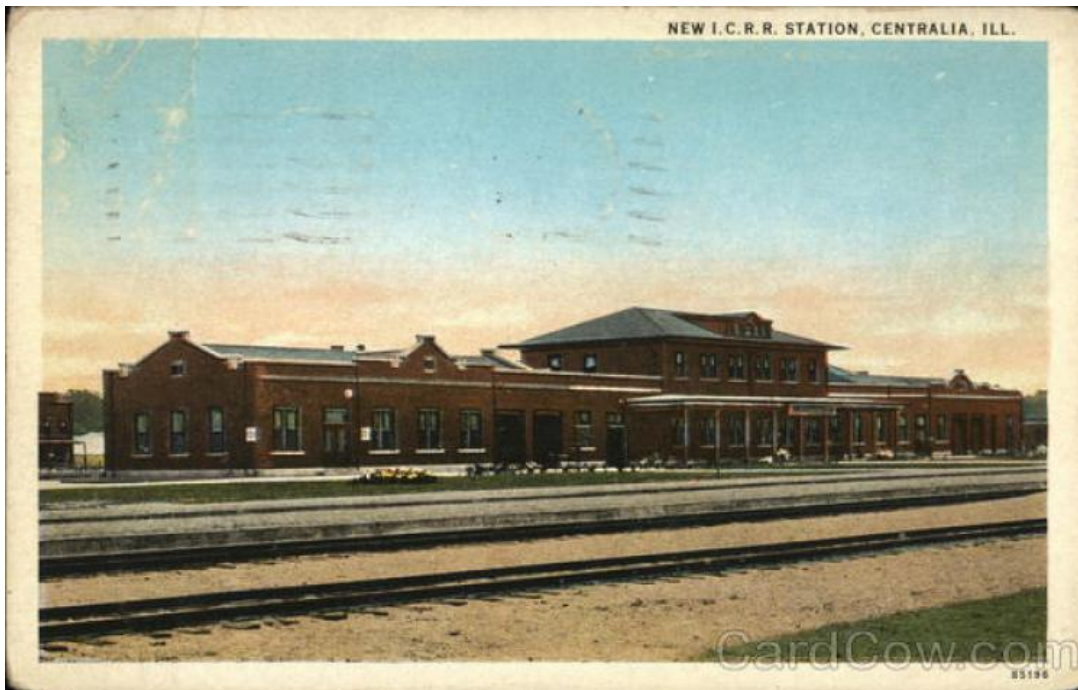
## I've gotten a lot of modeling

Fri, 2017-12-15 12:00 — JWhite

I've gotten a lot of modeling ideas from old post cards. Here are the then new IC shops in Centralia, IL circa 1912:

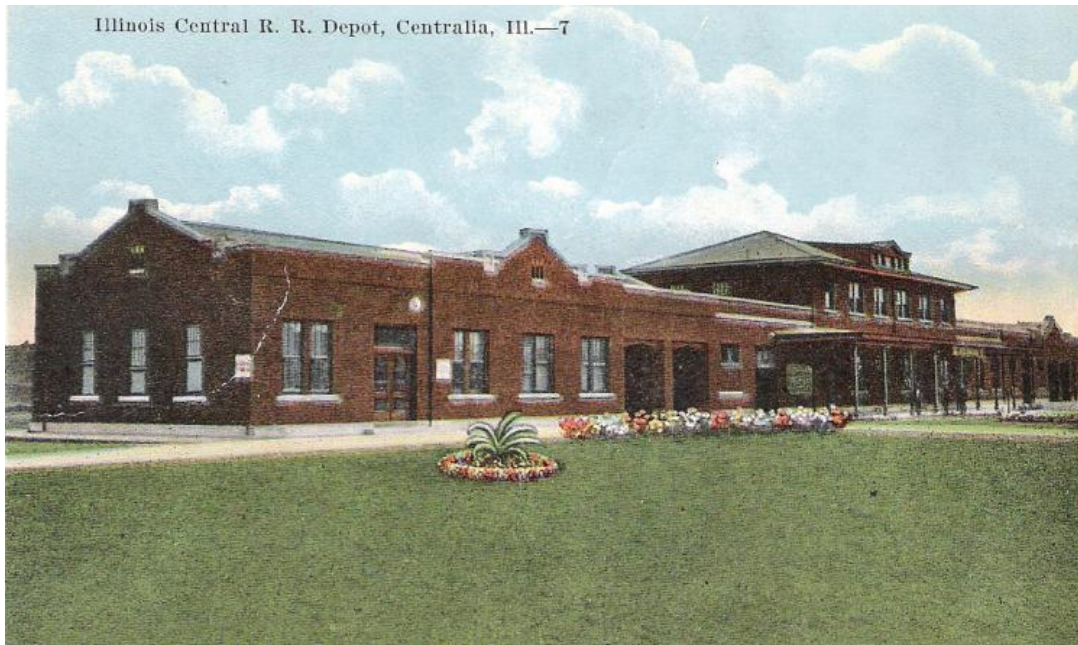


And the IC Centralia passenger station circa 1921:



And the street side view:

Illinois Central R. R. Depot, Centralia, Ill.—7



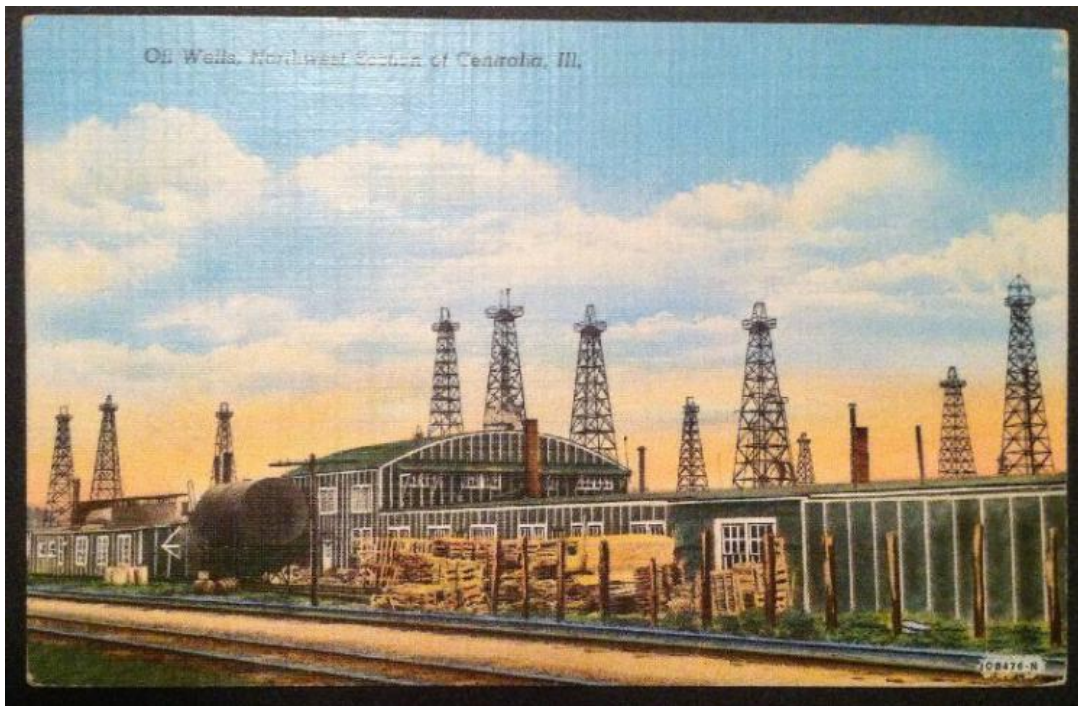
Prominent buildings were often the subject of postcard sold locally. Here is the envelope factory in Centralia, IL. In my era it was the Hollywood Brands candy factory:



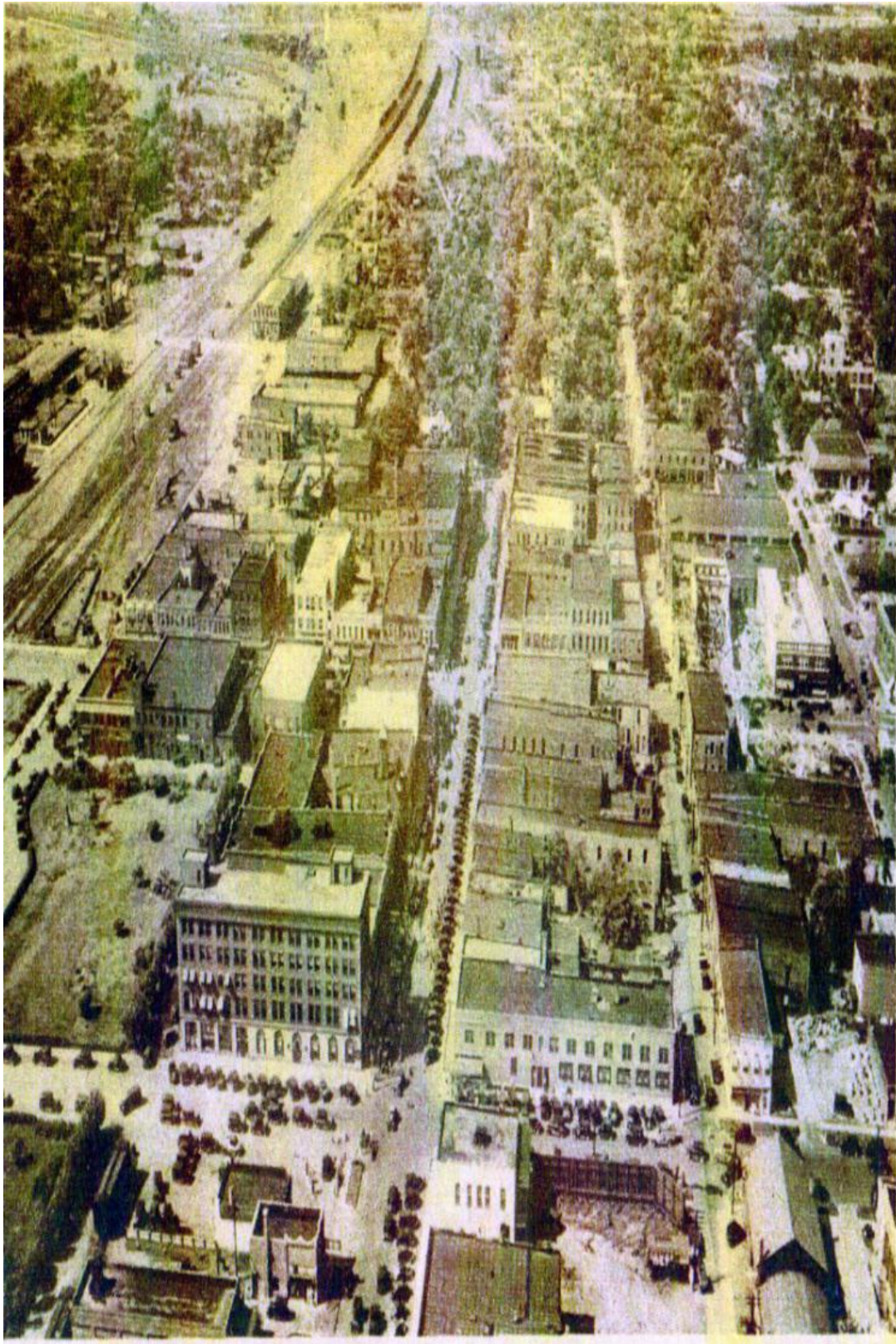
Another industry I found on a post card is the Barnes Shoe Company in Centralia:



And the Centralia oil field:



The local historical society provided me with a lot of research help. This is a 1934 photograph of downtown Centralia taken to show the rebuilding after a large fire. Fires destroying large portions of towns were surprisingly common in this area:



Jeff White

Alma, IL

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Art - "I will live with this because...!"

Fri, 2017-12-15 12:27 — jamessix

Hi Art. Good to hear from you. My words that you quoted are more meaningful than most of us realize. I believe that we are our own worst critics. My work has been criticized to me only a few times, and it was typically meant as constructive criticism. What happens out of earshot does not matter as you don't hear (or see) it. We need to model as it pleases us. Others will appreciate what we do. Those that don't are few in number and the problem is theirs.

Jim Six

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Thu, 2017-11-23 12:46 — [jamessix](#)

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Jim Six

[‹ The Expense of the hobby. Weekly Photo Fun 12/11 - 12/17 ›](#)

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## In defense



Fri, 2017-12-15 13:13 — [Graham Line](#)

In defense of Accurail couplers: They aren't bad looking (like the X2f) and are more than adequate for a small layout. They are barred from our club layout because we sometimes use pusher helpers on our long grades, but if you have a relatively flat railroad and don't run excessively long trains, you can get by.

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## Centralized Parking



Fri, 2017-12-15 14:42 — [Brentglen](#)

Looks like they had a parking problem even back in 1934!

I was really surprised to see that, maybe there was some event going on at the time? I would have expected the number of cars to be pretty sparse at that time, with maybe a few horse and buggy delivery wagons around still.

[Brent Ciccone](#)

Calgary

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Jim Six

[Brush Painting](#) ›

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### Chuck - Like It

Fri, 2017-12-15 18:55 — [jamessix](#)

Hi Chuck,

Thanks for liking it! The road between tracks is a lime stone road common to Indiana and Michigan where I am modeling. I used Highball N-scale limestone.

Jim Six

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### BR - Your trackwork

Fri, 2017-12-15 19:00 — [jamessix](#)

Hi BR,

My track started as all Micro Engineering code-55 and code -70. However, I have added some Atlas code-83 lately. I believe all of the track in those views are the code-55 and code-70.

If I had it to do all over again I would use code-83 for the main tracks and code-70 for all sidings. The code-55 is problematic once ballast and/or scenery is added. A lot of fussing is needed to keep the wheel flanges off the scenery/ballast when using code-55 rail.

Jim Six

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Fri, 2017-12-15 19:43 — jamessix

Here is a photo that was taken five short blocks from where I lived in the 1950s. I saw these huge EM1 locomotives all of the time. Even climbed on them and had a cab ride. My dad's best friend was a fireman on them!

Jim Six



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## The building in the photo

Fri, 2017-12-15 19:56 — JWhite

The building in the photo that started the discussion on cars was a bank. It still stands and looks much as it did in that photo. It's always been a bank until a couple months ago when the bank currently occupying the building announced it would move.

I have a copy of a 1938 book written by the Illinois Central detailing traffic and operations on the railroad most of the data is from 1936 and 37. The book talks about losing business, even coal hauling to the trucking industry. Cars and trucks were cutting into both passenger and freight business by the mid-30s.

Jeff White

Alma, IL

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## Engine Weathering

Sat, 2017-12-16 06:17 — joakleaf

Jim,

Thanks for sharing this info, I've enjoyed reading it.

Your steam engine weathering is nice and subtle, can you provide a brief overview of your technique and materials?

thanks

Jim

Jim

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## Yes-Engine Weathering?

Sat, 2017-12-16 09:19 — JackM

Jim,

Same question as above. I have a nice pristine \$400 H10 I'm balking at weathering, but really needs it. I have had decent luck with chalk and Pan Pastels on freight cars, really botching up some things with oil paint. How do you do it?

Jack

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## Jim and Jack - Engine Weathering

Sat, 2017-12-16 09:44 — jamessix

I believe that this model is somewhat typical of my steel locomotive weathering. It is the last one that I weathered. It started out as a new BLI Pennsy H-10 class Consolidation. Out of the box it had a "satin" finish, not glossy and not flat finish. I did the weathering in three steps.

1. I started with acrylic washes. That is, water-based acrylic paints. I created washes with the paint and water with a drop or two of liquid dish soap. I carefully painted on the washes with paint brushes about 1" wide and maybe 1/8" wide. Before it dried I wiped most of it off with the 1" brush after first cleaning the brush. This way I could control how much paint is left on the model. I let it dry.

2. Step-2 is to apply powders with eh same soft, dry, 1" paint brush. I worked it around until I got the effect(s) that I was after. The powder colors I used were black and a dark grime color -- especially on the coal bunker sides of the tender and the tender deck.

3. The last step was to use a spray can of Krylon clear flat spray paint and sprayed the entire model with a light coat of this paint, I immediately blow dried it with a hair blow dryer. After an hour or so the desired look will appear.

The above said, I do NOT recommend doing this on an expensive locomotive until you have gained experience and like the results you are getting. I use this same weathering method for my freight cars, although with less powder.

Several people have commented that they like the shiny boiler paint showing through the weathering. I like it too for pre-WWII steam locomotives. This effect results from wiping off enough of the acrylic wash to let the factory paint show through. For the 1930s I want my power to look dirty but not near retirement as they appeared in the 1950s.





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## Morning Inspiration

Sat, 2017-12-16 09:49 — jamessix

This is my morning inspiration photo. Before getting started on the layout I almost always look at this photo for inspiration. It represents the "mood" that I am trying to create with my layout. While the economic situation of the Great Depression was horrible for many people, I doubt that the weather was affected.

Note: This entire train was weathered with the method described in my previous message.

Jim Six



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## Depression Modeling Blog

Sat, 2017-12-16 10:07 — gna

Jim--

You should start a Depression Era Modeling Blog here on MRH. There's so much good info in this thread.

Gary

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## Hi Jim, Enjoying another 2"

Sat, 2017-12-16 10:38 — Art Kuperstein

Hi Jim,

Enjoying another 2" dusting of snow here. Absorbing the inspirational photos today. Planning on converting my foamcore bldgs to styrene over the winter, in my study.. It's 41 degrees F out in my garage now. Yikes!

Could you reveal the material/technique you used for the stone foundation structures in Sturgis, such as Ringgold?



Thanks.

Cheers and stay warm...

Art

Art Kuperstein

M&PRRHS Editor - TIMETABLE quarterly

M&PRR c.1949

Langhorne, Pa

Ma & Pa RR Website-

<http://maparr.weebly.com>

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Jim Six

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### Gary - Depression Modeling Blog

Sat, 2017-12-16 10:55 — [jamessix](#)

Hi Gary,

I would like to convert this thread to a blog, but don't know how. Maybe Joe and his fellows could help. I would hate to start over and lose all the message we have posted here. I had no idea that my message would take off as it has.

Jim



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### Art - Hi Jim, Enjoying another 2"

Sat, 2017-12-16 11:06 — [jamessix](#)

Hi Art,

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You may be disappointed by my answer to your question about my building foundation. I is printed. I bought a sheet of printed block, cut it to size, then pasted it to the plastic foundation base. Here are a couple of photos of what I used.

Jim Six



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## Joe Fugate - HELP

Sat, 2017-12-16 11:08 — jamessix

Joe,

Is that a way to convert this TOPIC to a BLOG?

Jim Six

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## Weathering

Sat, 2017-12-16 12:15 — joakleaf

Jim,

Thanks for the reply, might steal these steps for a trial run.

Colors - dark umber, light grey, grimy black - what colors am I seeing?

Jim

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## Jim - Weathering

Sat, 2017-12-16 13:32 — jamessix

The three colors you named are what I use most. Different proportions of them give different shades. I mix the paints on a paper picnic plate.

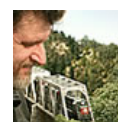
Jim Six



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## Topic to blog?

Sat, 2017-12-16 13:46 — joef



*JOE FUGATE: Is there a way to convert this TOPIC to a BLOG?*

Unfortunately, no. Once you choose a path, that's it, you can't change thread type.



I recommend you just start a new blog thread and in the opening post, paste in a link back to this topic thread for reference.

The back reference link I recommend you post in your blog opening post is this: [mrhmag.com/node/31700](http://mrhmag.com/node/31700)

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## Joe Fugate

Publisher, Model Railroad Hobbyist magazine



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## You should have known...

Sat, 2017-12-16 13:50 — hoghead40

James, I was a member of your Yahoo chat group several years ago. When I saw your post here starting to launch, it didn't surprise me a bit. What you are ruminating about here is well thought-out and a good road map for anyone else who is faced with similar decisions. And some of your false starts may cause some guys to rethink their moves before they waste precious time/money.

I followed your thoughts on Yahoo; I'll follow you here too. Good stuff is good stuff, and fine model building is the cherry on top. I've already selected eras, and my layout is largely finished track-wise, but I have made some adjustments to my planned operation because of a change in emphasis on my part. Your shiny new blog here is entertaining and informative and has attracted some equally entertaining, informative people.

BTW, there have been comments here about how remnants of the past hang on for, in some cases, for many years in the real world. I went to work as a brakeman on B&O in 1970. The yard where I was assigned was covered almost entirely with cinders. B&O was still using a number of yard tracks built during WWII that had no tie plates to save steel usage. Except for some less used areas with cinders, all of that was swept away by about 1980.

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## Weathered freight cars

Sat, 2017-12-16 15:18 — jamessix

Here is a photo that shows three wooden freight cars on my 1930s layout. They were weathered with acrylic paints as described in my earlier message this morning. By the way, there are no separate grabs on these models. Weathering highlights the molded on grabs.



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## I have to admit. Being a

Sat, 2017-12-16 15:56 — hobbes1310

I have to admit. Being a Modern Era type of guy. Im really enjoying this thread.

Phil



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## Phil - I have to admit. Being a

Sat, 2017-12-16 16:08 — jamessix

I am glad you are enjoying it Phil. Me too!

Why the Depression era people have asked? For me, there a few key reasons. I am timed of the politics our great nation is embroiled in and am seeking an escape. No person, group of people, or nation is perfect, but I have to believe that the first half of the last century we were probably the greatest nation that ever existed. Not perfect, just darned good. I find that refreshing and as a history enthusiast I am finding that learning about railroading in that time now long gone by to be refreshing and satisfying.

Another reason is that I have modeled modern times for most of my 69 year life. A few years ago I came to realize that I was ready for a change, something new and somewhat different. I am finding that railroading pre-WWII to be just that!

And, there is a third reason for backdating to the depression era. Trains were shorter and more frequent. Freight cars were much shorter. Because of this I can get trains into a smaller space than had I chosen to stay with modern modeling.

And the last big reason for my backdating is that like the 1950s when the transition from steam to diesel took place, the depression era is when the transition from wooden to steel freight cars took place. What a wonderful time to model for

those of us who love freight cars.

Thanks for joining with us Phil.

Jim Six



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## Depression Era Modeling

Thu, 2017-11-23 12:46 — jamessix

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Jim Six

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### modeling flatlands successfully.

Sat, 2017-12-16 16:56 — jamessix

For several decades modeling the coal fields and mountain territory has been a focus of the hobby. Tony Koester, Allan McClelland, and others modeled the Appalachian area. One big name modeler set his layout in Indiana - Bill Darnaby, but he was pretty much alone. Living in northern Indiana I decided to model Indiana and Southwest Michigan where it was flat land. No mountains and not much in the way of hills.

The challenge was how to build a layout that gives the appearance of miles of flatland in the background. I had not seen any layouts that did this in a convincing way. Hmm . . . My layout shelf is mostly 2' deep. Some places are narrower, How to get a mile+ of depth in two feet at first proved a real obstacle.

The solution I arrived at was to place the shelf higher than most folks build their layouts. I have my track at 56" off the floor. I am 6'-2" tall and this works well for me. A big part of the solution is extensive use of photo backdrops. The key turned out to keep the backdrop no more than 4 to 5 inches tall. Yes, you read me right. All objects in the backdrop are at a considerable distance -- at least a 1/4 mile away. This way there are no parallax issues as one moves along the layout.

The trees in my photos are mainly part of the photo backdrop, but many of them are Scenic Express Super Trees that are undersized and up against the backdrop. This combination works rather well.

I encourage comments and questions on this.

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## modeling flatlands successfully.

Sat, 2017-12-16 17:04 — jamesix

These two views shot about 25-ft of layout. You can see just how short (not tall) the photo backdrop is. Four to five inches tall. There is an exception. The backdrop at the left of the water tower gets up to about 7" tall at the coaling tower.

Note: all of my photo backdrops were photographed by me in the areas that the layout is supposed to represent.



In the view below the ground between the tracks and the backdrop rises about 1.5" to 2".



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## Engine Weathering



Sat, 2017-12-16 18:11 — Jeff Youst

Hi Jim. Lots of great photos. I have a question:

3. *The last step was to use a spray can of Krylon clear flat spray paint and sprayed the entire model with a light coat of this paint, I immediately blow dried it with a hair blow dryer. After an hour or so the desired look will appear.*

Are you referring to the Krylon Matte Finish ( i.e DullCoate ) ? If so, using the word "paint" in there may be a tad confusing.

Merry Christmas to you and Joanne.

Jeff EL Marion 2nd (Chicago) Sub 1964

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## "Distant" Backdrops



Sat, 2017-12-16 18:24 — JC Shall

Jim,

You and Tom Johnson seem to be using very similar techniques with your backdrops. I think they're very effective, and I'm definitely going to give them a try on my own layout. Please keep the photos coming.

-Jack

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## Jeff - Engine Weathering

Sat, 2017-12-16 18:30 — jamessix

Here is the Krylon paint that I use on my buildings, my freight cars, and my locomotives. Its a rattle can! I buy it at Walmart.

Does that make me a Walmart person? 😊

Merry Christmas to you too brother Jeff.

Jim 😊



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## Jack - "Distant" Backdrops

Sat, 2017-12-16 18:39 — jamessix



You are right Jack. Tom and I started experimenting with this photo backdrop technique almost ten years ago. I think that we have it perfected. Tom and I are best of friends and work together all the time. In fact, the photo below shows Tom teaching me how he touches up scenery with oil paints..

Jim 🤔



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## Huh...I'll be Darn...



Sat, 2017-12-16 18:47 — Jeff Youst

Jim: That's the first I've seen that Krylon acrylic. From your photos It looks that one of the benefits to it is that it doesn't affect the use of powders for weathering? That's been a big problem using Dullcoate, and even the Matte Krylon, in that it tends to "melt" away a great weathring effort where powders are involved. Is this the go to finish sealer now? Sure seems like it is.

Jeff EL Marion 2nd (Chicago) Sub 1964

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## Jeff - Huh...I'll be Darn...

Sat, 2017-12-16 19:26 — jamessix

Jeff,

Have you tried applying powders a minute or two after spraying on the clear paint? You can do this with the Krylon paint. The powders will stick to the paint and not come off. That is another method I have done that works well. The PRR caboose pictured here was weathered with this same technique.

Jim



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## Conversation worth noting.....

Sat, 2017-12-16 19:57 — Free-Mo Tim

Jim,

Have been following along in this thread and thoroughly enjoying the discussion!

I can only imagine being able to listen in on a conversation between you and Tom as you discuss photo backdrops and the transition from 3-D to 2-D scenery. Wow!!

Respectfully,

Tim Moran Akron, OH

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## Tim - Conversation worth noting.....

Sat, 2017-12-16 20:19 — jamessix

Hi Tim. Haven't heard from you in a while. Tom and I bounce ideas off one another all the time, then go try them out, and discuss again how to do it better. We have great discussions about layout building.

Hope you are well in Akron,

Jim



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Thu, 2017-11-23 12:46 — [jamesix](#)

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### Stone foundation material

Sat, 2017-12-16 21:14 — [Art Kuperstein](#)

Thanks Jim. No disappointment at all. I, too, like the texture. I will try to find it.

cheers,

Art

Art Kuperstein  
Editor - M&PRRHS Timetable  
M&PRR c.1949  
Langhorne, Pa.  
My MPRR website-  
<http://maparr.weebly.com>

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### Asphalt Roads

Sun, 2017-12-17 07:10 — [JackM](#)

I've always thought doing asphalt roads a challenge. The roads shown in the down low view going through town look great. How do you do that? Are all of us bugging you enough with questions?

Jack

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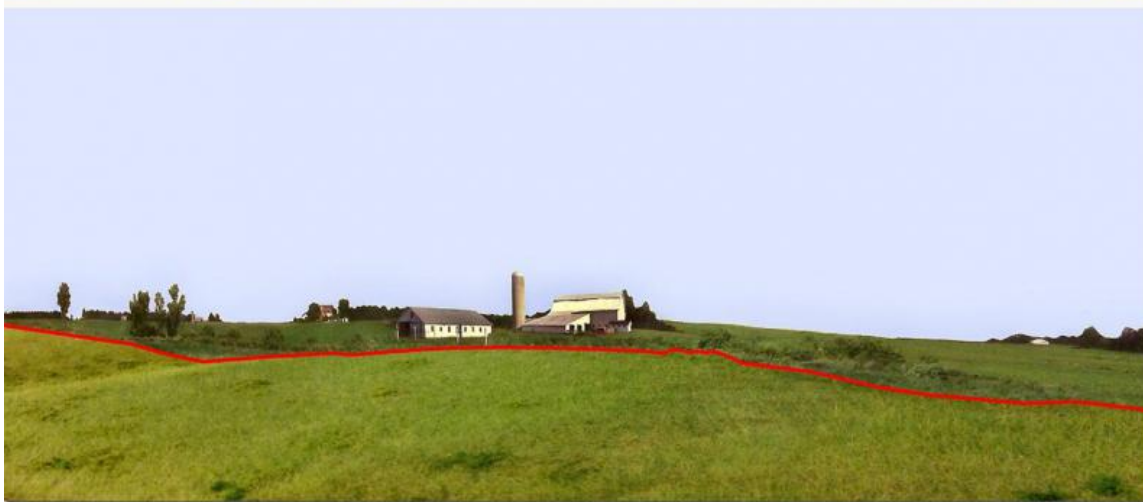
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## Photo backdrops

Sun, 2017-12-17 08:54 — jamessix

Here are two of the same photo. The lower phot has a red line where the actual scenery meets the photo backdrop. The gentle roll of the topography helps to disguise there the backdrop meets the scenery. Judge for yourself the effectiveness of this. - Jim Six



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## Very nice Jim, it seems that

Sun, 2017-12-17 09:02 — Virginian and L...

Very nice Jim, it seems that your choice of location works well for this type of joint. It produces some very nice looking scenes.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## Jack - Asphalt Roads

Sun, 2017-12-17 09:05 — jamesix

Jack,

I will let Tom Johnson answer your request on the roads. He is the master road builder. What I know and do was taught to me by Tom. Here is a photo I took on Tom's layout a few years ago.

Jim



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## Thank goodness for the shadow

Sun, 2017-12-17 09:12 — Virginian and L...



Thank goodness for the shadow around the elevator. If not for that the area between 2 d and 3 d would be impossible to find. The color matching from photo to scenery is fantastic and I believe the biggest give away of the change. Some folks are just so talented with this it is amazing.

Rob in Texas

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Thu, 2017-11-23 12:46 — [jamesix](#)

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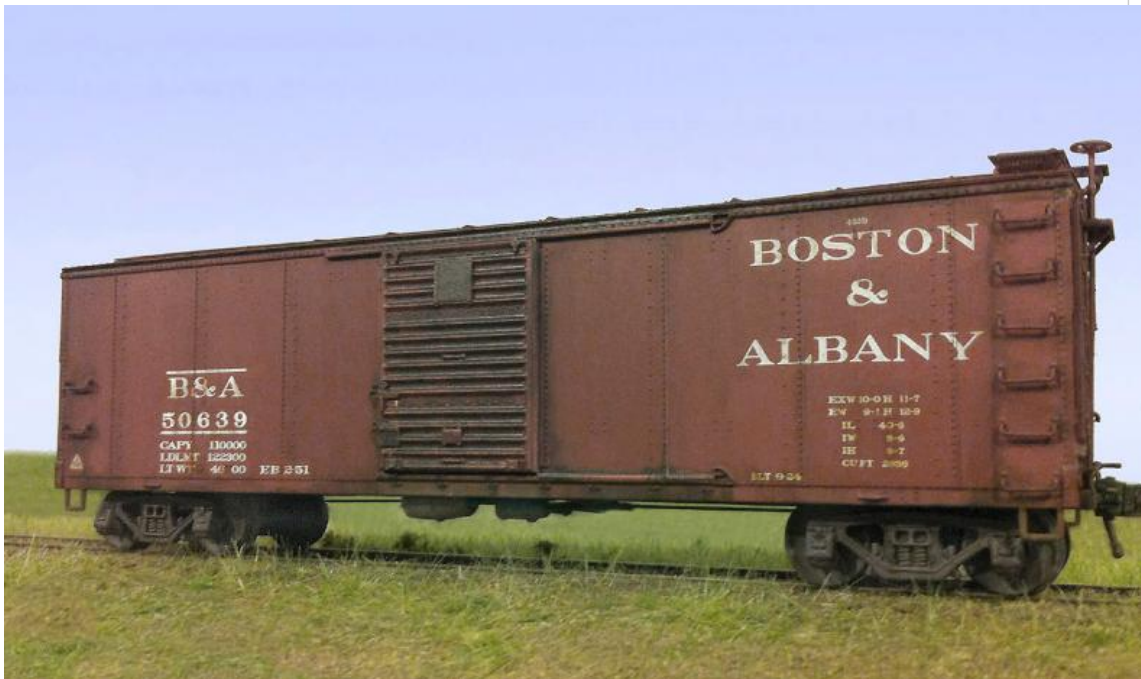
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### Early steel boxcar

Sun, 2017-12-17 17:54 — [jamesix](#)

Here is one of my boxcars that represent an early steel boxcars built in 1924. It is a Broadway Limited model. These are very good models that need little other than weathering and Kadee #153 couplers.



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## weathering paints

Sun, 2017-12-17 18:03 — jamesix

Here are the paints that I use for weathering my freight cars.



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## Thinning the acrylic paints

Sun, 2017-12-17 18:23 — jamesix

Here is what I use to thin the acrylic paints for weathering to make "washes".





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## Thinking about adding WABASH

Mon, 2017-12-18 12:01 — jamessix

I am considering adding the WABASH to my list of RRs that my layout could represent, although on a limited basis. I figure that a pair of Bachmann 2-6-0 locomotives could have the detail tweaked and the models would make a good representation of the WAB prototypes.

What do you think? - Jim Six



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## Thinking about adding WABASH

Mon, 2017-12-18 12:05 — jamessix

Here is the Bachmann model. I think I could make this into a credible WABASH locomotive. Two of them could operate the layout as Wabash -- with a limited capability.



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## WAB caboose

Mon, 2017-12-18 12:08 — jamesix

Note: I already have this WABASH caboose.



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## Hmmm - a Wabash Mogul?



Mon, 2017-12-18 12:46 — JC Shall

Well, I suppose it depends on how accurate you want the model to be. I'm seeing a LOT of work to do. The sand dome and bell need to change places (and the molded in sand lines removed). The headlight exchanged and moved to the front of the smokebox (probably pretty simple). The running boards, reservoirs and air compressor all need a significant rework. The cab sides need alteration. The cylinder/valve chests need to be replaced entirely. Valve gear is incorrect, and it needs solid wheels for the pony truck. The tender might be the biggest challenge. The tank portion is too short (in height), and the coal bunker too tall and of a different design. Steps and other details would need changing. It might be easier to find another tender more closely matched to the prototype.

And this isn't a complete list. I personally don't think doing all of this work would be reasonable. How much would have to be done though to make the model "good enough"?

-Jack

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## Jim if you decide to treat



Mon, 2017-12-18 13:39 — Virginian and L...

Jim if you decide to treat them as standins for the accurate model you may never get to it would not be too much work. Add some details if you want, some paint work and decals and you have a model you can run that could have trackage rights, or work an interchange. Just like your 1 hour freight car it is not a contest winner but a great car for the layout, same with the standin loco.

Sounds like a great way to add variety and accomplish the goals you have set for your layout. Those of us that freelance do this sort of thing to one degree or another in building our roster of equipment. Power is based on what similar roads did under similar constraints, it should work for you.

Rob in Texas

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## Jack & Rob -- Hmmm - a Wabash Mogul?

Mon, 2017-12-18 14:39 — jamessix

Geeze Jack and Rob, you guys are a real joy! LOL 😊

Jack, the things you list are what I see too. I can correct all but the cylinder/valve chests. I would have to live with them. What I have going for me is that almost nobody that will operate on my layout will know these things. If I fix these details and do a nice weathering job I'll bet that few people will question the model. Of course I would share the pics here and y'all will know.

I have to think this one over. Not sure yet if I will do it or not. I do have that lonely WAB caboose to worry about though.

Jim

### Modeling the Depression Era in HO-scale



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## Jim, I have a pair of these

Mon, 2017-12-18 15:14 — BOK

Jim, I have a pair of these 2-6-0s and four of the 2-8-0s all DCC/Sound and they are the most reliable locomotives I own. I don't think you'll go wrong with them.

I gave my friend, Clark Probst one for his M&STL layout and he is really satisfied with it.

Barry

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Are you interested in modeling from 1900 to 1940? If so, then this is the blog for you. This blog was previously Modeling the Depression Era, but interest and discussion has expanded to include any time from 1900 to 1940. If you have interest and questions please post them here. If you have answers and information that you would like to share to help others please post here.

Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Wabash 2-6-0

Mon, 2017-12-18 16:29 — Don Hanley

Jim

A quick look at the photos you posted, it looks like the tenders will require the most modifications to represent the Wabash 2-6-0's, looks like it could be a fun project.

Don Hanley

Proto-lancing a fictitious Erie branch line.



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## I do like that caboose



Mon, 2017-12-18 16:58 — JC Shall

Well Jim, I *do* like that Wabash caboose!

If you do all that work on the steamer as you've mentioned, I promise I won't say a word about the piston valve cylinders.



**-Jack**

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## Barry -- Jim, I have a pair of these

Mon, 2017-12-18 17:00 — James Six

Thanks for the feedback Barry. Clark is a good modeler. Tell him I said hello.

Do you know anything about the Bachmann 4-6-0? It looks like a nice model too. I wonder what RRs it would work for. I could get into this early steam stuff.



Jim

### Modeling the Depression Era in HO-scale



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## Bachmann 4-6-0

Mon, 2017-12-18 18:04 — Art Kuperstein

Hi Jim et al,

Sorry...could not resist on this one. Have a couple of these beauties, which run quite well. #27 and #28 Ma & Pa. This is #27, with rods almost down, at Fallston mock-up.

Cheers,

Art



Art Kuperstein

MRRHS Editor - TIMETABLE quarterly

M&PRR c.1949

Langhorne, Pa

Ma & Pa RR Website-

<http://maparr.weebly.com>



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## Those are nice looking models



Mon, 2017-12-18 21:29 — Virginian and L...

Those are nice looking models of small steam. In reality would they not look good by just being relettered? Your secret is safe, go ahead and have fun, enjoy the hobby. The rivet counters can be forced into the closet and the door locked.

Rob in Texas

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## James I do not recall if this



Tue, 2017-12-19 08:16 — Virginian and L...

James I do not recall if this was posted or not but you might want to look at the switch stands from rapido, link below.

<https://rapidotrains.com/switch-machine/>

It looks like it might be the thing you are after for your line.

Rob in Texas

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## Jim, Regarding the Wabash

Tue, 2017-12-19 08:21 — ChrisS

Jim,

Regarding the Wabash Mogul, one thing that might help you is that Kemtron/PSC once made a kit for that prototype. As a result, many appropriate parts are still in the PSC catalog. It may even be possible to track down a correct tender shell. You could try inquiring with PSC, or keep an eye out on eBay, etc. - the kits do pop up every now and then.

And I can also vouch for the smooth-running characteristics of the Bachmann/Spectrum small steamers, at least the ones I've owned.

Chris



Freelancing 1907 Southern Utah in HOn3

<http://redrocknarrowgauge.blogspot.com/>

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## Rob - James I do not recall if this

Tue, 2017-12-19 08:42 — James Six

Hmmm . . . Those are damn nice looking switchstands, Yes, they are exactly what I am looking for but with one exception. The price. At \$30 per switchstand and me needing more than 30 switchstands . . .

$30 \times \$30 = \$900+$

This may be too spicy for someone who just retired. I will have to wait and see.

Thanks Rob,

Jim



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## Early gon for Depression era

Tue, 2017-12-19 13:35 — James Six

Here is a model by Ray Breyer that makes a great addition to a Depression era setting. It is a resin kit. YEs, some resin kits will make great additions to our early freight car rosters.



Jim Six

## Modeling the Depression Era in HO-scale



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## Sorry, Jim I didn't get back

Tue, 2017-12-19 11:51 — BOK

Sorry, Jim I didn't get back to you sooner but I am helping my wife dealing with flu I just got over.

All the Bachmann locomotives I have, are excellent runners with adequate sound. For the low price these are definitely, "keepers" and they have an excellent warranty with great service. I don't own a 4-6-0 but can't help thinking it too would be an excellent choice of motive power.

Merry Christmas,

Barry

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six

- [Modeling general discussion](#)
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[Steam Locomotive Wish List](#) ›

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## Barry - Sorry, Jim I didn't get back

Tue, 2017-12-19 13:54 — James Six

No problem at all Barry. I sure hope your wife is better now. The flu is not any fun.

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I think that I will get one each of the Bachmann 2-6-0 and 4-6-0. They will become either NKP or NYC models when I get around to detailing and weathering them. I want to be able to back date some operating sessions to the 1920s and these two locomotives will help a lot in doing that.



Jim Six

## Modeling the Depression Era in HO-scale



## Modeling 1925 thru 1935



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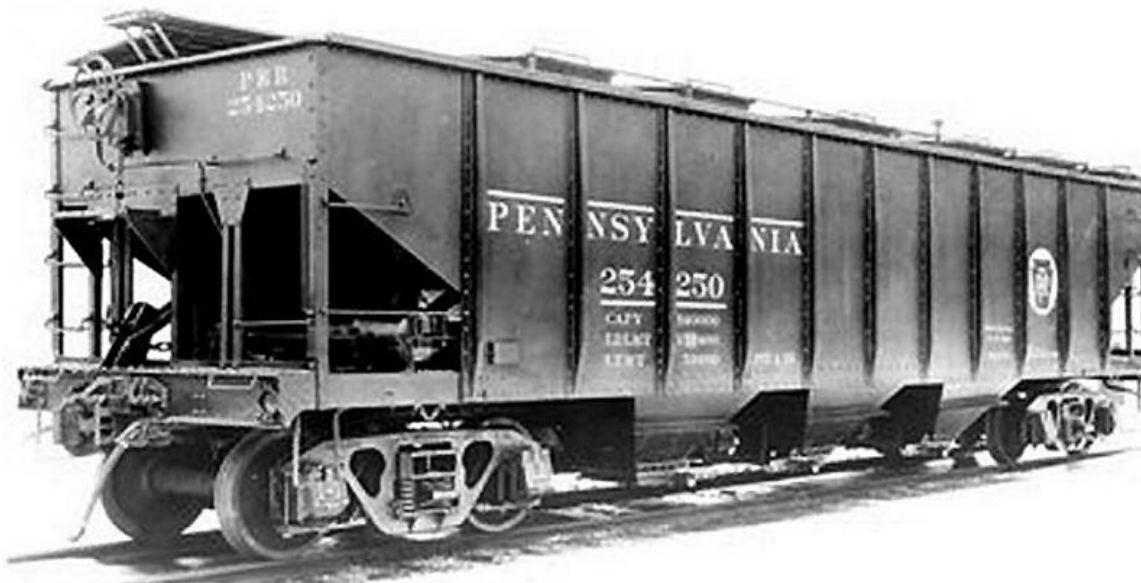
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## Depression Era covered hopper car

Tue, 2017-12-19 16:33 — James Six

Here is was a Depression era (?) covered hopper car for us, Looks like a relatively simple kitbash.



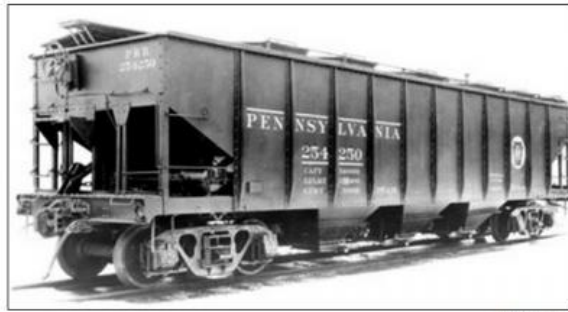
Class: H21d - Hopper Cement Car

Tracing#: E-405854

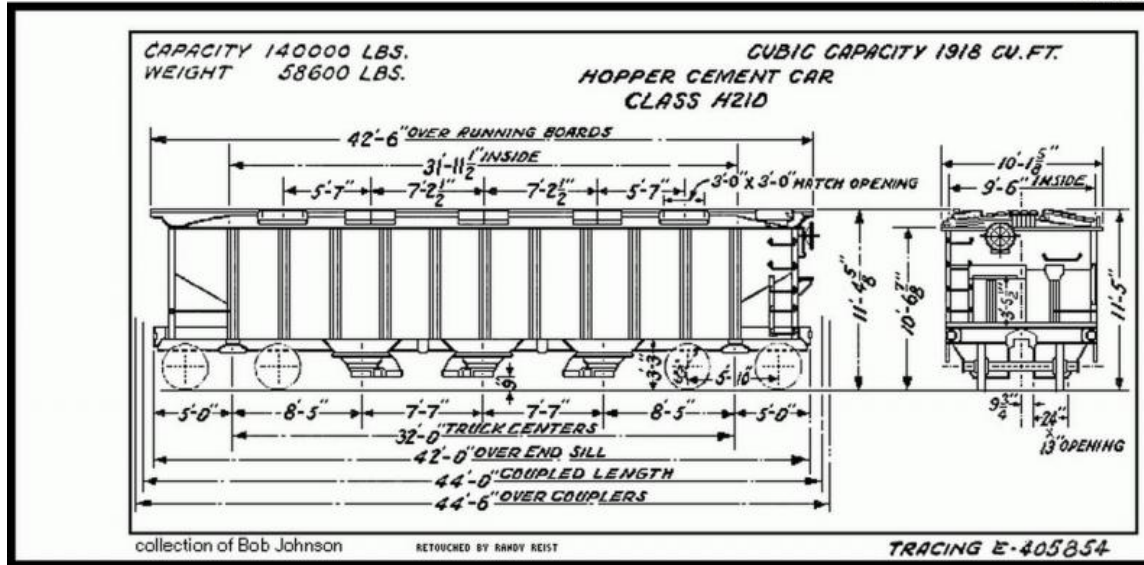
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PRR 254250



Jim Six

## Modeling the Depression Era in HO-scale



## Modeling 1925 thru 1935



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## Way more than fallen flags

Tue, 2017-12-19 17:52 — James Six

I have been think this over and over for months now. This hobby refers to railroads that have merged and disappeared as "fallen flags". We use the expression with fond memories. But there is a lot more to it than railroad names now gone. The vast majority of branchlines and small rural lines between towns and cities are also long gone. This goes back to the 1930s.

The Great Depression killed off many such rail lines. Many lasted until 1950 for the ICC to approve abandonment, but with much reduced traffic. Many interurban lines stopped operation in the 1930s. Most of these low income producing lines were in operation in 1930, but were disappearing fast by the time the U.S. became engulfed in WWII.

Modeling the 1930s is the last decade that we can model and still model and operate these great subjects for basing a model railroad on. Why invent some "home road" name to model a line that does not exist when there were hundreds of lesser lines still operating in the 1930s? There are many many freight cars available to represent the 1930s, the Depression era. There are also several Bachmann, Broadway, and other makes of quality steam locomotives available to pull them. Keep in mind that trains were shorter back then, cars were smaller, and only one locomotive was needed to pull them -- versus two, three, or four diesels needed to pull a freight train. This means a smaller layout is needed to have the same type of operation.

There is a "dark side" to modeling contemporary railroading that is rarely discussed. There remains only a small percent of on-line railroad customers that are available to model and to switch. Back in the Depression era and even more so before, the rail lines were populated with lots and lots of small business to be modeled and switched. Some only required a single freight car per visit. Others would take eight, ten, or more (larger factories). The point is though, with a one-town layout set pre-WWII, there were a lot more customers to be switched which makes modeling the local freight train -- the way freight -- very appealing. This is something contemporary modelers cannot easily do and represent in a realistic way.

Food for thought,

Jim Six

## Modeling the Depression Era in HO-scale



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## Great Northern Railway (US)

Tue, 2017-12-19 18:40 — captpete

I model the GN branch line from Elk River, MN during the 20's and through the end of the 30's in N scale. An American (4-4-0) and a Mogul (2-6-0) are my motive power and forest and agriculture are my industries. Looking for an old time combine for the twice daily passenger run then my roster will be complete, 50% home and rest foreign rolling stock. Layout is small at 30" by 60" and Minnesota is flat with forests and farmland so the layout is modular to fit under the bed. All the buildings will be kits (no plastic) or scratch built card stock/wood and I have several kits already. Still in track building stage and soldering track crossovers and small MOW yard. May have pics if I finish a scene but don't hold your breath as I'm a disabled veteran and work slowly. I like old time Steam.

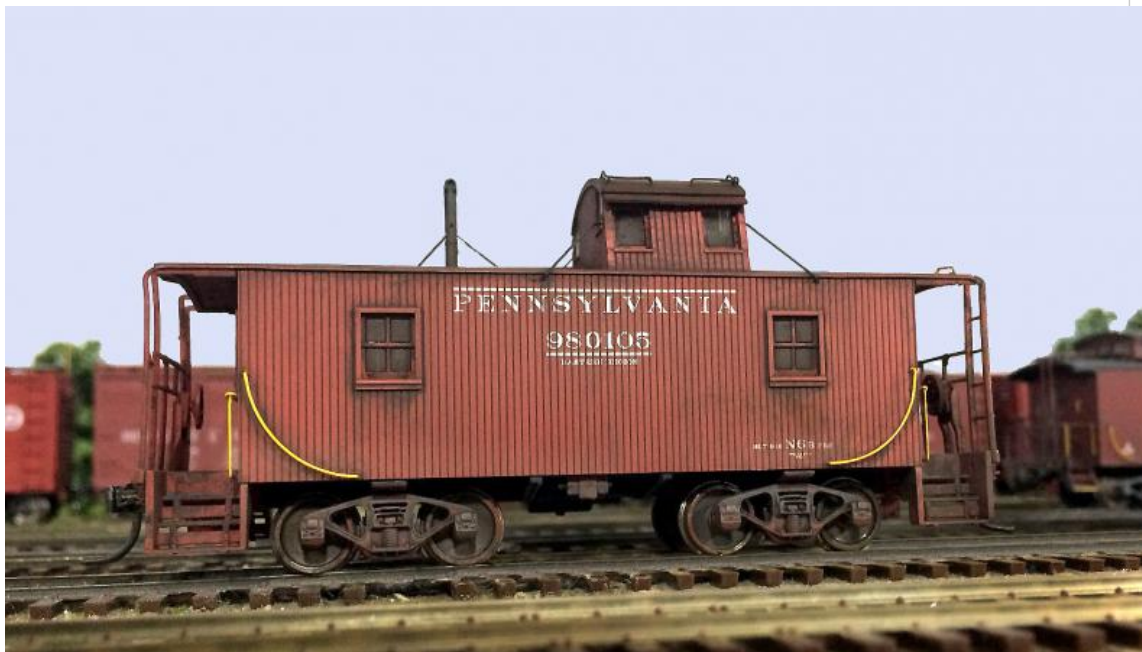
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## As you know, one of the RRs

Tue, 2017-12-19 18:42 — James Six

As you know, one of the RRs that I model is the Pennsy. I have several Walther's PRR wood cabooses. Here is one of them. I absolutely live it. The model as pictures is unchanged from right out of the box with but two exceptions. I installed

Kadee #153 couplers and I weathered it. I have to give Walthers kudos for this model.



Jim Six

### Modeling the Depression Era in HO-scale



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### Bachmann 4-6-0

 Warflight's picture

Tue, 2017-12-19 19:03 — Warflight

I do have a Bachmann 4-6-0 (a Sound Value I bought a few months ago) and I can assure you it is AMAZING! Great little engine, fantastic out of the box detail (Spectrum quality) and an amazing little runner with some great pulling power! It can run trains much longer than the prototype could.





Not to mention, it can get up to that 88 miles per hour to activate the Flux Capacitor, and get Marty home to 1985!



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## Fallen Flags

Tue, 2017-12-19 20:15 — fecbill

Jim

Spot on! Although I never saw steam in regular service, the railroads as I remember in mid 50s to 60s were very similar. Passenger trains, local stops, smaller industries in most every town. Team tracks. The way freights, peddlers some lines called them.

Two books that will wreck you on this type of railroading are Rails Through Dixie by John Krause and H Reid and Extra South. by H Reid. Short line steam railroading in the South. Great stuff.

An interesting thought/idea is to model a town that has the features and industries you like and have locomotives and cabooses from the various railroads you like that would have been in the region. the buildings etc would not change that much even ovr a span of a few years.

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## Hello Jim

Tue, 2017-12-19 21:05 — missyk

My husband and I love what you are modeling so much that we decided to collect some equipment from the era you are modeling for a future layout. Living in PA the Pennsylvania is a natural choice and we love the branchline operations. By the way, you did a couple of PRR engines for my husband years ago which he still has today.

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## Missyk - Hello Jim

Wed, 2017-12-20 09:15 — James Six

Hello to you too Missy. I just signed on this morning and you have already made my day! Modeling pre-WWII is a pure joy. I am very glad to read that your husband still has those two PRR diesels. Back then I would have never dreamed that I would be modeling steam, particularly pre-WWII. Interesting how things change over time.

Merry Christmas and happy holidays to you and your husband,

Jim Six

### Modeling the Depression Era in HO-scale



### Modeling 1925 thru 1935



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## Modeling pre-WWII

Wed, 2017-12-20 09:22 — James Six

I received a message from a very good friend this morning. I will share it with you, but will strike his name to protect the "guilty"! LOL His words reflect my feelings exactly.

Quote: "The prewar era (at least) offers a LOT more operating potential than anything postwar. More trains, more traffic, more shippers, and more tracks all add up to far more interesting layouts."

"Look at it this way: in the 1970s you could wait around all day on a "mainline" waiting for something to roll by. By comparison, in the 1920s/1930s the sleepy NKP Peoria Division could see two trains an HOUR through Lafayette. In the 1990s I was dating a girl who's family lived in Ashkum, IL, along the IC main line. I remember spending all day there and only hearing two trains, both at night. At one time Ashkum (population 725) had two grain elevators, a lumberyard, three other industries, a passenger depot, and was a control point on the IC with an active interlocking tower controlling a four track main and two passing sidings. Today? One main, one pass, one elevator. Bo-ring."

"How many of us go to op sessions and see 20-plus trains dispatched on a single track main, with all of those trains hauled by diesels? Guess what? Those guys are modeling 1920s traffic patterns with 1960s (or newer) equipment, and are definitely NOT modeling "real" railroading. Get us some more steam and cabooses on the market (so "box-openers" don't whine about having to model) and show everyone what reality was, and there will be a pre-WWII modeling revolution."



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamesix](#)

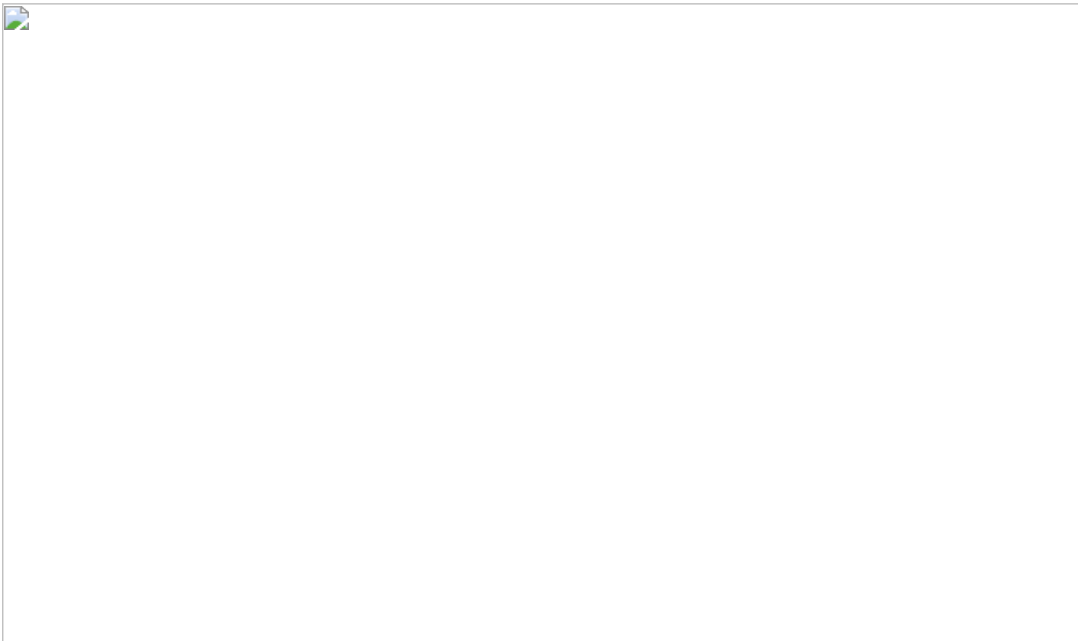
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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## Broadway Limited and I think

Wed, 2017-12-20 16:37 — [Virginian and L...](#)



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Broadway Limited and I think Bachmann might have a few C&O types floating around. 2-8-2s, 4-8-2s, 2-8-4s, 2-10-4s, 4-8-4s, and the 2-6-6-2s as well as heavy 4-6-2s. I suspect with some details one could make some convincing models by using the ones above as starting points.

One reason I decided to free lance is I liked C&O, and Virginian Steam, and the diesel models that were common in the late 50s. I also liked the N&W, and Southern choices for high hoods.

Rob in Texas

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## HEY!

 Warflight's picture

Wed, 2017-12-20 16:55 — Warflight

I'm a box opener AND a box shaker!

I like doing both! (though... other than some repair work, I have never actually modeled an engine from scratch... just cars of all sorts)

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## A perfect urban scene to model



Wed, 2017-12-20 18:26 — jamessix

Here is a 1927 photo of a railroad urban scene. If this is not perfect for modeling, what is? It would be great on a shelf layout. I's have the aisle to the right of the tracks and the factory buildings up against the backdrop, They would be about three to four inches deep.



## Modeling the Depression Era in HO-scale



James Six, modeling 1925-1935



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## A perfect urban scene to model



Wed, 2017-12-20 18:25 — jamesix

Here is the same 1927 scene in Canton OH but looking the other direction.



## Modeling the Depression Era in HO-scale



James Six, modeling 1925-1935



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## Have you thought about this?

Wed, 2017-12-20 18:58 — jamessix



Have you thought about STOP signs. Think they were always red? Ha! Until the 1950s they were black-on-yellow. The octagon shape was adopted in 1922. I saw my last yellow STOP sign at Kenova WV in 1992. They were common in my home town until at least the late 1950s.



Fence Signs

Yellow Black

Color Yellow ↗

### Vintage stop sign: yellow fr/ 1915 to cast iron dates it in the or it's

Find this Pin and more on [How Old are You? I am old as Dirt](#) by [ajncwfb5](#).

Remember when stop signs and yield signs were yellow?

When I was a teenager, we still had a few of these yellow and black stop signs in our small town.

10 Bathroom Hacks that You Should Share With All Your Friends

stop (except for rust)

Vintage stop sign... from 1915 to 1954, they were yellow... this one looks like it's made from cast iron which, I believe, would date it in the 1920's or 30's... it's octagonal shape dates it after 1922...



## Modeling the Depression Era in HO-scale



James Six, modeling 1925-1935



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## What's In The Two Boxcars With The Paper(Cloth) Around Doors

Wed, 2017-12-20 18:47 — kansaspacifc1

Anyone have any idea what's in the two boxcars with the cloth or paper around their doors in the urban scene shown by Jim Six?

Which would explain why the masking around the doors.

Chuck

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## Boxcars with seals

Wed, 2017-12-20 19:49 — Free-Mo Tim

Good evening Chuck,

Those boxcars are likely carrying grain for the customer ( a brewery ).

Jim happened to pick 2 pictures that I recognized for a change! 😊 This location is on the Wheeling and Lake Erie heading northward out of Canton Ohio. The turnout shown ( more clearly) in the second picture leads to a small coal dealer.

Thanks for this continued discussion!

Tim Moran Akron, OH

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## Yellow Stop Signs!

Wed, 2017-12-20 20:16 — INRAIL



Jim mentioned the yellow stop signs above. Well, I remember them into the 1960's in Plymouth, Indiana. Our Yield signs were also black and yellow until the later 60's and even well into the 1970's around Plymouth. Yield signs went to red and white later on just like the stop signs. Some yellow stop signs also had a gray or silver horizontal band through the middle with black STOP on it. I think it was reflective but not sure.

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## Yellow STOP signs

Wed, 2017-12-20 20:22 — jamesix

Here is the STOP sign Tom was mentioning.

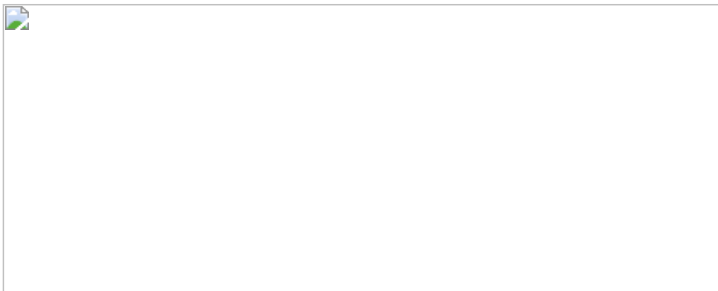


Jim Six

## Modeling the Depression Era in HO-scale



James Six, modeling 1925-1935



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## More on stop signs.

Wed, 2017-12-20 20:33 — INRAIL

Jim. Didn't some red stop signs have a white band with black stop letters? I sort of remember something like that but not sure.

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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## A perfect urban scene to

Wed, 2017-12-20 20:47 — [Virginian and L...](#)



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## A perfect urban scene to model

Wed, 2017-12-20 20:26 — [jamesix](#)

Here is a 1927 photo of a railroad urban scene.

@ James Six, earlier you mentioned another thread that I had been following that dealt with details being too small to model. Look at the picture under the above heading. This is from a photo that is likely not the best quality for exposure etc compared to what can be done now, (remember it is 90 years old now and might have lost something when being scanned). If one looks at the brick work above the box car that is some distance away individual mortar lines can be seen. Also lots of brick detail can be seen as well. On the other side of the street the siding on the wood structure has very pronounced shadow lines on the siding and the windows are showing a great difference from the siding. The track at the far right shows stone of some sort in with the dirt in the form of ballast.

One also needs to keep in mind the railroad in question. 1927 is about the time Rockefeller sold his holdings in W&LE. It ultimately went to the Van Sweringen brothers who were wiped out in the market crash. For many of the years the W&LE was not doing as well financially as it could have been. I remember reading about financial difficulties of this line in John B Corns book The Wheeling and Lake Erie Railway Volume 2. The info above comes from page 128.

A recently published book covering the time period in this discussion is available, The Steam and Diesel Era in Wheeling WV. It contains lots of black and white photos from Wheeling and the surrounding area between 1936 and 1959. This is a perfect volume for me as it covers the area and time period I am most interested in. The photos are very informative. In addition to covering my chosen area it also provides a nice look into the time period and what things really looked like at the time. I would suspect it would be helpful to anyone looking at modeling small cities in the time period in any area that became known as the rust belt in later years.

Rob in Texas

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## More on pre-WWII

Wed, 2017-12-20 21:11 — INRAIL

Modeling pre-WWII. Yes, I can agree with more trains, traffic, shippers, and especially more tracks. I model a small 1980's era short line that serves two grain elevator, a feedmill, and a fertilizer facility. My track is simple just like most smaller short lines in the area. I can relate to what Jim posted above just by looking at photos of small town Kewanna, Indiana back in the 1920's compared to my era. There were lots of tracks in Kewanna back then and were mostly gone by the 1970's. If you like lots of operation, then pre war is the way to go. I enjoy seeing all of the old photos being posted and it does get the nostalgia juices flowing in me. I'd consider backdating but I've got way too much time and money invested in my model railroad. If I backdated though, I'd go back to the early 60's and possibly the NKP. Oh well, I have the best of both worlds right now. I have my 80's era short line railroad (I love covered hoppers too!) and I have Jim's pre war railroad that will satisfy my nostalgia bug. ;o)

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## although I am a macro modeler...

Wed, 2017-12-20 21:22 — kleaverjr

....I wonder how much I could get away with not only modeling 1953, but also 1923 and/or 1933. Scenic Details would need to be changed for each op session, but would the trackplan and bldgs change drastically. Could one building be used for 1923/33 and a different one in a similar footprint for 1953 perhaps? Thoughts?

Ken L.

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## Sharing Layouts



Wed, 2017-12-20 21:23 — JC Shall

Tom, you and Jim have a great situation in my view. You two seem to share many similarities. I think having two layouts to operate on, but with them each of a different era, would be great. You model your "favorite" road and era, but can also operate on another great pike for variety. Sounds like fun to me!

**-Jack**

[Louisiana Central Railroad](#)

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## Modeling the Pennsy..



Wed, 2017-12-20 21:31 — gna

### *The problem with modeling the*

Wed, 2017-12-20 12:29 — [Douglas Meyer](#)

*The problem with modeling the 1930s seems to be that everyone modeling that time ends up modeling the Pennsylvania... :)*

*For a C&O guy that is a fate worse than death.*

*Doug Meyer*

Well, there's a reason.. one of my friends likes to point out that all of us modeling before 1955 "are modeling the Pennsy." It really was the standard railroad--they had more X-29 boxcars than several Class 1 railroads had rolling stock:

<http://www.steamerfreightcars.com/gallery/boxauto/prrx29main.html>

He says everyone should have X-29 boxcars, and lots of other PRR rolling stock, no matter what area you model, even the southwest or Florida.

Gary

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## @ Ken L



Wed, 2017-12-20 21:48 — Virginian and L...

Ken, I would suspect that in the 20 to 30 year time period you are talking about for most locations very little would change. The roaring twenties and the time preceding them had lots of building of durable structures. These structures and their businesses would still be going along in the early 50s. This is still the era of less than carload freight and made in America. The other parts of the world were heavily damaged from WWII and were just getting back on their feet. When they began to compete with new equipment and facilities and our country was still clanking along with much that was older and worn out. We entered the 1960s with lots of competition and lots of change both from outside and inside our country.

I suspect that by making and using billboards and autos that can be easily changed you should not have too much in the way of things to change. In the early 50s men still wore hats. Depending on the number of small people you have on your layout you might need to change some of them. Rolling stock and locomotives will need to change. Anything built in the 20s and 30s would still be around in the early 50s but it would be diluted with newer stuff.

I think there was a good article in MR years ago about the Midwest Modelers club that showed how they built a generic layout and represented different rail lines and time periods on the same layout.

I believe you have a good time range to pull this off.

Rob in Texas

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## "He says everyone should have

Wed, 2017-12-20 22:11 — ctxmf74

*"He says everyone should have X-29 boxcars, and lots of other PRR rolling stock, no matter what area you model, even the southwest or Florida."*

That might be true of many places but I rarely saw pennsy cars here in California in th 50's so I could happily model without them,I'd need lots of SP and Cotton Belt cars though :->).....DaveB



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## Fleet review

Thu, 2017-12-21 05:40 — Eric H.

I've been busy fixing up a new home and moving the household goods across town for the last six weeks. I've followed along on this forum thread but haven't had time to post.

Over the last year or two, I've been compiling data on the B&O freight car fleet during my modeling time of late 1926. The project finally has hit the moment to share with other modelers. [The first installment focuses on the B&O box car fleet and has been published on my blog.](#) This covers box, automobile, and ventilated cars. Additional installments on other car types (hoppers, gons, flats, etc) will be posted in the New Year.

I've enjoyed pulling this together and have learned a great deal about the B&O in the 1920s. I hope modelers will find this summary a useful resource. Much of the info is useful for interests set in the 1930s and early 1940s.

Eric

Eric Hansmann  
Murfreesboro, TN

Follow along with my railroad modeling:  
<http://designbuildop.hansmanns.org/>

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## Eric great read. I have the



Thu, 2017-12-21 06:16 — Virginian and L...

Eric great read. I have the pdf on my computer now and as always you do fantastic research. I suspect there will be more folks that enjoy your contribution to this topic. Thanks for sharing.

Rob in Texas

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## Tom - More on stop signs.

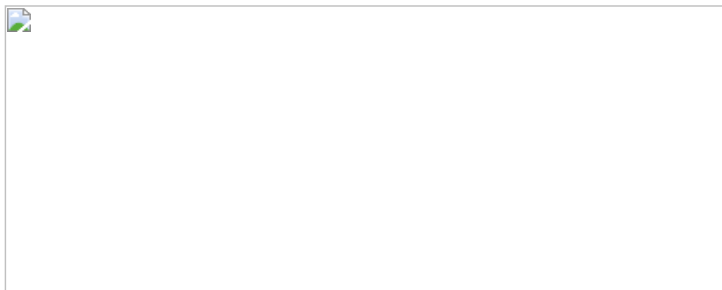


Thu, 2017-12-21 08:49 — jamesix

I don't remember that one Tom. Will have to do some research.

Jim

James Six, modeling 1925-1935



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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamesix](#)

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Are you interested in modeling from 1900 to 1940? If so, then this is the blog for you. This blog was previously Modeling the Depression Era, but interest and discussion has expanded to include any time from 1900 to 1940. If you have interest and questions please post them here. If you have answers and information that you would like to share to help others please post here.

Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Steam Locomotive Wish List atlas trainman 3560 covered hopper ▶](#)

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### Ken L -- although I am a macro modeler...

Thu, 2017-12-21 09:05 — [jamesix](#)

Ken,



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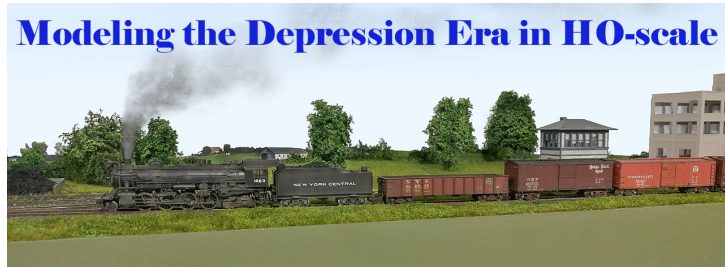
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I am 69 years old and have carefully watched the world since I was a young boy. I have studied railroading throughout this time. What I can say is that the years 1920 to 1950 or a bit later did not experience a lot of change in railroad tracks, structures, etc. After that time period things began to change with railroading and its customers eroding away to the ghosts that are left today.

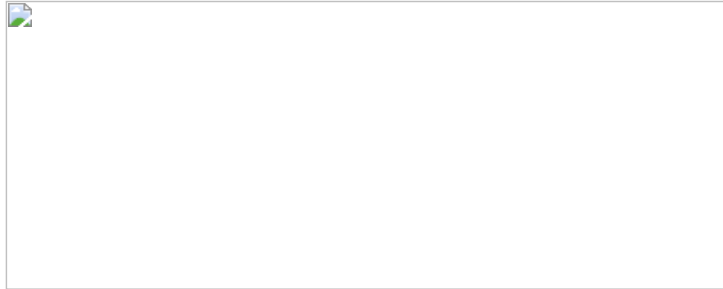
So, in my sometimes humble opinion, what you have in mind should work for the 1920s through the 1950s, but would start to present some big problems post the 1950s. In fact, while I am focusing on the Depression era, I will also operate in the 1920s. I will need a larger fleet of rail cars so that I can operate with the appropriate cars depending on the year I choose to operate in. I can do this because my one-town layout limits just how many locomotives and freight cars are needed.

Now, if you have a large layout and operate lots of trains, this can become a huge cost problem -- cost of models and cost of time to prepare them.

Jim Six



James Six, modeling 1925-1935



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- [Rare Earth Magnets for removable panels on structures](#)

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## As I inventory my own fleet of cars...



Thu, 2017-12-21 09:10 — kleaverjr

I am attempting to mark what time periods they would be correctly used in. I am hoping at least 60%, and possibly up to 75% of the fleet of freight cars and locomotives will be able to be used for several of the time periods I would like to operate in. Passenger cars look to be a whole different story as there were drastic changes made from the 1920s to 1950s in that technology.

Thanks for the feedback!

Ken L

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## Ken L -- As I inventory my own fleet of cars...



Thu, 2017-12-21 09:35 — jamessix

This H21 (top photo) hopper's paint scheme was changed sometime in 1932 to include the "circle keystone" shown in the lower photo. You should be aware of changes like this. The hopper in the bottom photo is not useable in a setting pre 1932. The hopper in the top photo was not immediately repainted and would probably work into the 1940s.

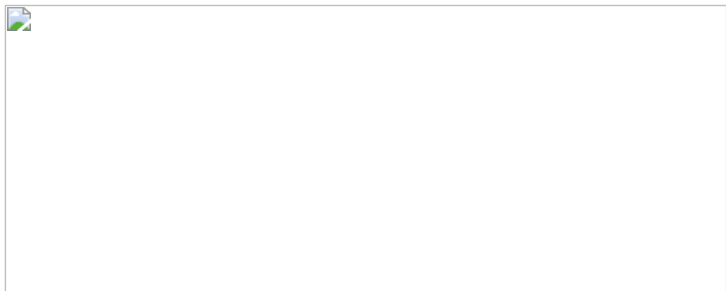




**Modeling the Depression Era in HO-scale**



James Six, modeling 1925-1935



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## That is what my friend Brian C. is for



Thu, 2017-12-21 11:01 — kleaverjr

Both Brian C. and Ray B. (You most likely know them if not personally, by reputation) keep me on my toes when it comes to paint schemes and when they started and ended. Richard H was the best at that sort of thing as I recall, but sadly we lost him a few years ago!

It is why when Bowser came out with the different paint schemes for the one covered hopper, I purchased the different paint schemes for them (wasn't cheap LOL!)

Ken L.

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## My most weathered steam locomotive



Thu, 2017-12-21 11:14 — jamessix

Here is a pic of my most weathered steam locomotive. I may tone it down in the near future. Maybe too weathered for the depression era.



James Six, modeling 1925-1935



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## Another Depression Era Industry-Ice Houses(?)

Thu, 2017-12-21 14:50 — JackM

In scanning Pennsylvania RR CT1000's that list industries in each town (1950 version) I've noticed some towns list an ice house. I suppose in the depression era this would be ice for the use in ice boxes, refrigerators not yet in all homes. If so, is this a viable industry? I assume switching would be reefers bringing in blocks of ice. I can't say I've ever see this modeled. All I've ever seen is icing reefers from a high platform for vegetable and fruit transport.

Jack

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## Bachmann 2-6-0 CN Conversion

Thu, 2017-12-21 16:22 — JackM

A couple of days ago there was discussion regarding using the Bachmann 2-6-0 as a basis for kitbashing. A couple of years ago I was spending too much time on Trevor Marshall's Port Rowan website 🤔 and converting mine to Canadian National. I added marker lights, extended the coal bunker, changed the windows and added headlight and number boards from Models by Eric. I was pretty happy with it, although it now sits unused. I was surprised at how well this little beauty runs, seems well worth the money.



Jack

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## Jack -- Another Depression Era Industry-Ice Houses(?)

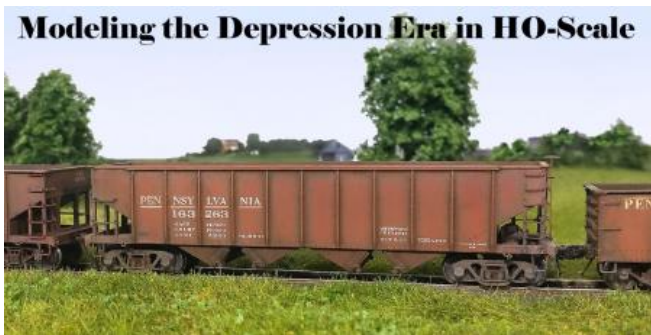


Thu, 2017-12-21 16:29 — jamesix

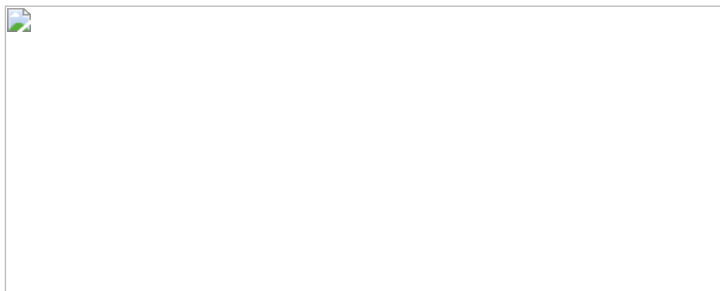
Here are a couple of my 40-ft wooden reefers. While these will work for the Depression era, we are hurting for 36-ft reefers. The Atlas models are pretty good, but an Accurail version would be a God-send.



Jim Six



James Six, modeling 1925-1935



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## Another Depression Era

Thu, 2017-12-21 16:52 — Virginian and L...



## Another Depression Era Industry-Ice Houses(?)

Thu, 2017-12-21 16:50 — JackM

In scanning Pennsylvania RR CT1000's that list industries in each town (1950 version) I've noticed some towns list an ice house. I suppose in the depression era this would be ice for the use in ice boxes, refrigerators not yet in all homes. If so, is this a viable industry? I assume switching would be reefers bringing in blocks of ice. I can't say I've ever see this modeled. All I've ever seen is icing reefers from a high platform for vegetable and fruit transport.

Jack

I can say with certainty that ice houses lasted past the age of the ice box. Ice was used to cool refrigerator cars until mechanical refrigeration really got going into the late 50s. I believe that some ice bunker cars were still in service later along side mechanical units for a while. But once the kelvinator got going and started home refrigeration there were still markets for ice. Think of all those ice machines every where that sold bagged ice to the public. You still see them today! When I was in grade school and jr high one of the kids I was in school with was a member of the family that had an ice company that was family owned for quite some time. So I would say it would be a very good industry to model. Much of it would not be rail served but it would sure work good in those areas near the tracks and could surely be used to supplement the refrigerator cars.

Here is a copy of an article from the Wheeling News Register the local paper from the recent past. If you google the name hastings and ice in wheeling this comes up and does not require a subscription to read. It talks about the 120 year history of the company.

*WHEELING – Icemaking may not be thought of as your typical summer staple, but imagine a hot day on the lake without a cold drink courtesy of an 8-pound bag of ice.*

*In the Ohio Valley, much of the ice comes from a small company in South Wheeling, the Louis Niebergall Ice Co. The 120-year-old business is gearing up for its peak season where machines run around the clock, seven days a week, trying to keep up with the public's crushed ice needs in July and August.*

*Manager Tom Hastings said the Fourth of July and Jamboree In The Hills are the company's two busiest times of the year. Much of the company's ice ends up being sold to Riesbeck's and Gumby's, and the region's Amish also buy a large amount.*

*The company has been in the Hastings family since the 1890s. When it started, Tom's great-grandfather, Louis Niebergall, was sawing off blocks of ice from the Ohio River. The facility, which takes up nearly an entire city block on Eoff Street, was also home to a butchering and meat packing operation.*

*The company's production ramped up after Niebergall traveled to the World's Fair in the 1930s and brought back to Wheeling one of the first-ever ice compressors. By the 1940s, ice production was up to 80 tons a day.*

*While most of us are used to the crushed ice found today, when the company started producing ice it was in 300-pound blocks that went into people's ice boxes.*

*Some blocks of ice are still produced for refrigerated trucking and industrial purposes.*

*In June 1996, a fire nearly destroyed the facility, rendering the building unstable and leaving much residual ammonia (used in the production process), according to then Wheeling Fire Chief Steve Johnston. The Hastings repaired the damage and continued on.*

*Tom Hastings is a graduate of The Linsly School, and took over the company in 2006 from his ailing father. He said rising costs have caused the company to struggle in recent years.*

*Hastings has tried his best to boost profitability by switching from city water with its increasing rates to on-site well water that he treats himself with a water softening system and industrial-grade UV lights to kill off pathogens. Ice is considered food and Niebergall is regulated by the health department. He's also taken measures to be more energy efficient.*

*Hastings is 31 years old with a second child due this summer. He began working at Niebergall during summers in high school. Despite all the years around the plant, he's still coming across parts and processes that he wasn't aware even existed.*

*As he walked around the property, inspecting various machines and stored ice, he noticed a door to a refrigerated area left open.*

*"My grandfather always said that chilled air was more expensive than ice," he said as he shut the door.*

hope you find this helpful.

Rob in Texas

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## Jack -- Bachmann 2-6-0 CN Conversion

Thu, 2017-12-21 17:02 — jamesix

Jack,

Why has the little beauty fallen into disuse?

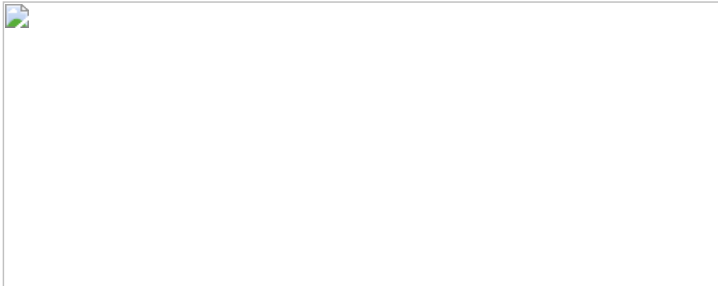
Jim



### Modeling the Depression Era in HO-Scale



James Six, modeling 1925-1935



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## Depression Era Modeling

Thu, 2017-11-23 12:46 — jamesix

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Is anybody here interested in discussing Depression Era modeling and the time from 1900 to 1940?

Jim Six

◀ [Moving the hobby forward with new techniques Lighting comparison on the Richlawn Railroad - UPDATE: New pictures added.](#)  
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## I have been working on this scene, particularly the factory

Thu, 2017-12-21 18:56 — jamesix

I have devoted most of the past two days to working on this scene, in particular the red brick factory. MAN, there are a lot of windows in that factory. I have them all installed now, but only about 1/3 have window glass as yet. I will get there.



The pic below shows that I am not much into building flats. Even though this is a shelf layout, at 24" of depth there is room for plenty of track and buildings and yard.





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Jim Six

### Modeling the Depression Era in HO-Scale



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## Jim, that is a great scene, I



Thu, 2017-12-21 18:33 — Virginian and L...

Jim, that is a great scene, I think the king of windows in a building are on the Franklin and South Manchester, The I M Boring company, It is the answer to a question that was at the time unasked. How many windows can you put in one building? I can not find a picture of it but it is HO scale and huge. I think the punny name came along sometime during the painting of the windows.

Keep posting your updates they are full of great ideas! 👍👍

Rob in Texas

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## Mothballed CN 2-6-0

Thu, 2017-12-21 19:22 — JackM

Jim,

My 2-6-0 is on she shelf since I just could not find a CN branch line that met my needs. Also, if I went that way it was really the only locomotive available that fits. Rapido is coming out with a 4-6-0 some time in the future that they are really proud of, price wise that is. I really starting to settle in on this Pennsy theme, the railroad of my youth.

Jack

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## Jack, a loco like that would

Thu, 2017-12-21 19:30 — Deemiorgos

Jack, a loco like that would be ideal for Stonehammer,

<http://model-railroad-hobbyist.com/node/31151?page=2>

<http://model-railroad-hobbyist.com/node/28481>

which was inspired by Trevor's track plan and layout.

I so look forward to Rapido making one.

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## I have been working on this scene, particularly the factory

Thu, 2017-12-21 19:39 — jamessix

Here is one more ground level view of the factory scene that I am working on.



## Modeling the Depression Era in HO-scale



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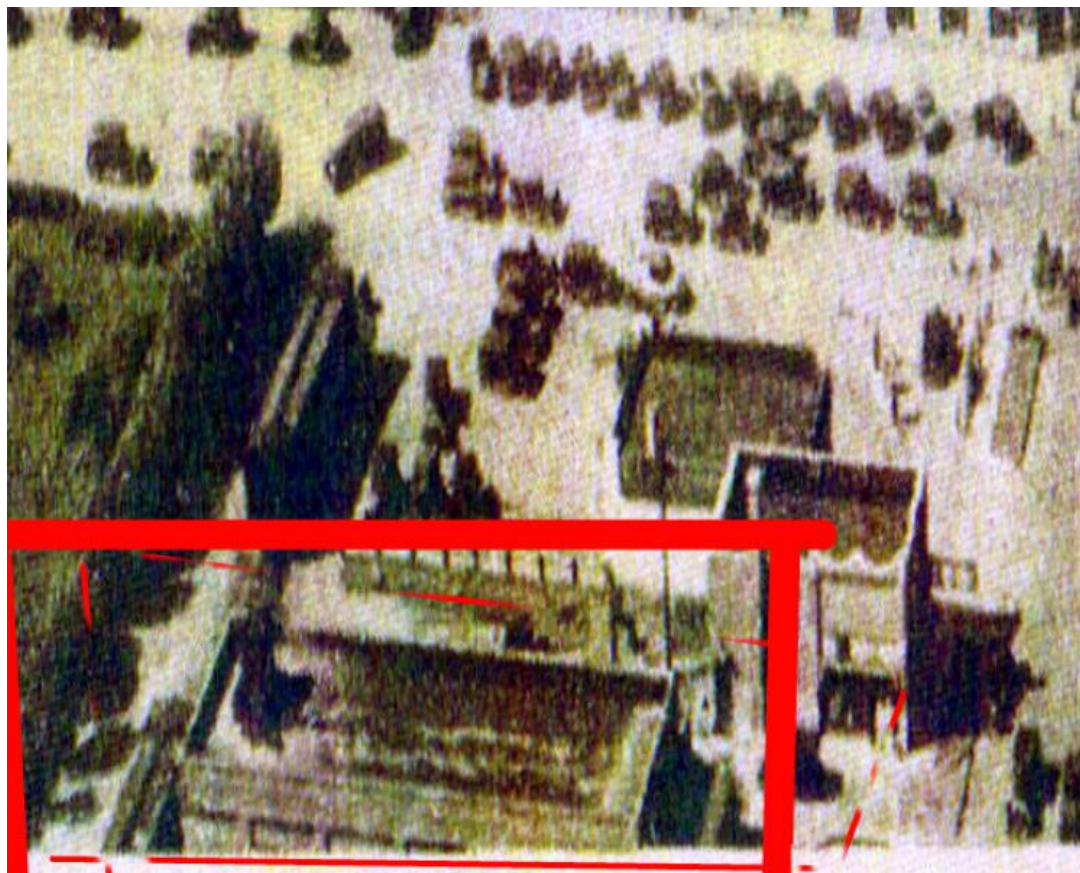
## Jack, This is cropped and

Thu, 2017-12-21 20:28 — JWhite

Jack,

This is cropped and enlarges from the 1934 aerial photo of Centralia, IL I posted a couple pages back. The building I have outlined is the Central Illinois Public Service Ice plant. There was another CIPS ice plant in the IC yards that served the reefer cars. It had a large icing platform like we are used to seeing.

This downtown plant had a small platform in the back and I assume that it served the occasional express reefer off of the passenger traffic. There appears to be an express car on the siding just above the plant. However at the front of the building there was a concrete loading dock where they sold ice to retail customers. I have been unable to find out if the CIPS had their own trucks and delivered ice or if they sold some ice wholesale to other dealers.



Jeff White

Alma, IL

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## Enjoying the forum



Thu, 2017-12-21 20:47 — APR steamer

Hi Jim, thoroughly enjoying this discussion. I am modeling February 1949 as that is the date that the Esquimalt & Nanaimo Railroad on Vancouver Island converted to diesel. The E&N was the first subdivision of the CPR to change to diesel in Canada. 36 ft Fowler boxcars (CPR and CNR built 33,000 cars each in the early 1900's and they lasted into the 1960's) and 40 ft cars (both single sheathed and steel bodies) were very much a staple in this era on the CPR. The CPR bought 13 Baldwin road switchers (Bowser models available) and a couple of yard switcher and within a few weeks all steam (CPR D-10's) were gone. I too enjoy the Accurail cars but most of mine I have replaced the stirrups with Detail Associate parts and replaced some grab irons with wire as well as added cut levers (I enjoy the extra modeling). I weather them all with Pan Pastels. If I can figure out how to post photos here, I will add some.

Regarding the Wabash 2-6-0, I notice in the photos of the Bachmann 4-6-0 the steam chest is the same as the Mogul you like. I wonder if you can order the steam chests as spare parts and use on the Mogul project?

Ken Rutherford

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## "I've noticed some towns

Thu, 2017-12-21 23:56 — ctxmf74

*"I've noticed some towns list an ice house. I suppose in the depression era this would be ice for the use in ice boxes, refrigerators not yet in all homes. If so, is this a viable industry? I assume switching would be reefers bringing in blocks of ice. I can't say I've ever see this modeled. All I've ever seen is icing reefers from a high platform for vegetable and fruit transport. "*

When I was very young there were still a few ice boxes in use on the farms but refrigerators took over rapidly after 1950 or so. The railroad iced cars at their facilities but ice for household use came from commercial ice plants. It was common to see small ice vending buildings in the 50's and 60's before more supermarkets came on the scene. Many of the local ice plants I recall were also commercial cold storage lockers where folks could store their frozen food for a fee.....DaveB



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## Gift of the wooden reefer

Fri, 2017-12-22 09:25 — jamessix

We who model the Depression era are gifted with the need for wooden reefers. Yes, many lasted into the 1950s and a few to the 1960s. When modeling the 1920s, 1930s, and 1940s, ice bunker wooden reefers are something that we should be considering.





Accessed From Host on Tue Sep 14 19:15:27 2004

Title: Kelowna, Icing Plant and Refrigerator Cars





**21957 -- Link-Belt Ice Slinger re-icing hampers  
of peas at the Denver Ice and Cold  
Storage Co., Denver, Colorado. October, 1936.**

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## Ice houses

Fri, 2017-12-22 09:30 — IrishRover

I remember back in the '70's, in Providence, RI, there was an ice making plant--at least, that's what my grandfather told me it was. There were tracks, but I don't know if it was rail served in any way at the time.

Even today, Ice must be made somewhere. Supermarkets and gas stations don't make it on site, and I remember being told, a year and a half ago after a hurricane, "Don't know when the shipment's coming in...everyone's asking the same question." So there should be some form of ice house even today.

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## blocks vs. crushed ice

Fri, 2017-12-22 10:05 — [jamessix](#)

While researching ice bunker reefers I found that some were loaded with blocks of ice and others with crushed ice. This pic shows an ice truck backed up to a ice crusher and the crew pumping crushed ice into the reefer. Interesting. Love those trucks!

This is another example of what contemporary modelers can't have. 😊





21957 -- Link-Belt Ice Slinger re-icing hampers of peas at the Denver Ice and Cold Storage Co., Denver, Colorado. October, 1936.

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## Wooden reefer models

Fri, 2017-12-22 10:10 — jamessix

While we could use more wooden reefers, there are quite a few already available. What is missing is an Accurail 36-ft wooden reefer. This would please me since available reefers are somewhat expensive RTR models which limits what I will have. Here are a couple of Atlas billboard reefers.





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## Swift wooden reefers

Fri, 2017-12-22 10:15 — jamessix

Look at all of the different designs on the sides of these Swift wooden reefers. It would be a great project to model them all. We might have to start pestering Accurail. These are 40-ft cars like the model Accurail already has.



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## Don't need an ice house

Fri, 2017-12-22 10:20 — jamessix

You really don't need an ice house to use reefers on your layout. A simple team track will do. The man appears to be loading boxes of fruit into the PFE reefer. All of this is VERY modelable. And again, look at the truck!



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## What's the SL-SF boxcar doing with the reefers?

Fri, 2017-12-22 10:28 — jamessix

I wonder what that SL-SF double sheathed boxcar is doing in the lineup of reefers. The door is open and workers are visible. Any thoughts?



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## Ice bunker refrigerators

Fri, 2017-12-22 10:33 — fecbill

From information on the Citrus modeling site, ice bunker refrigerator cars also were cooled with a brine mixture. Many possibilities and some may depend on the commodity hauled. Sometimes also the cars were iced at a site not the same as the loading site.

I know that FEC loaded a lot of perishables in the Homestead area and if info I have seen is correct there were no icing facilities there. Refrigerator cars were iced in Miami approximately 30 miles north.

Bill Michael

Modeling FEC 5th District circa 1959-62

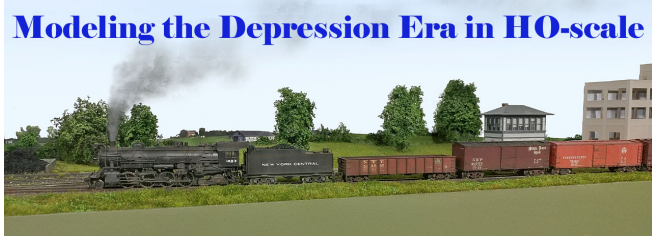
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## Bill - Ice bunker refrigerators

Fri, 2017-12-22 10:46 — jamessix

I believe that you are correct Bill. Many places loaded reefers, then there were iced some miles away. Sanford Florida had a large icing facility along the south side of the yard. There were no commodity loading laces there. The reefers were loaded in surrounding locations up to 30 miles away, brought to the Sanford facility, then iced.

Jim Six



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## the team track

Fri, 2017-12-22 12:19 — ctmf74

reefers on a team track are just as likely to be unloading as loading. Fruits and vegetables were usually packed and shipped from packing sheds or houses and often sent to city team tracks for pickup by wholesalers or users. My under construction CCT layout is centered around the fruit packing district of Lodi ca. ....DaveB



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## Wildwood

Fri, 2017-12-22 13:14 — fecbill

Wildwood FI also had an icing facility for the Seaboard I think. I think they not only iced the reefers heading to citrus area on Orlando branch but also in transit cars from South Florida and other produce regions of Florida.

Bill Michael

Modeling FEC 5th District circa 1959-62

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## Pre-icing



Fri, 2017-12-22 14:15 — Graham Line

One aspect not mentioned, which occurred at least in Idaho, Oregon, and California that I know of, is pre-icing cars so they could be delivered to the packing sheds or processing plants already cooled to the correct temperature for produce being shipped. You can imagine the effect of loading lettuce, potatoes, apples and other crops into a reefer that's been sitting in the baking sun.

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## Hi again Jim

Fri, 2017-12-22 17:15 — [missyk](#)

I love the wood reefers. They would make a great looking train. I saw online and in magazines what was called the milk train and liked it. Would such a train fit your era and location? I also love passenger trains! On a branch line like your layout depics would there be a passenger train and a small station? Maybe even just a small steamer pulling a combine? Wouldn't train travel be very common back then not only for travelers but for mail etc? We too enjoy sticking to an era and only using what fits. Researching is fun! Thanks in advance for the help.

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## MissyK - branch line passenger trains

Fri, 2017-12-22 18:13 — [jamessix](#)

Hi Missy,

Yes, there were passenger trains on the PRR's GR&I that my layout represents when I operate as PRR. They were pulled by 4-6-0 locomotives, none of which are available (yet). When the Pennsy class G5 4-6-0 is offered I will probably get two of them. Here in this July 1935 photo is a passenger train pulled by a G5 at Petoskey MI on the GR&I. It is southbound heading for Grand Cadillac, Grand Rapids and points south.



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Here is a much earlier colorized pic of the GR&I at Petoskey MI. While tempting, I don't think I will go that far back in time! Petoskey is on Lake MI about 40 miles before getting to Mackinaw City, MI. A lot of tourists traveled this line in addition to regular passenger traffic.



And here is a quite early photo of the GR&I at Petoskey MI. I gotta stop looking at all of these old photos. Tempting. Tempting . . . Note the small yard here across from the depot? Small yards like this make operating a pre-WWII layout such a joy!

Note: Click and zoom to see the great detail in this Shorpy photo.



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## Zukey Lake west of Detroit

Fri, 2017-12-22 18:05 — Douglas Meyer

Zukey Lake west of Detroit Michigan had a huge ice house measuring 300' x 60' And 60' tall. It stored Ice harvest from the lake. And was in use from 1890 until after the 20s when manufacturing of ice started becoming economically feasible. Eventually the placed closed and sat abandoned for a long time. Now a restaurant sits on part of the property.

As for the box car with the refers is that an in bound out bound location.? From the sign it looks to be a swift meet packing plant. The would have needed. Supplies other then meet. And they probably shipped out things like bones and what not that was leftover but still of some value after processing the meat, Back in the day a lot of places sold off the so called by products of there industry. The famous example being the Ford Company who came up with the modern charcoal briquettes to use the scrap lumber. And there are a lot of uses for various animal parts that are not edible.

This is one thing we need to remember in our hobby. A lot of locations got various products by rail back in the day. The Coal typple obviously used a lot of coal hopper cars but they had Box cars shipped in with supplies, flat cars with timber tanker cars with oil just to name a few.

The Cass Lumber Mill was started to provide pulp wood for paper making to the company that would become Mead. But it sold a lot of flooring and siding because you would not use good wood for pulp, They also sold various sizes of wood timbers to such people as two brother from Dayton Ohio who owned a bike shop. For there hobby. Building a flying machine. So in effect the Write Flyers where build with a byproduct of the paper industry.

This kind of multiple output and input was very common back then. One of the things that makes it interesting to Model back then was the shipments that by today's standard seam odd. On the C&O a coal mining branch line with steep grades and two switch backs used to get the hoppers, tank cars, flat cars box cars and Auto-Boxcars. Because there was an Car dealer that took delivery up that branch and drove the cars the last few miles. That is something you would NEVER see today.

Doug Meyer

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## Block ice



Fri, 2017-12-22 18:35 — patentwriter

I would like to see photo evidence of block ice going into a reefer ice bunker whole. To my knowledge, it was never done. A block of ice, hand cut or from a plant, would have weighed about 300 pounds and dropping it into a car bunker from overhead would have punched holes in the bunker. Instead, blocks were moved on the icing dock to a position near the car, then broken up into chunks using steel tools. Shippers could specify the chunk size. But it is a common modeling error to make ice blocks out of acrylic or plexiglas and depict workers pushing whole blocks into wood reefer ice bunkers.

This subject has been explored in depth in Bob Chaparro's group on Yahoo, Citrus Industry Modeling. Anyone interested in the correct sequence of operations for precooling, pre-icing, icing, loading and re-icing in transit should study the posts in that group.

*Chris Palermo*

Secretary, [Pacific Coast Region, NMRA](#)

Patent & Trademark Counsel, [National Model Railroad Association](#)

President, [Sequoia Stamp Club](#) & Member, [American Philatelic Society](#); [Royal Philatelic Society London](#); [Eire Philatelic Society](#); [Collectors Club of New York](#)

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## Doug -- Zukey Lake west of Detroit

Fri, 2017-12-22 18:46 — jamessix

Great insight and info Doug. You are very right that we as model railroaders tend to not recognize that an on-line customer probably shipped/received things other than what was their primary business. Including such shipments will add to the interest and even complexity of our operations.

Jim Six

### Modeling the Depression Era in HO-Scale



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## Chris -- Block ice

Fri, 2017-12-22 18:53 — jamessix

Chris,

Thanks for the information. I am no expert on ice bunker reefers, for sure. I am still learning. Until this morning I have only studied photos like this one where all I see is blocks of ice. I didn't realize that they were broken up at the point of entry into the reefers. Sure makes sense.



After reading your words I looked for more photos and found this one. This removes all doubt! The ice here was certainly broken up as it was loaded into the reefer.



Thanks my friend,

Jim Six

### Modeling the Depression Era in HO-scale



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## More Petoskey MI -- with details

Fri, 2017-12-22 19:50 — jamessix

This is a good research photo. There are three locomotives in sight. The foreground locomotive appears to be switching so it may be a switcher. Look at the coal load in its tender! There are all sizes of coal, some large and some small. Hmm. . . We modelers tend to make our coal loads smaller and uniform. Something to think about. The coal bunker has side extensions and there is a storage box and a lot of "junk" on the tender's rear deck.

Also, the train coming at us (southbound) alongside the station platform has a more "modern" locomotive -- maybe an early G5 4-6-0.

There are also two or three more tracks on the other (north) side of the station. Looks like horse-drawn wagons between those tracks and the station. There are at least seven tracks in this scene.



Before closing, look at all the people in this scene. Too many to count. This is one busy little railroad.



Jim Six

## Modeling the Depression Era in HO-scale



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Jim

Fri, 2017-12-22 20:11 — missyk

Thank you so much for the info and the pictures. There is a lot of great ideas along with a lot of inspiration. Merry Christmas!

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## Broadway G5 Not on Horizon

Fri, 2017-12-22 20:16 — JackM

Jim,

A while back I contacted Broadway Limited, told them what a great job they were doing on the Pennsy and there was a lot of interest. So, is there a G5 4-6-0 on the drawing board? The answer was they might get around to it some day, but have

other projects, my memory was an Atlantic. Seems like a H10 Consolidation could be used in a pinch, pulling a couple of coaches and a combine.

Jack

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## Hi again

Fri, 2017-12-22 20:36 — jamessix

im glad I was able to help out Missy. Merry Christmas to you and yours as well.

Jim Six

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### BLI G5 not on horizon

Fri, 2017-12-22 20:39 — [jamessix](#)

That's too bad. I believe that a G5 would have more buyers than the Atlantic. I'd hate to use my H10 for passenger service.

[Jim](#)

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### I thank all of you

Fri, 2017-12-22 21:10 — [jamessix](#)

I had no idea when I started this message thread that it would take off so well. I thank each and every one of you who has followed along. I give special thanks to Rob, Jack, Lee, Doug, and others who have regularly contributed.

Merry Christmas and happy holidays to all.

[Jim Six](#). 😊

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### Block ice Fri, 2017-12-22

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## Block ice

Fri, 2017-12-22 20:35 — [patentwriter](#)

I would like to see photo evidence of block ice going into a reefer ice bunker whole. To my knowledge, it was never done. A block of ice, hand cut or from a plant, would have weighed about 300 pounds and dropping it into a car bunker from overhead would have punched holes in the bunker. Instead, blocks were moved on the icing dock to a position near the car, then broken up into chunks using steel tools. Shippers could specify the chunk size. But it is a common modeling error to make ice blocks out of acrylic or plexiglas and depict workers pushing whole blocks into wood reefer ice bunkers.

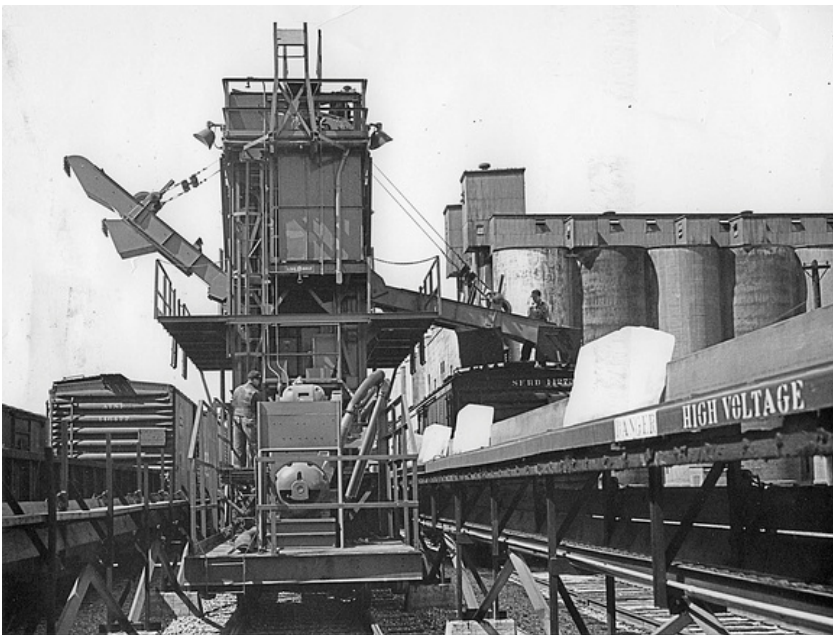


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These are going at least as far as the doors in large blocks and may be broken up by the second man in the team. I suspect they traveled down the ramps to the doors in large blocks as they were easy to handle.



Here are some going to a crushing machine.



Big blocks on a platform.



Looks like the big blocks got as far as the hatches and the second man broke them into smaller pieces.





Chris, how about photo evidence of what you were talking about instead.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## If you look at the photos the

Sat, 2017-12-23 05:59 — Douglas Meyer

If you look at the photos the guy on the car is pretty obviously breaking up the ice. The one photo has the guy in mid swing about to jab the fork into the ice that is a lot more effort then would be needed to move it.

As for the popularity of the thread. I think there are a lot more folks modeling the first 4 decades of the 1900s then people realize. And a thread about the Great Depression time period is close enough to that to get everyone's attention. I model in 1943 but aside from the more modern engines on the mainline not much has changed by that time. In part that is because of the depression and the way. First the depression limited spending on equipment at the same time reducing the use of the equipment so the equipment lasted longer then the war made everyone so desperate for equipment that anything that could be made to roll was put back in service. So with the exception of some more modern equipment and paint schemes not all that much changed.

If you looked at a C&O branch line in the 20s 30s or during the way years you would have a very hard time telling them apart. Even if things changed on the mainline.

So I think that the topic has found a happy middle ground that covers a lot of territory.

-Doug Meyer

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Hmmm...

 Warflight's picture

Sat, 2017-12-23 09:03 — Warflight

I should ask my dad about this... he worked the ice houses in West Virginia before he went into the Navy.

If I recall, I seem to remember him saying something about "slicing" the ice with forks... one guy holding the ice block in place, while the other sliced off chunks over top of the door... I'll ask him today, and see what he says...

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## James S said: "And here is a

Sat, 2017-12-23 09:20 — laming

James S said:

"And here is a quite early photo of the GR&I at Petoskey MI. I gotta stop looking at all of these old photos. Tempting. Tempting . . . Note the small yard here across from the depot?"

Careful! Remember what I told you earlier in this thread? I'll remind you: To a degree, the further back you go in era... the MORE you gain!

As for the picture that birthed your statement: That picture, and subsequent post w/pic of the same area, indicate those pictures to be in either very very late in the 1890's or possibly very early 1900. Reason:

There is a knuckle w/slot for link n' pin which was used during the conversion period between link n' pin and knuckles. The "drop dead" date for conversion to knuckles was supposed to be 1899, but it still took a bit of time.

Keep on having fun!

Andre

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## Ice was big Business

Sat, 2017-12-23 10:28 — Brentglen



I did some poking around google about ice harvesting, it was big business for many years. There was even a large export market sending ice from the east to the UK and Europe as well as to the Caribbean. The first domestic mechanical refrigerator was made in 1913, I would suspect that it wasn't common in most average households until much later. The harvesting of natural ice remained a significant business into the depression era. The further North you lived, the more practical and economic was harvest natural ice, further South and mechanical ice making would have made sense.

I can't find the photo's, but I remember seeing a photo of the Great Northern's operation at Tulameen in British Columbia in the '20's I believe. The Great Northern maintained a trackage arrangement with the Canadian Pacific primarily to keep access to harvesting ice from BC and using it in their operations. Not sure when this ended, but it continued much later in Northern climates where the natural ice was easier to get and easier to keep throughout the year.

Ice harvesting provided many a farmer an income during the winter months, and it was very labour intensive in harvesting and moving the ice to storage locations around the country.

An ice house would be an important structure in any town, probably well into, and maybe past the war years.

Brent Ciccone

Calgary

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## I don't know much about the

Sat, 2017-12-23 11:16 — RMM

I don't know much about the PRR in Indiana, but there's ample evidence that H9s and H10s often subbed for G5s and Atlantics on branchline passenger trains in Pennsylvania. In addition, Penn Valley Pictures' video on the Susquehanna Division shows G5s, H10s, and older Atlantics — an E3 and an E7, I believe — used interchangeably on the Bellefonte mixed train in central PA. Most of this information reflects postwar practice, but I suspect that there was the same kind of power interchangeability during the depression too. That said, I'd love to see Broadway produce a G5. An E6 would come a close second. What I'd really like to see are Reading camelbacks. An I8 2-8-0 and an L7 4-6-0 would be heavenly. This RDG fan has been swayed to the dark (PRR) side by the Broadway H10.

I'm loving this thread, incidentally.

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## Ice Houses

Sat, 2017-12-23 11:35 — gna

Normally when people say "ice houses" here, they mean the buildings pulled onto lakes for ice fishing. But a little googling found this Wikipedia Entry, including a ca 1930s ice house in Illinois:



A search of ice houses at the MNHS digital archive found these guys harvesting ice ca 1938:



And this impressive structure:



I haven't found any rail-served ones yet, but I'm sure they must have existed.

Gary

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## H10's on passenger trains

Sat, 2017-12-23 12:37 — dssa1051@yahoo.com

The H-10's were used not only on passenger trains on the GR&I from Grand Rapids north but also on the branch to Muskegon when the assigned gas electric car was "ill." There is photographic proof of both but in years later than the depression. Remember there was almost an infinite supply of those locos since they could go virtually everywhere without restriction. For the longer passenger trains like the seasonal "Northern Arrow" an N-2 was used north of Grand Rapids. It likely made it to Grand Rapids behind a K-4 from Fort Wayne. The Northern Arrow had Pullmans from Chicago, Cincinnati, and St. Louis which were all put together at Fort Wayne for the Friday night trip to Mackinaw City including setting off Pullmans at Petoskey for Harbor Springs, MI. What the mighty PRR did for it's well-heeled customers is beyond belief today.

Robert

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## At least around here the

Sat, 2017-12-23 12:49 — [Douglas Meyer](#)

At least around here the harvesting of ice ended before the ice refers went away as it became more efficient to make ice all year round the to pay the labor force to harvest it and then have to have huge facilities to store it.

-Doug M

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## Don't forget that large ice

Sat, 2017-12-23 16:09 — [JWhite](#)

Don't forget that large ice houses had traffic going in too. Ammonia was used in the early ice plants. It would have arrived in tank cars.

[Jeff White](#)

[Alma, IL](#)

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## Robert - H10's on passenger trains

Sat, 2017-12-23 17:11 — jamesix

Very interesting Robert. I guess that I need to do more research on the GR&I back in the 1920s and 1930s. I know that there were no K4s assigned to the GR&I per the 1945 roster that I have. Maybe K4s assigned to Ft Wayne worked up to Grand Rapids and back to Ft. Wayne. If si, then all I heed is a K3 or a K4 for my passenger train service. With a couple of suggesting that H10s probably worked passenger trains on the GR&I, then I will need at least one more H10. I only have one.

This is getting interesting.

Jim

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## I think we need to

Sun, 2017-12-24 04:39 — Douglas Meyer

I think we need to distinguish a few things here. There are two types of buildings an ice storage location and an ice manufacturing location. The later coming into existence one practical economic methods where invented.

As for ammonia that would have been used more and manufacturing locations the storage although I an sure the retrofit some storage locations with cooling but you would have to check spicific locations, And ammonia was used until very recently at least in the food industry. In 81 or 82 I got a tour of a dairy that maid ice cream in the city I grew up in and it was still using ammonia as we could smell a slight leak that they where fixing that day.

It is interesting to think about when an industry cam into existence, when it peaked and when it went away. Even coal mining in West Virginia has the bell curve. And seeing what different industries influenced the railroads in a given time. In my cas in 1943 the obvious influence was war munitions and group transport for WW2. This effect train movement and the environmental factors such as cars and other restrictions that effect out models

-Doug

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## I think we need to

Sun, 2017-12-24 04:41 — Douglas Meyer

sorry duplicate post

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## Trix Mikes and Short Cars

Sun, 2017-12-24 12:41 — Matt Goodman

Jim,

I'm very late to this thread, but your post and first page of photos intrigued me. I am also a depression-era modeler; depending on what day you ask, I am modeling 1937, 1938 or 1940. One reasoning is similar to what you stated on the first page - I find the mix of cars, the greater number of wood cars, and a limited number of really old cars interesting. There's a practical aspect to this - shorter cars (and locomotives) work better on model-railroad. The era I'm modeling is also late enough that the latest generation of steam has been developed, so while I won't be running many articulated locomotives on my N&W themed railroad (and virtually no four-wheel trailer locomotives), I can if needed.

I'm a big fan of the Trix Mikes. One of my favorite details of the locomotive is the dummy frame-tail that is cast as part of the trailing truck. It does a fantastic job of impersonating a real frame and fills in the daylight that is very common under the firebox of most model steam locomotives. Were you able to retain that feature when adding your cast trailer?

The original post that I'm replying to is here, for reference (since it is rather old...)

[Yes it is Jack. When I was](#)

Matt

Matt Goodman  
Columbus, OH, US

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## Ice Houses

Sun, 2017-12-24 15:20 — Don Hanley



Here are some photos of Crystal Ice and Oil located on 4<sup>th</sup> Street in Reno NV. This facility would have serviced local business and home needs. The SP's had a big ice house and service facility in Sparks for PFE and reefers. There was rail service to the site for fuel oil, portion located at the rear of the property, but all of that has been removed along with the rails. The company is still in business.







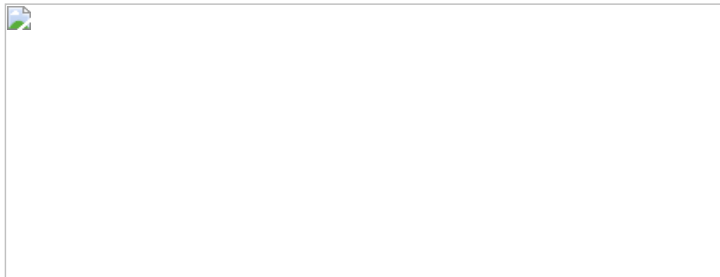


This is a great industry that can be scaled down easily to fit almost any layout. The building was built in the 20's with the ice tower added latter.

Enjoy.

Don Hanley

MRH Assistant Editor



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## A really nice looking

Sun, 2017-12-24 15:40 — Virginian and L...

A really nice looking structure. It does not seem to fit with the eastern areas I model but the guys out west should just love this thing, it is very photogenic.



Rob in Texas

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## Ice Houses and packing plants

Mon, 2017-12-25 10:02 — James Taylor

Sorry to bring this so late into the discussion, I been reading every post since yesterday!

Anyway, back in 97-98 I hauled reefers for C.R. England trucking. One of my loads regularly was hauling for ADM and many beef packing plants. In Toronto after dropping off beef from the states I would head to a meat packing plant with a god awful loading area to pick up pallets of bones and by products then haul them to a small rail served Purina facility in the old part of Zanesville, Ohio to be turned into dog food. They would reload me for a trip to Columbus, Ohio. Another regular stop was Schyuler, Nebraska for meat. We were parked next to the unloading area for cattle and next to us tankers were loaded with the blood for delivery somewhere else is what I was told. I know this goes off track but I thought important to share that these loads still exist.

James Taylor

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## A Walthers Ice house with a scratchbuild office and stairs



Mon, 2017-12-25 11:17 — Marc

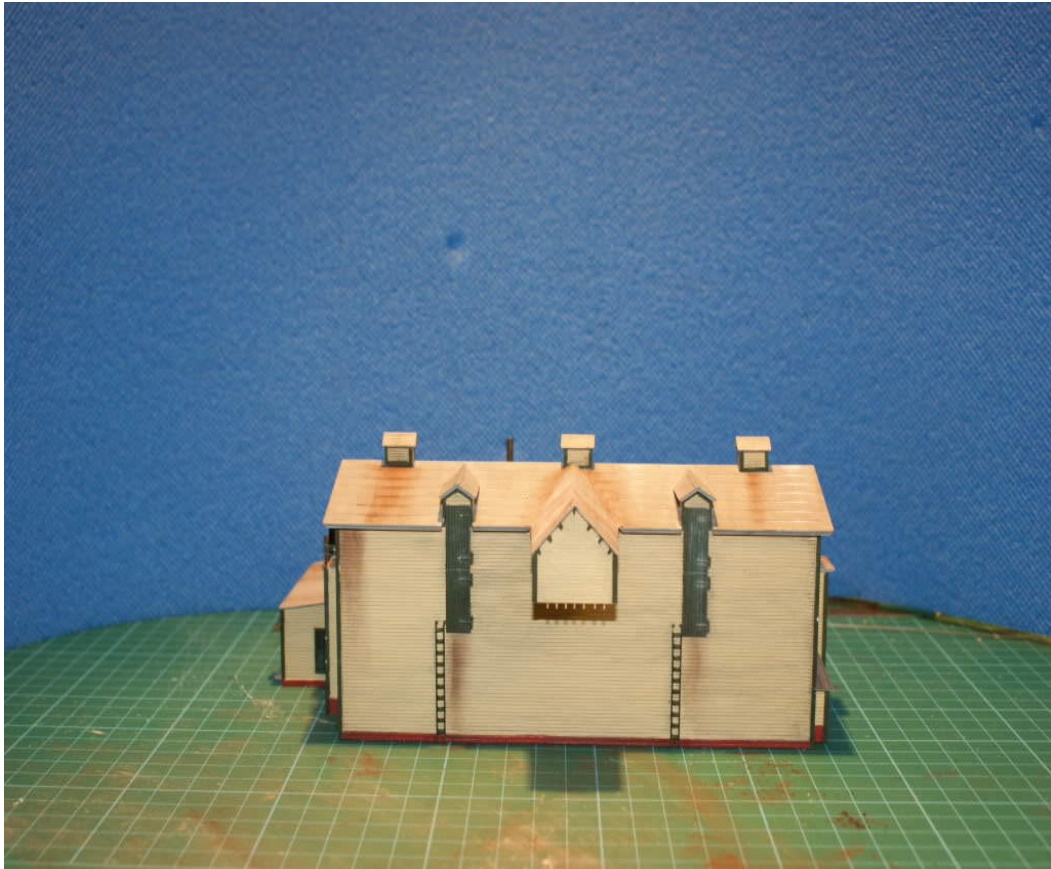
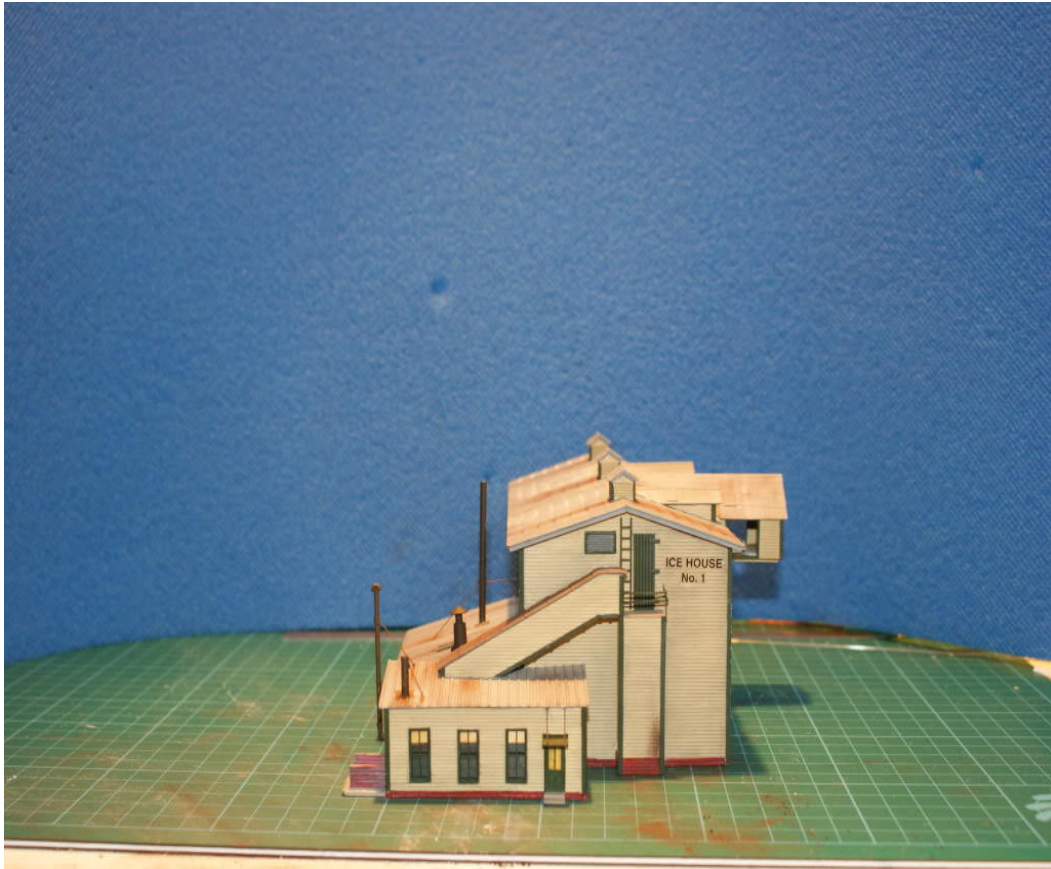
When I see the old picture of a Ice house in black and white a few post ago, I directly recognize the Walthers Ice House or a nearly match.

I think with a few modification it could become a good looking Ice house.

This Ice house is quiet generic but I feel it a little bit "cubic" and miss some relief

This is my Nscale version with a scratch build office and stair; don't know if it's really prototypical, but it look good in my 1935-1940 area.

May be this give some inspiration.





On the run with my Maclau River RR in Nscale

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamesix](#)

 [jamesix's picture](#)

- [Modeling general discussion](#)
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- [Locos - Rolling stock \(general\)](#)
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Steam Locomotive Wish List atlas trainman 3560 covered hopper ▶](#)

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## This blog is trouble!

Mon, 2017-12-25 11:46 — [James Taylor](#)

I started reading this blog Christmas eve as I enjoy a terrible cold and I finished this Christmas morning the last post. It really troubles me as I have been stuck in the ERA CHOICE for too long. Everyone's fantastic contributions have only

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made it worse! 😞

Where to start, what to model, ARGH!

Oh one last point, near every packing plant I delivered to had tracks still in place. One example was at the Dole plant in Galveston, Texas for bananas and there were double tracks serving a massive dock right off the harbor. The employees had ramps of old 2x12 planks that we had to back up the trailer on to get enough height to match to dock which were built to a reefer's height. The same was encountered in Bellingham on a narrow dock that faced to the sea with rails in the dock, they had this steel ramp that was on a ninety degree angle. Now I spoke to old drivers that say it was a common practice in many places that had both truck and rail service at the same dock. I think that we should consider this in any era.

Something else to consider is that modern 48' & 53" trailers are jackknifed, shoehorned, etc into these spots today, the 36 foot trailer of old or a straight truck would have been a breeze today but they had ARMSTRONG steering then. Some of the older plants have so narrow an alley that you have to be absolutely perfect in your backing then make a blind 90 degree turn ( employees will not help). I realize I've got long winded here but I was always observing these spots with a modeler's care. My thought is those spots we model can reflect these tight spaces better. I suggest a model truck and eyeball the fit.

Modeling Belton, MO on the Frisco circa ..... "Yer killing me Smalls"

James

James Taylor

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## @James

 Warflight's picture

Mon, 2017-12-25 14:59 — Warflight

I had this issue as well. I wanted to model "Wild West", and the real west was a bit boring, compared to my favorite westerns... plus, I liked transition era... 80s were kinda cool (and is when I really got my interest in railroading) plus I liked Steampunk, and Post Apocalyptic Fantasy like the Fallout series. Also, being Jewish, I really wanted a shtetl, with a rabbi and all that...

Then someone here pointed out that what I REALLY wanted was a movie studio! It's not too uncommon for a movie studio to build their own railroad in some out of the way area that they can build a backlot town around... and it wouldn't be unheard of for a rail line to service that studio lot... thus giving me the option to run anything from my 1830s "Norris" engines, to my first and second ever Diesels, the BL-2s.

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## @James Taylor: Modeling Belton MO on the Frisco



Mon, 2017-12-25 18:34 — gna

Join Frisco.org for all things Frisco: <http://www.frisco.org/shipit/index.php>

Gary

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## /marc -- A Walthers Ice house with a scratchbuild office and sta

 jamesix's picture

Tue, 2017-12-26 11:05 — jamesix

Marc,

I have a place on my layout for your ice house. Send it my way please! That is beautiful!!!

Jim Six

James Six, modeling 1925-1935



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 jame-six's picture

## Computer gone to computer hospital

Tue, 2017-12-26 11:11 — jame-six

The Wi-Fi card in my computer died last Friday. I just took the computer to be repaired this morning. Won't get it back until Friday at the earliest so I am using my tablet. This will limit my ability to post and reply to messages. I have no access to my photo files until my computer returns.

So, I have not given up on this blog. I will be back in force once my computer returns home.

I hope every one had a wonderful Christmas and will have a great new year.

Jim Six

James Six, modeling 1925-1935



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## Accurail Cars

Tue, 2017-12-26 14:46 — Brent Glen



Here are three 36 ft Accurail cars that I just finished. I think they look Ok after a bit of weathering with water colour pencils even though I didn't replace the molded on grabs.



Brent Ciccone

Calgary

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## Brent, I think they look very

Tue, 2017-12-26 14:54 — Virginian and L...



Brent, I think they look very nice. I have been taking some photos of models with added detail like individual grabs etc and molded details from about 3 feet away. I like the extra details and find them worth the time, that being said they do not show up that well in a moving train further away. They show up real well when up close and stopped in a siding. I will post some of the photos on my blog later.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## Jim hopefully your photos etc

Tue, 2017-12-26 14:58 — Virginian and L...



Jim hopefully your photos etc are well preserved on the computer. It is amazing how much computers can do and how often they fail to deliver on their capabilities. I will be looking forward to your updates when your full capabilities are restored. I guess you will just have to run some trains, and build some models and maybe take some photos. 😊

Rob in Texas



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## Details on cars

Tue, 2017-12-26 15:03 — p51



*I have been taking some photos of models with added detail like individual grabs etc and molded details from about 3 feet away. I like the extra details and find them worth the time, that being said they do not show up that well in a moving train further away.*

I agree fully with this.

All my cars have individual grabs, but I don't sneer at cars that have molded ones.

Brake detail is a big thing I just don't get. How much ink and bandwidth has been devoted to proper brake rigging on a model railroad car? How many of you really can say that you can even see such things? I built a caboose kit and never put brake rigging under it. I get good comments all the time online and in person (even the kit company has photos of mine on their website) about the hack, and do you know how many people have noticed the lack of brake rigging? Not **one** single person.

**LEE**



<http://www.freewebs.com/wilysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## I second Rob's suggestion

Tue, 2017-12-26 15:03 — fecbill

then we can get lots of good reports/posts/photos when the computer returns.

BTW what are you doing with a computer in 1930?? 😄 😊

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## Depression Era Modeling

Thu, 2017-11-23 12:46 — jamessix

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Jim Six

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## Everying old is new again...

Tue, 2017-12-26 15:12 — p51



*what are you doing with a computer in 1930??*

**They had them**, called Differential Analyzers:



**LEE**



<http://www.freewebs.com/wilysmb44/modeltrains.htm>

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## Lee, I just noticed some of



Tue, 2017-12-26 15:13 — Virginian and L...

Lee, I just noticed some of the brake details on my models and will say it seems to be dependent on a couple of things. The angle it is viewed and how much below the sills some of the detail is. Some models it shows up much more than others. In many cases the quick application of the Accurail details really covers it well in a lot of cases. On the other hand there have been some that I actually drilled out pipe fittings to accept lines for the details. Unless one is next to the model and at a very low angle it is not noticeable. But when it is upside down and being built it looks really cool! I suspect some of these things are just because we can. I will try and post the photos and you decide what is worth the effort and not for you. No wrong answer here just different answers. To take your observation further one of the guys in my club does not paint his steel weights on Athearn cars because according to him no one sees them.

Rob in Texas

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## "hopefully your photos etc

Tue, 2017-12-26 15:15 — ctxmf74

*"hopefully your photos etc are well preserved on the computer"*

My PC crashed a couple of months ago. I had everything backed up on an external hard drive and on google drive. I haven't bothered to get another PC since google drive and a chromebook let me do anything I need to do right now. Google drive initially made it harder to work with my photos because the file indexing is different but once I got google photo albums set up it was not much difference. I do like the freedom to access the files from anywhere on anything that can connect to the internet instead of being tethered to one computer. If a chromebook dies another is ready to work instantly with nothing lost....DaveB



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## Brakes...

Tue, 2017-12-26 16:01 — IrishRover

Most of the time, something simple to give an impression of brake systems seems fine to me. I bought a 30 pack of Accurail's brake assembly for boxcars; it's fine. You can't see details most of the time on most cars, so a nice impression of brake lines and cylinders and such will do the trick. Not so on something like a tank car, where everything is sitting out in the open, and a tank car gets more attention anyway--more detailed assemblies that are appropriate for the particular prototype may be needed.

If you're planning a wreck scene with a car that's upside down, different details become important...

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## North Canton question

Tue, 2017-12-26 17:09 — James Taylor

The 2 photos of Canton posted earlier have really got me curious. Where can I get mor information of the area? Jim is right it begs to be modeled and a shelf layout circa 1930s is just what I have in mind. Anypne know where i might find a track schematic or such please?

James

James Taylor

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## On Brakes.

Tue, 2017-12-26 17:23 — ocalicreek

First off, thanks Jim for starting this thread. Not sure why it has become so long, but the interest generated is terrific. As a modeler of the late 1920's I appreciate this since it spurs more research, better modeling, and hopefully even manufacturer participation (like Accurail's latest offering).

As to brake detail, I have to admit I like seeing accurate brake rigging, piping, etc on my rolling stock...to a point. There comes that point to which you've already alluded that folks can question your choice, but then they need to present the proof of the correct way. To this I say terrific! Their critique, when offered in a helpful way, can make me a more well-informed modeler.

I recognize not everyone cares about the difference between K and AB, etc. Passenger underbody bits and bobs is a whole 'nother kettle of fish, and far less information exists there unless you belong to a historical society and like digging through old files. But I care, so on my railroad, K brakes it is! Modeling the "Depression Era" opens the field to AB equipment, "Bettendorf" trucks (yes, I know Bettendorf made many types), etc.

Thanks again for the great discussion, and I hope the holidays finds you with a healthy computer soon.

Galen

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## One thing I have started

Tue, 2017-12-26 18:52 — Douglas Meyer

One thing I have started doing is I am putting together a list of models that are better detailed and has only truly accurate locomotives and cars. These models will be used to stage photos while the less detailed but less expensive and more durable locomotives and cars will fill out the majority of the fleet.

-Doug Meyer

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## Fleet Fillers

Tue, 2017-12-26 19:56 — ocalicreek

Doug - that's another realistic (time & money & space-wise) consideration for modeling this era. Right now I'm limited to a shelf layout, with space and money considerations in effect. However, that means I can spend more time upgrading models to fit the era (like backdating paint schemes, air brakes, trucks, etc.) and since I have a nice, eye-level switching layout, I can appreciate all that effort more easily. No fleet-fillers needed.

Another thought on brakes - I'd love to see Accurail produce a similar brake set, like their pre-rodged AB set, but for K Brakes. Many of their cars are offered in as-built paint schemes. How about as-built brake rigging?

Galen

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## Northern Ohio in the 20's (pictures)

Tue, 2017-12-26 20:26 — Free-Mo Tim

Good evening,

All the pictures shown are ICC valuation photos taken in the 1920's. These pictures are part of the Wheeling and Lake Erie archive at Cleveland State University. If these images violate copyright of any kind, I will remove them.

Our first example is the town of Chagrin Falls, OH. It was the end of a 7 mile branch line that extended up from Solon, OH off the W&LE Cleveland Division mainline. Chagrin Falls had NO run around, so the switching needed a crew on their game. I think there are 7 sidings in this picture as they fan out away from the photographer. None of this part of railroad remains at this time. The resolution of the image has more detail than I can post here.



Next is Bedford, OH on the W&LE Cleveland Division mainline. We'll start on the south side of town and work northward.





Here, we turn around to see what we've covered so far from the vantage of the station grounds.....



Our final view of Bedford, once again looking north towards Cleveland.



Love that Hocking Valley gondola with the coal spotted at the coal shed! The Bedford pictures have a date of 1928 on them. The Chagrin Falls image didn't have a date with it.

Thanks for looking,

Tim Moran Akron, OH

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## Canton, OH questions?

Tue, 2017-12-26 20:34 — Free-Mo Tim

James,

I'd be willing to take a stab at any of your questions regarding Canton, OH.

It was served by 3 railroads; The Pennsylvania RR, Baltimore and Ohio (former Cleveland Terminal and Valley line), and the Wheeling and Lake Erie / Nickel Plate Road from the 1900's until the merger era of the 60's and 70's. 2 of these lines still run on their original rights of way.

Your choice if you want to post the questions here or take the discussion private.

Respectfully,

Tim Moran Akron, OH

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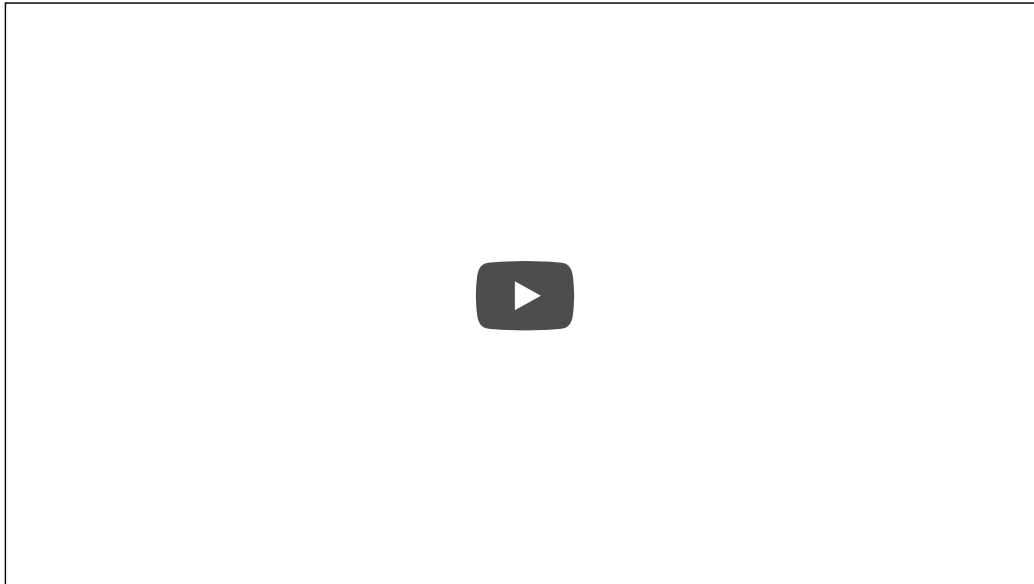
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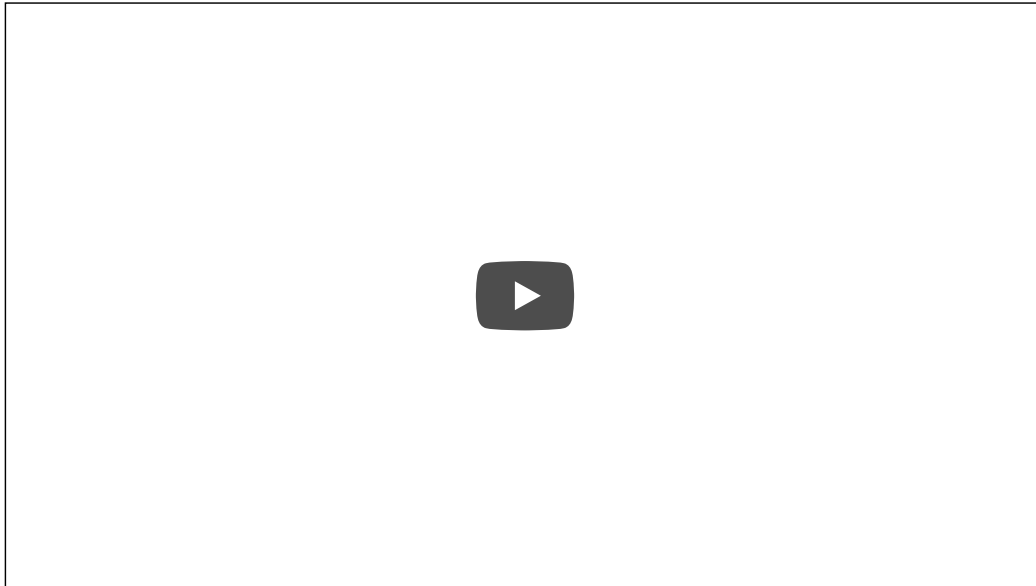
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## Collecting coal

Fri, 2017-12-29 12:40 — [knoxdani](#)

A detail I remember my Gran and great aunts telling me about growing up in the thirties (albeit in New Zealand) was wandering down to the railway line to collect coal that had fallen from the locomotives. If they were lucky a train would pass and the fireman would dump a shovels worth over the side. Something similar would make for a nice scene on a depression era layout.

My Gran's family had it pretty tough during the depression, her and her brothers had to be put in an orphanage for a while because their mother couldn't afford to bring them up after her husband ran out. Wasn't until her second husband bailed them out that things got better; he had a job at one of the railway workshops, so in a way the railway saved them.

[Dan](#)

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## "Even then, they

Fri, 2017-12-29 12:40 — [ctxmf74](#)

*"Even then, they occasionally had to run outside to take in the laundry when they heard a train approaching. This would have been late 1930s to mid/late 1940s."*

My wife's grandmother lived somewhere around Chicago along the railroad and she said that the train crews would wave and throw off a scoop of coal for her stove as they passed by....DaveB





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## Jim

Fri, 2017-12-29 12:44 — missyk

We too enjoy the modern era and railfan quite often. Since we have very limited space the one town concept works out perfect. We like the charm of the branchline and the switching operations. Back dating also allows us to use smaller rolling stock which takes up less room. So for us it works out perfectly and we would not have thought about it till this discussion came about. Even if we ever obtain more room I don't think we would change the concept just make it a little longer run. It's all about what you enjoy! Another inspiration is we live only a short distance from the Everett Railroad. They do excursions runs with an old 2-6-0 steamer with a few old passenger cars. They even built an old time looking station where you can pick up your tickets. It really takes you back in time. Oh, by the way, you sometimes get hit by those black cinders we were talking about. ??? You have a Happy New Year!

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## LCL

Fri, 2017-12-29 12:48 — knoxdani

I think the shovel of coal for the stove is the ultimate LCL delivery Dave!

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## Coal and times long gone

Fri, 2017-12-29 13:03 — IrishRover

I've heard of railroad men shoveling coal over the side for the poor, too,

Picking coal is referred to in this old song about trains of long ago...the singer would be astonished that trains have returned.

<https://>

### Daddy Whats A Train -John Denver



Though unless someone's really lucky, they won't hear the "Big old drivers scream," or see the names out of the past

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## Situational awareness



Fri, 2017-12-29 13:17 — p51

In the Army, we often spoke of "Situational awareness", the concept of you being aware of what's going on, big/small picture. I always look at something on my layout in the eyes of what would be most likely for that time and place.

When I placed a clothesline near the tracks on my own layout, I found a photo of a rural house which placed it on the opposite side of the home. So, i did the same, but it's hard to see in this shot (It's right behind the woman sitting on the stool near the right corner of the house, you can barely see the uprights to the right of over at the top of the corn):



*One of the things that most model railroaders miss out on is knowing of and understanding not just the railroad they model but the things caused by the railroad. Knowing things like not hanging laundry out on the clothes line near a railroad back during the days of steam is one of them. The more we know of such things the stronger the feeling that we are "there" when we operate our layouts.*

Good point.

**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## Lee -- Situational awareness

Fri, 2017-12-29 13:49 — jamessix

Lee,

That is exactly what I was talking about. Your example is PERFECT. I hope all of us pay heed to situational awareness with our layout building and operating. IT will add a dimension that to few have the pleasure of enjoying.

Thanks Lee,

Jim Six

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## computer delay

Fri, 2017-12-29 14:01 — jamessix

I won't get my computer back until Tuesday or Wednesday. So, no photos from me before then. This is killing me as I have lots of photos to share with you!

Happy new year all!

Jim Six

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## Happy New Year

Fri, 2017-12-29 14:46 — kansaspacific1

Happy New year, Jim. Looking forward to your photos.

Chuck

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## Happy New Year to all

Fri, 2017-12-29 19:53 — fecbill

If your football team isn't playing it is a good time to model. I love this thread. Even I do not model the depression era the things shared here help my modeling and my focusing onto what I want to model. Locale, era, railroad.

Bill Michael

Modeling FEC 5th District circa 1959-62

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## Circa 1900

Fri, 2017-12-29 22:10 — [umauma railway](#)

Happy New Year Jim. Even though I model pre-automobile, this is a great discussion has a lot of relevant topics.

Thank you!

[Neil Erickson](#), [Umauma, HI](#)

Visit my [weblog](#).

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## Thank You Jim - Really an historical topic

Sat, 2017-12-30 01:14 — [Marc](#)

Hi Jim,

Thank You very much for your kindly words about my N scale ice house based on a Walthers kit.

I'm also very impressed about our little trains, which can remember so much historical memories, from industrial site which have disappear but also by illustrating the way of life of the common people in a period.

The depression period was something we forget because this was occulted by the next WW II but reading some answers and seeing some pictures published in this topic, I believe we can't imagine how difficult the live for the common people was just after the 1929 depression and the consequences were far beyond of no one has ever imagine at this time.



I'm a Belgian and I'm extremely interested by this period, my own N scale layout is set in the 1935-1940 area, just when things were going a little better before the disaster of WW II.

It's very pleasant and interesting to see, some modeling can bring back so much historical memories even if our little trains are coming from our imagination.

Because of this topic I just have seen again these two great US films about depression and I really invite you to see them or see them again after reading this topic which is really an historical topic for me.

These films illustrate so much the world of the depression area where our train are running and the affected life of the common people at this time.

These films are "The grapes of wrath" with the late Henry Fonda and "They shoot the horses, Don't they?" from Sydney Pollack

On the run with my Maclau River RR in Nscale

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## that explains much

Sat, 2017-12-30 08:03 — Douglas Meyer

"If your football team isn't playing it is a good time to model"

is that why there are so many nice large model railroads around Detroit?

-Doug Meyer

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## Neil -- Circa 1900

Sat, 2017-12-30 10:22 — jamessix

I wish I could change the name of this thread (really a blog) to be "Pre-WWII Modeling". I want all of you to know that I am game for discussing modeling the period of several decades preceding WWII. Personally, I am very interested in 1890 to 1940, but cannot model that wide of a spread of years. There are serious obstacles with modeling freight cars pre-1915. It gets tougher the farther back you go. It is not impossible by any means, but a challenge that calls for more use of resin kits and scratch building.

As this thread has progressed I have been drawn to widen the years that I will operate my layout. Because of this, I will model sufficient equipment to allow me to operate in any year from 1920 to 1940. This is a fairly wide spread of years, but not much changed in the American Midwest during those years. As for the trains themselves, locomotives were pretty much unchanged. Freight cars though, went through the change from wooden construction to steel. This is doable -- no hill for a climber!

The key for me to accomplish this is that I am modeling a one-town layout. I don't need but two or three, maybe four locomotives to do a full operating session. If I operate alone, I will only need one locomotive. As such, going forward I will be promoting the idea of building one-town layouts.

Jim Six, Millersburg, Indiana

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## Ignorance is bliss

Sat, 2017-12-30 10:48 — jamessix

Related to situational awareness is what models "fit" in any given year. The locomotive pictured here -- my favorite -- represents a NYC locomotive that was upgraded by the railroad in 1927 or 1928 to have an Elesco feed water heater, and a Commonwealth trailing truck with a booster engine. So, it is useless to me for any year before 1927, that is, if I care about such things -- which I do. Worse yet, the lettering font was not used by the NYC until 1937. Yikes! This means I need to re-letter the model in the earlier Romans font that was the NYC standard before 1937. After I re-letter the model and touch up the weathering, it will be useful for 1937 through 1940, just over half of my operation window.

I have to think that most model railroaders would not be bothered with such a concern simply because they would not have known the historic background of this locomotive. It would take a NYC buff to know. Yes, I am a NYC buff and have been so my entire life. The point I am driving at is this. Knowledge is invaluable in building and enjoying a model railroad, but knowledge can have some negativity that comes with it. Remember the old saying that "ignorance is bliss"? There is a lot of truth to it.

So, my question to you is how ignorant do you wish to remain? in other words, just how much do you want to learn?

Jim Six



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## Ignorance is bliss

Sat, 2017-12-30 10:58 — jamessix

Here is another example -- my other NYC Mike. It has the same lettering font issue and will need to be re-lettered. There is another "issue" with the model. The coal bunker extension was a railroad add-on. I am not sure when the NYC began adding the extension, but am fairly confident that it happened post-1940 rendering the model out of my operating window.

I can re-letter the model and I can also remove the coal bunker extension (which I did on my model of the 1853). Still, this is something that I had to accept doing when I backdated from the early 1950s to the 1930s and not to 1920-1940. This is all OK because I feel that this particular model is too weathered and aged for my present setting.

I will be 70 next August. It is time for me to lock in on just what I will be modeling before I run out of life!

Jim Six 😊



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## Ignorance is bliss

Sat, 2017-12-30 11:03 — jamesix

When is this model useable? Answer below photo.



1937 and later. Why? The NYC did not use the word SYSTEM in its herald until 1937. Until that year the word LINES was used. I will apply a new herald decal that has LINES over it at a later date.

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## Ignorance is bliss

Sat, 2017-12-30 11:09 — jamesix

And for you Pennsy buffs, when is this model useable? (Answer below photo.)



Post 1932. Why? Because the Pennsy did not use the circle keystone herald before late 1932. I can paint over the herald, but there is more to change. Before the circle keystone, there was one line between the railroad name and car number. There were no lines above or below them. It would be a serious repaint to make this model useable before 1933. So, I will leave it alone and use it only for operation 1933 and later.

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## Hanging laundry trackside

Sat, 2017-12-30 11:10 — Art Kuperstein

Still searching for my steam locomotive chuffing by the laundry photo...but this is a 1958 substitute for now. Ma & Pa RR #80 northbound at Baldwin, Maryland, 1958. Enjoying this thread/blog. Wonderful contributions.

Wishing everyone a Healthy, Happy, New Year...with lots of c. Depression era modeling!

Cheers,

Art

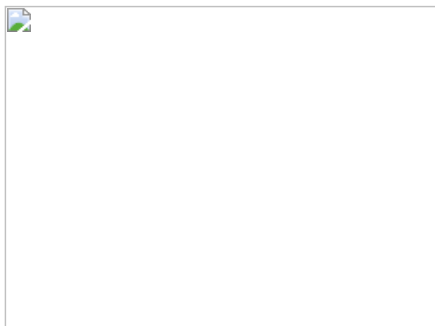
Art Kuperstein

M&PaRRHS Editor - TIMETABLE quarterly

M&PaRR c.1949

Langhorne, Pa

Ma & Pa RR Website - <http://maparr.weebly.com>





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## Art -- That's another great photo

Sat, 2017-12-30 11:14 — jamessix

Art, that's another great photo. Thank you for sharing.

Jim Six

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## Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)

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[Jim Six](#)

[‹ building "CRITTER" engines and rolling stock Lighting comparison on the Richlawn Railroad - UPDATE: New pictures added. ›](#)

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### "The NYC did not use the

Sat, 2017-12-30 11:16 — [ctxmf74](#)

*"The NYC did not use the word SYSTEM in its herald until 1937."*

I think that falls under the ignorance is bliss umbrella. The average person viewing the layout is not going to know the details of the paint schemes and will just admire your workmanship and overall scene the car is placed in. Only hardcore fans of a given road will care about the minutia of each piece of the composition ....DaveB



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### Link to Great old video

Sat, 2017-12-30 11:31 — [jamessix](#)

Here is a link to a great old video of steam trains pre-WWII.

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## The New York Central in 1928-1929



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- [Happy New Year](#). Some more figures.

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## The New York Central in 1928-1929



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## What years?

Sat, 2017-12-30 11:27 — joef



Jim, what year or years are you backdating the layout to? How specifics are you being or are you just saying the 1930s?

I somehow had the idea you're just shooting for the 1930s in general so your discussion of rolling stock paint schemes above all fit in the 30s so you're good to go. Or so I thought.

You know about the rolling decade I use on the Siskiyou Line? I am always in the 1980s on the layout but I march through the 1980s real time, changing out things as I go. It's currently Dec 30 1987 on the layout, which means Kodachrome units are around along with the grey and scarlet SP livery. In 2018 (1988), I can get out the DRGW units because the Rio Grande has bought the SP now. Once 2020 hits it's back to 1980 again.

You could do something similar if you want, marching through the 1930s but always staying in the 30s. That way you could put up the stuff that's late 30s and only get it back out come the late 30s on the layout. Could be a lot of fun, making the subtle changes as you go. It's certainly a blast modeling the Siskiyou Line this way.

## Joe Fugate

Publisher, Model Railroad Hobbyist magazine



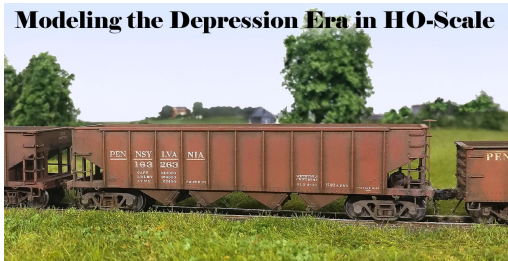
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## Joe -- What years?

Sat, 2017-12-30 13:00 — jamessix

I am primarily the 1930s. However, someday down the road I want to be able to operate in the 1920s should I get the urge. I really want to do 1927 through 1932 but I have too much equipment that is post 1932 and I will not part with it and start over again. It is the Pennsy circle keystone scheme that will keep me from abandoning post 1932.

Jim Six



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## Sounds like one of those

Sat, 2017-12-30 11:50 — Virginian and L...



Sounds like one of those instances where the model could be a stand in until it gets corrected. I also suspect back dated equipment could have been used well after a new scheme had come out. The real challenge I see will be keeping accurate reweigh dates for the era. One could just ignore that aspect and many of the others and dare to have a good time.

In watching lots of operating sessions I see things that are inconsistent but it does not seem to spoil the fun they are having.

Rob in Texas

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## Backdating bug

Sat, 2017-12-30 11:51 — James Taylor

Well I have the Walthers early Pennsylvania caboose coming via ebay and I don't own a single Pennsy engine or hardly a car that fits the era... I suggest never read fascinating blogs????  
So to ebay go the Geeps, the EL Alcos, BNSF, etc etc.

James

James

James Taylor

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## Rob -- Sounds like one of those

Sat, 2017-12-30 12:59 — jamessix

i am in tune with you Rob. 😊

As for as re-weight dates I ignore them until I get around to weathering a car, then I obscure the date with weathering! LOL

Jim

### Modeling the Depression Era in HO-Scale



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## All In, Moving Forward

Sat, 2017-12-30 12:57 — JackM

I am all in. Have acquired two Broadway H10 2-8-0's, three wood cabooses, Vincennes Secondary track diagrams, SW Region Employee Rules, finishing a Pennsy painted station for my one town of Worhington, IN, will post pictures. Will be pulling the trigger on a 2-8-2 this week. Doodling track plans. For the first time in some time really excited. Thanks Jim for getting the ball rolling on this.

Yep, EBAY is going to be busy with a mis-mash of ill conceived ideas over the next month.

Am thinking of moving into post war, maybe 1950. Can salvage 2/3 of rolling stock and still add some older cars like the 36 foot Fowler cars. Also salvages my old Pontiacs, Oldsmobiles and Chevys from Sylvan Models. Not sure much would have changed 1932 to 1950.

Jack

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## James -- Backdating bug

Sat, 2017-12-30 12:59 — jamessix

Backdating is a very contagious bug. However, it will lead to great satisfaction and lots of fun.

### Modeling the Depression Era in HO-Scale



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## 1939

Sat, 2017-12-30 13:08 — [dssa1051@yahoo.com](mailto:dssa1051@yahoo.com)

Of course there is no real way of knowing unless one could find train sheets but I would guess late 1939 would have meant a lot more railroad traffic since the war had started in Europe and things were a bit brighter in the U.S. with WPA and Reconstruction Finance projects. Modeling the beginning of the Depression years could mean a lot less traffic and even wholesale abandonments of connecting shortlines.

My dad worked as a draftsman in a second floor office directly adjacent to the MC mainline not far from the depot. When the trains went by in summer all of the drawings were covered in soot as well as your white shirt sleeves when you worked on the drawings.

Robert

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Thu, 2017-11-23 12:46 — [jamessix](#)

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Jim Six

[◀ The REAL reason this hobby is aging out Creality 3D@ CR-10S 3D Printer Kit \(Updated the title\) ▶](#)

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## Finally - An advantage to Poor Eyesite!

Sat, 2017-12-30 14:43 — [Brentglen](#)

I have finally found one advantage to having poor eyesite, I can't read those build dates and reweigh dates on the side of freight cars. So it doesn't matter if they are correct or not, I can't read them without a magnifying glass! Even some random numbers would work for me!



Brent Ciccone

Calgary

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## Robert -- 1939

Sat, 2017-12-30 14:58 — [jamessix](#)

Traffic had fallen off a lot by the very early 1930s, but there were almost no line abandonments. The abandonments did not really start until 1950. The ICC was not allowing abandonments until then. At least that is what I have been told by the "Experts".

Jim

### Modeling the Depression Era in HO-Scale



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## Cut Down in the Prime of Life

Sat, 2017-12-30 17:11 — JC Shall

It's surprising how long some of these wooden freight cars were around. Here's one that suffered an untimely demise in 1965. The wreck was on the CB&Q in Downers Grove, Illinois. Photo by Marty Bernard.



-Jack

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## I am wondering if this might

Sat, 2017-12-30 17:32 — Virginian and L...



I am wondering if this might not be a WWII car. Reason I say that is I believe that in 1942/1943 there were lots of cars built with wood sheathing to save on steel. There were also Gons built with wood sides during this time. The info was from the Tichy site.

WAR EMERGENCY MILL GONDOLA - 4041



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Scale: HO



THIS KIT IS THE 52' WAR EMERGENCY GONDOLA BUILT DURING WW II WITH WOOD FLOOR AND SIDES TO CONSERVE STEEL.

ERA 1943 TO 1960'S

INJECTION MOLDED STYRENE KIT.

I have not been able to find the data regarding wood box cars during the years of WWII but I do recall reading about them. Maybe someone else has it at their finger tips.

Rob in Texas

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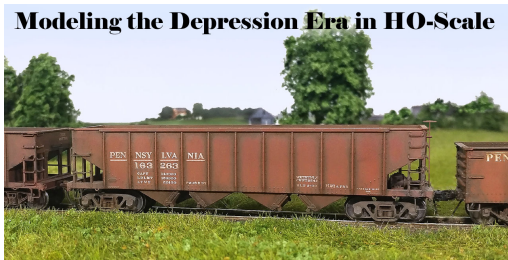
## Pre-WWII 36-ft wooden boxcars

Sat, 2017-12-30 17:48 — jamesix

Here is a link to a presentation by Ray Breyer about 36-ft wooden boxcars. This is a great resource for pre-WWII boxcar modeling.

[http://hansmanns.org/accurail\\_data\\_1800series.pdf](http://hansmanns.org/accurail_data_1800series.pdf)

Jim Six



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## It IS Kind of Long



Sat, 2017-12-30 18:08 — JC Shall

Rob, judging by the length of that boxcar, you are probably right.

-Jack

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## 50-ft single sheathed boxcar

Sat, 2017-12-30 20:12 — jamesix

appears to be an AC&Y single sheathed wooden boxcar. I believe Roundhouse offered a similar model a few years back. I have two to rework.

Jim

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## JC, there were 50 footers



Sat, 2017-12-30 21:28 — Virginian and L...

JC, there were 50 footers around before the depression, I was just looking at the overall condition and the fact that it was wood. Many railroads rebuilt cars from earlier eras and frequently after the war years they were rebuilt with steel as the wood was rather worn. I also understand that some may have been given new wood sides as well when rebuilt post war. I think the key from the photo you posted, which is a great one by the way, would be to see if the type of roof could be recognized and maybe one of the true freight car historians could pin it down based on that info. I just do not know enough to tell from that info.

Rob in Texas

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six   [Modeling general discussion](#)   [Prototype information](#)   [Locos - Rolling stock \(general\)](#)  
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Are you interested in modeling from 1900 to 1940? If so, then this is the blog for you. This blog was previously Modeling the Depression Era, but interest and discussion has expanded to include any time from 1900 to 1940. If you have interest and questions please post them here. If you have answers and information that you would like to share to help others please post here.

Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Pride goeth before a fall.](#)   [New Rapido B36-7 >](#)

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### T&OC

Sun, 2017-12-31 10:17 — Matt Goodman

*Accurail will in the near future release its 36-ft boxcar lettered for the T&OC. I am excited about having a few of them.*

Thanks for calling this out, Jim. I've got a couple of the Big Four 36' Accurail cars on reservation, and will gladly add a T&OC or two. Both railroads came through town, and while the former is missing big chunks through town, the latter is still

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in place and well used. NS got the line south of town and CSX got the northern end following the Conrail breakup.

Edit: Aha, found it: [1806 Toledo & Ohio Central \(NYC\)](#)

Matt Goodman  
Columbus, OH, US

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- [Working on the Railroad....Again....update. sorry....here are the piccies](#)

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## Date rolling stock



Sun, 2017-12-31 10:34 — APR steamer

Jim your discussion on the date of the Pennsy gondola not only does the lettering establish a date so does the AB brake system as it was not invented until 1933. To backdate the can not only would the lettering need to change but the brake system would need to be the K-system.

Ken Rutherford

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## Love these

Sun, 2017-12-31 10:53 — umauma railway

Jim: thank you for posting these pictures. I love the wooden gondolas and hoppers wonder when they may have come into service. ~~Would it be likely these have steel underframes or truss rods?~~ (Answered)



When might these have been built?

Neil Erickson, Umauma, HI

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[Experimenting with TOMA](#)

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## Gondolas



Sun, 2017-12-31 11:10 — Brentglen

Might be due to the photo being taken from some distance away, but those gondolas look to be in surprisingly good shape, the wood sides show only a little wear and they seem clean, even on the inside. Hauling coal tends to be rather messy.

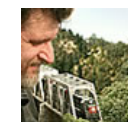
Canadian Pacific used box cars for many years to haul coal. At one time they experimented with box cars with a drop bottom section for coal. They hauled grain eastwards in them, then put coal in them for the return journey. I have no idea how they got the coal dust out of the cars before they loaded them again with grain. I suspect that is why the experiment was not too successful, spent too much time and effort cleaning the cars afterwards.

Brent Ciccone

Calgary

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## Wood cars



Sun, 2017-12-31 11:12 — joef

I remember seeing wood box cars on the SP Siskiyou Line until the late 60s. By 1970, however, they were gone.

**Joe Fugate**

Publisher, Model Railroad Hobbyist magazine

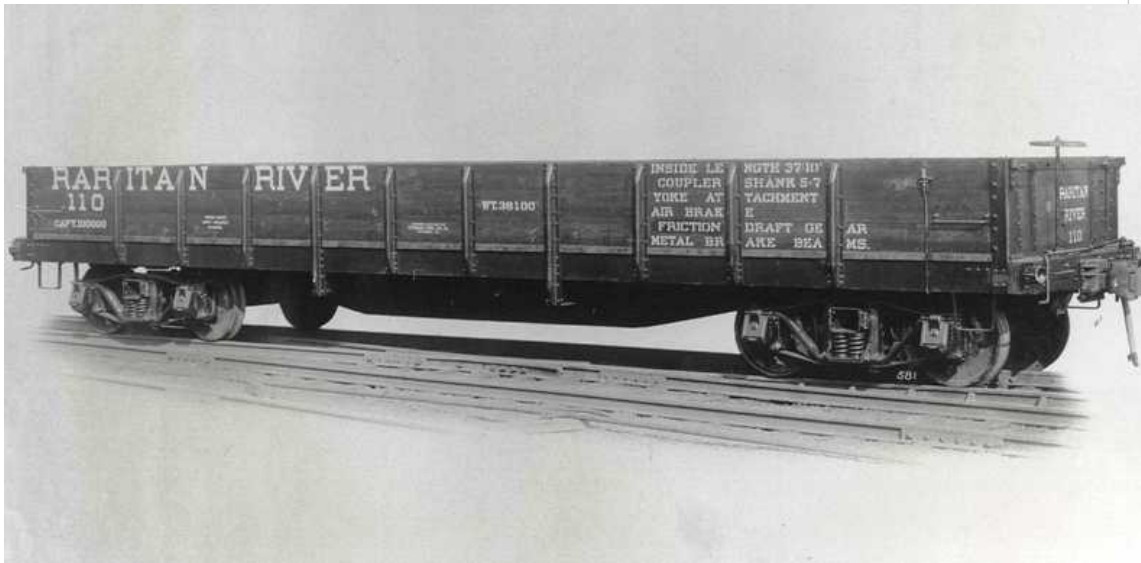


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## Coal Gondolas

Sun, 2017-12-31 11:47 — James Six

Here are a few photos of early gondolas. Most all appear to be drop-bottom designs. Some are wood, others are steel. The Hocking Valley car at the bottom became NKP at one point in time. Not sure if it stayed NKP or became part of the NYC after WWI.







Jim Six

## Modeling the Depression Era in HO-Scale



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## Seriously considering...



Sun, 2017-12-31 12:01 — kleaverjr

modeling the O Scale Standard/Narrow Gauge Layout that I have planned in the 1920s-1930s instead of the early 1950s because of your thread on this topic Jim.

This makes more sense since most eastern Narrow Gauge lines (which is what I want to model, though not the EBT, I was thinking of one line that Doug Taylor told me during an NMRA Convention in 1998 layout tour mentioned, not sure of the spelling, but the Tyonesta Valley (IIRC) ran in Pennsylvania and was a 3' narrow gauge line. I was hoping to model that line as I love the name, and modeling it circa 1920s and 1930s makes more sense than 1950s where most narrow gauge lines are being abandoned. So thanks!

Ken L .

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## Ashtabula hoppers

Sun, 2017-12-31 13:13 — donm

In the far right of the Ashtabula photo there is a string of what appear to be steel twin hoppers. And, even though the resolution is poor, there appear to be more steel hoppers on the tracks to the right of the line of big coal piles. It would appear that the LS&M had already started converting from wood gondolas for coal hauling at the time of the photo.

Don Mitchell



<http://mrhmag.com/blog/donm>

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## Rob, this is from quite a few

Sun, 2017-12-31 13:21 — Matt Goodman

Rob, this is from quite a few pages back, but give my regards to Bob B on the paint job on 2057 - specifically the running gear. I don't often see the oil/lubrication coloring modeled. This effect is (in my observation) far more common coloring than, for example, hard water stains - but is rarely captured in models. There is a riot of colors on running gear - from green to bronze!



James, in answer to your question their website does not show the tall switch stand in n scale. Now how about a nice NYC 2-8-2. I also think you know the guy that built it.



Matt Goodman  
Columbus, OH, US

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## TVRy

Sun, 2017-12-31 13:34 — Sn2modeler

Ken,

The TVRy was a big time NG railroad that lasted into the 1950's (but only the southern end). It was covered in book 8 of the Pennsylvania Logging series books. For more details on that book and the other books in the series, see the following link:

<https://sn2modeler.com/2012/11/05/eastern-loggers-a-great-experience-for...>

The TV ran south out of Sheffield PA (from the PRR) to Halton, PA. Sheffield was a tanning town, with several tanneries and such. There was also a large sawmill there. It is well documented in sanborn maps. Between Sheffield and Halton was mostly logging operations. Halton had a Wood Chemical plant.

The Standard Gauge Sheffield and Tionesta Ry started in Tionesta and also went south. It went to a few significant towns along the way. The most significant to me is Mayburg where there was a 10 retort Wood Chemical plant. S&T is a neat RR in it's own right running small locos both rod and geared. The S&T and TVRy shared some trackage, so there was significant dual gauge running through Sheffield...When developing themes for the Eastern Loggers we lettered a number of engines S&T and ran them on the standard gauge layout. Other locos were lettered CPL (Central Pennsylvania Lumber Co.). CPL was the US Tanning industries lumbering and sawmill subsidiary. Yes, the tanning companies may much more money and the union of them ran lumber companies, so as not to waste the lands that they got the Hemlock bark from....Tanning was big industry....Not just for leather in clothes, but also for Saddles, Strapping and powering machines via belt drives....Hides from all over the country were hauled to the wood of PA (that all started to end around 1915-1920)...

The tanning and wood chemical industries were strong from 1890's-1920...Much after 1920 and the industries were on severe decline as they are being replaced by other chemical sources.

The TV had many brooks 2-6-0's I've thought the Bachmann On30 2-6-0 could serve as a standin and be used as a mechanism...For accurate models a new boiler would be required and likely tender modifications...

I have some extra copies of the PA logging series of books that I want to sell off, anyone can contact me off-list of a list of them. I'm not sure I have an extra copy of Book 8, as the Casler written books were never reprinted...

David Keith

<http://www.Sn2modeler.com>

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## Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)

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- [Prototype information](#)
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[Jim Six](#)

[TOMA and elevation question](#) ›

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## AB Brakes

Sun, 2017-12-31 15:02 — [gna](#)



Ken is pretty much correct about brake systems setting a date. The AB brake system was introduced in 1930. They were adopted as the standard for new construction in 1932 -- no cars were built with K brakes after 1931. K brake systems were finally banned from interchange service in 1953, but they were very common from around 1900 until the late '40s. There were many earlier deadlines for the elimination of K brakes from interchange service, but they kept getting postponed because of the Depression, WWII, and postwar equipment shortages and manufacturing delays. Even after 1953, K brakes could still be found on non-interchange equipment which wasn't used in interline service, such as MOW cars and cabooses.

So one of the questions I have is if I want to model K brake systems on my freight cars. My older MDC cars have what looks like a KC brake, and it looks like the Accurail 36 foot cars come with K-brakes. Tichy makes a KC and KD set, as do others, but I already add Kadee couplers and metal wheelsets to all my freightcars, so sometimes I just decide to save my money and let it go. A few times I have put K brakes on cars, but I can barely see them so it hardly seems worthwhile:

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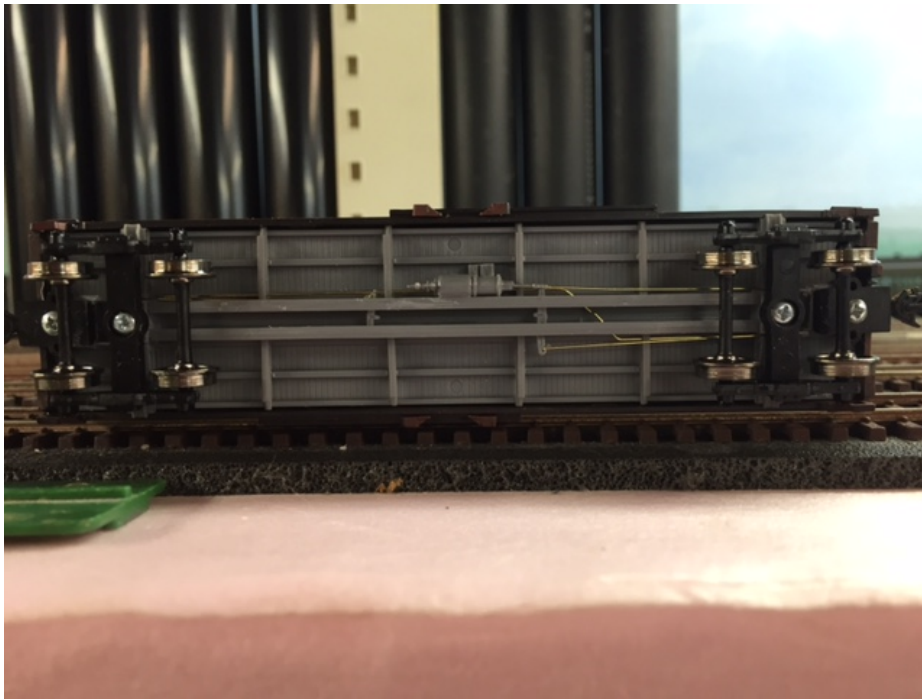
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I bought some Train Minature cars, and the seller had some boxcar bodies without underframes he threw in for free, so I modified Tichy Fishbelly underframes to fit and bought KC brake systems. Unfortunately, you can barely see the K brake:



See <http://www.steamerafreightcars.com/modeling/articles/brakes> for more info

Gary

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## A detail not often seen anymore

Sun, 2017-12-31 18:49 — jamesix

Here is a grade crossing not often seen anymore. It used to be quite normal. I saw many as a boy, but had not seen any again until five years ago in western Ohio in a town south of Van Wert OH. This is something we should consider modeling on our early layouts.

- 2018 HAPPY to start a NEW layout this YEAR
- The New 3-D Designed & Printed City Ice Building for Union Station
- Episode 89: Joe and Patty Fugate
- The Korea-Brass DCC Equipped Track Cleaner Power Car
- The End W&N v2
- Nice to see that I'm not the most negative person on MRH.

[more](#)



Jim Six

### Modeling the Depression Era in HO-Scale



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## Higher side wood gondolas

Mon, 2018-01-01 07:27 — Oztrainz

Hi James and all,

Those higher side timber gondolas may well have been in coke service. Coke is a lot lighter than coal. While abrasive to the internal timbers, it probably would be a lot less damaging to the external paintwork.

Any iron works with a blast furnace but without a captive set of coke ovens would have been bringing in coke in large quantities by either rail or barge.

Out here wagons in dedicated coke service were often fitted with bodywork extensions or "hungry boards" to both haul more coke and get closer to the wagon's maximum permitted weight, Coke is one cargo where you max out on volume rather than weight..

Regards,

John Garaty

Unanderra in oz

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## Old video about 1900

Mon, 2018-01-01 08:50 — jamesix

Here is another link to a very old video It was filmed about 1900. Lots of information to be gained from the video. Will most definitely assist with situational awareness!

### Vintage Railroad Film Clips from 1897 - 1906



title="https://

### Vintage Railroad Film Clips from 1897 - 1906



+ Click to follow link">https://

### Vintage Railroad Film Clips from 1897 - 1906



## Modeling the Depression Era in HO-Scale



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## City Team Track

Mon, 2018-01-01 11:24 — jamessix

Here is a scene that begs to be modeled on a small, one-town, shelf layout. I see a bunch of shallow building backs against the wall, I also see the siding being used as a team track. What a great way to unload boxcars of merchandise for the town buildings. Never underestimate the usefulness of team tracks. Food for thought.



## Modeling the Depression Era in HO-Scale



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## Don't underestimate the team track

Mon, 2018-01-01 11:40 — jamessix

I have long wondered why a team track is called a team track. Could it be that way back when boxcars were loaded and unloaded from wagons pulled by teams of horses? I don't know. Does anyone have an explanation?



### Modeling the Depression Era in HO-Scale



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## Don't forget google books. I

Mon, 2018-01-01 11:43 — JWhite

Don't forget google books. I found several years of Illinois Central Magazine (the employees magazine) from the 1920s there. You can also find things like Railway Age Gazette:

[https://books.google.com/books/about/Railway\\_Age\\_Gazette.html?id=YAUjAQA...](https://books.google.com/books/about/Railway_Age_Gazette.html?id=YAUjAQA...)

There are some ebay sellers who are cutting up these original magazines and selling individual article from them. I purchased a 1913 article from Railway Age on the construction of the Centralia, IL engine facility in 1912. It was very detailed with drawings, photographs and specifications and a track diagram. A modeler's dream. These old professional journals are full of information like that.

Jeff White

Alma, IL

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## Team Tracks

Mon, 2018-01-01 11:57 — jamessix





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## Hocking Valley

Mon, 2018-01-01 12:00 — Graham Line

Hocking Valley became part of the Chesapeake & Ohio in 1910. I did a fair amount of reading about it while in Athens, Ohio in the late 1960s and early '70s.

Whether HV cars survived past the acquisition in their original lettering, I can't say.

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## Team Track

Mon, 2018-01-01 12:10 — jamessix

Looks like my hunch was right.

## Team track

From Wikipedia, the free encyclopedia

A **team track** is a small [railroad siding](#) or spur [track](#) intended for the use of area [merchants](#), [manufacturers](#), [farmers](#) and other small [businesses](#) to personally load and unload products and merchandise, usually in smaller quantities.<sup>[1]</sup> The term "team" refers to the teams of [horses](#) or [oxen](#) delivering wagon-loads of freight transferred to or from railway cars.<sup>[2]</sup> Team tracks may be owned by the railroad company<sup>[3]</sup> or by customers served by the railroad, or by industrial parks or freight terminals that encompass many customers.<sup>[4]</sup> In some jurisdictions, the operation and construction of team tracks is regulated by legal authorities.<sup>[5][6]</sup>

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### Thanks for the clarification

Mon, 2018-01-01 12:12 — James Six

Thanks for the clarification/correction on the Hocking Valley Graham.

Jim

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## Modeling Sturgis, Michigan in 1927



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## Team Track

Mon, 2018-01-01 12:30 — umauma railway

I found reference to Team Tracks in the 1911 edition of [Railroad Engineering](#) (referenced in Wikipedia (2)) that describes the siding for unloading two wagons as commonly known as a team track. It goes on to state that they should be arranged in pairs so that teams needn't crossover tracks frequently. Interesting stuff.

Neil Erickson, Umauma, HI

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## Cut Outs and Hocking Valley

Mon, 2018-01-01 13:19 — Matt Goodman

*There are some ebay sellers who are cutting up these original magazines and selling individual article from them.*

I'm always bummed when these artifacts are cut up. I've recently been reading through my dad's collection of N&W employee magazines (1927-1934, so far) and have come to appreciate the context the whole magazine gives.

*Hocking Valley became part of the Chesapeake & Ohio in 1910. I did a fair amount of reading about it while in Athens, Ohio in the late 1960s and early '70s. Whether HV cars survived past the acquisition in their original lettering, I can't say.*

The C&O "assumed operation" when it gained control of the HV during that year, but the formal merger with the C&O occurred in 1930 (from "The Hocking Valley Railway" by Edward H Miller). I also have no idea what that means from a lettering standpoint. My guess is that rolling stock was lettered C&O, but that the HV properties were still operated as a separate business? I've seen a lot of wood gondolas lettered HV, but no steel ones which would seem to back that up.

As an aside, I spent a lot of time in Nelsonville in the '70s - dad was one of the founders of the Hocking Valley Scenic, which at the time ran up the Monday Creek branch of the former C&O/HV. It still operates to this day on the former mainline between Nelsonville and Logan.

Matt Goodman  
Columbus, OH, US

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## Hocking valley steel gons

Mon, 2018-01-01 14:11 — James Six

Here are a few Hocking Valley steel gons.





and a boxcar



**Modeling the Depression Era in HO-Scale**





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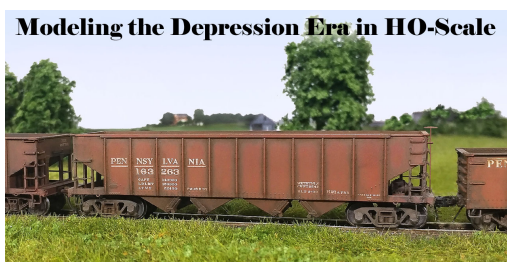
## Here is another Depression

Mon, 2018-01-01 17:09 — James Six

Here is another Depression era photo showing the cross bucks and signals in the middle of the road. This is definitely something to think about when modeling a road crossing of your railroad.



Jim Six



## Modeling Sturgis, Michigan in 1927



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## Signals in the Roadway



Mon, 2018-01-01 18:04 — JC Shall

Those signals in the roadway weren't terribly uncommon even in the 50s and early 60s in several small southern towns.

**-Jack**

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## JC -- Signals in the Roadway

Tue, 2018-01-02 08:50 — James Six

Agreed. Now if we can get someone to model it and share photos -- like me.

Jim Six

### Modeling the Depression Era in HO-Scale



## Modeling Sturgis, Michigan in 1927



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## More team tracks for the Depression era

Tue, 2018-01-02 09:06 — James Six



Team tracks existed in big cities too as you can see here. However, my point is the bridge crane over the team track. We don't need a big city to model this. When I finally start rebuilding/replacing the second side of my layout I plan just such a team track. I have the bridge crane ready to install.



Jim Six

### Modeling the Depression Era in HO-Scale



### Modeling Sturgis, Michigan in 1927



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## This 1915 photo of a Michigan

Tue, 2018-01-02 09:17 — James Six

This 1915 photo of a Michigan Central (NYC) coal train clearly shows two coal hoppers and two coal gondolas in the same train. This is something I plan to have represented with my coal trains. I will 3D print a power plant that will receive coal trains. Does anybody know where Port Stanley is?



PORT STANLEY - SEPTEMBER 1915 - THE SIRMAN COLLECTION

Jim Six

### Modeling the Depression Era in HO-Scale



### Modeling Sturgis, Michigan in 1927



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## Ontario

Tue, 2018-01-02 09:25 — umauma railway

Port Stanley  
Central Elgin ON  
Canada

Between Detroit & Buffalo.

Neil Erickson, Umauma, HI

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I'm wondering if I've lost my mind. -tie plant- >

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## Port Stanley

Tue, 2018-01-02 09:52 — [jamessix](#)

Thanks Eric,

With your help I went to Google Maps and found it in the north side of Lake Erie almost due north of Ashtabula OH. It is at the end of a Michigan Central Branch that runs south out of St. Thomas which is just south of London Ontario. Wow! That's a mouth full.

With all of the overhead high voltage wires and towers I suspect that there was (is?) a coal-fired power plant located there. Does anyone know? I will try to get satellite images to see.

I just completed a fairly thorough satellite search of Port Stanley and there is no evidence of a power plant at that location. Looks like there was probably a rail-to-water transfer facility for loading lake boats at one time.

[Jim Six](#)

### Modeling the Depression Era in HO-Scale



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## WHew!!!!

Tue, 2018-01-02 11:00 — Wabash Banks

Wow!! I have FINALLY gotten caught up on this thread. What an amazing amount of work and research!!

James, are you open to visitors? I am a centrally located Hoosier and I would LOVE to see your layout and how you do that road magic!!!

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## WHew!!!!

Tue, 2018-01-02 11:14 — jamessix

I am not open for visits yet. I just retired and am in turmoil. About to rip out the abandoned half of the layout so that I can rebuild and replace it. The half you have been seeing will be pretty much complete by summer. At that time I will be glad to have visits from interested persons.

I am glad you are impressed! 😊

Jim Six



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## This 1915 photo of a

Tue, 2018-01-02 11:31 — Virginian and L...



## *This 1915 photo of a Michigan*

Jim, I suspect those power lines are to power a transload facility or steel mill. Transfer from rail to ship and ship to rail. There were lots of them in the area as well. Both of those items would use lots of coal and other minerals and might have a very high demand for electric power even in 1915.

It might be worth a look to see if some of the predecessors to the hulett's were in the area, or a steel mill.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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- The Korea-Brass DCC Equipped Track Cleaner Power Car
- The End W&N v2
- Nice to see that I'm not the most negative person on MRH.

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## Worthington Depot-Got a Start Someplace

Tue, 2018-01-02 11:41 — JackM

Got started by building depot for Worthington, IN. Straight out of box Walthers, but I really like the way it turned out. Trying to find courage to start dismantling current railroad and answering inquiries from resident property manager.



Jack

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## Looking forward to it!

Tue, 2018-01-02 11:55 — Wabash Banks

I will be looking forward to that visit!

I am modeling an Inglenook switcher set in 1900 western Montana. I plan on (couple of years before earnest building) of a double decker. It will feature the same city as I am modeling now just fast forwarded into late 1940's. Some of the buildings I am doing are getting done twice, once looking fairly new and another aged. Until seeing your single city idea I was going to model from western MT to Seattle...now I am not so sure... I have a model of a fishery that Jim Marksberry built that I wanted to use. that may just get relegated to an office space diorama now while the layout stays purely focused on copper mining and my town.

Thanks again for this thread as the material is great pre-WWII stuff!

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## This 1915 photo of Port Stanley

Tue, 2018-01-02 12:08 — jamessix

I believe you are right about the electric lines to power the rail/water transfer facility. The satellite images suggest that there was plenty of room for such. I can't speak to the possible steel mill though.

I just noticed a track in the foreground. Look at the lower right of the photo. Also, the gons and hoppers appear to be near new and in good condition, not worn out and banged up.

Jim Six



PORT STANLEY - SEPTEMBER 1915 - THE SIRMAN COLLECTION

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## Here is another coal gondola.

Tue, 2018-01-02 12:27 — jamesix

Here is another coal gondola. Looks like we should consider adding more gons to our coal trains. Note the 36-ft wooden boxcar in the background.



## THE SIRMAN COLLECTION

Jim Six

### Modeling the Depression Era in HO-Scale



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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Steam Locomotive Wish List atlas trainman 3560 covered hopper ▶](#)

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### Is there any chance...

Tue, 2018-01-02 13:13 — [jamesix](#)

Ken,



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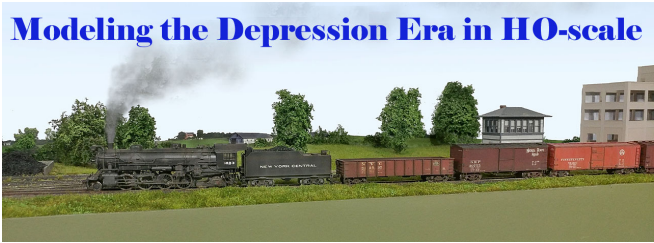
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I regret to say that I will not be at the Cocoa Beach RPM meet this year. My new semester of teaching at Purdue University begins on Monday.

Jim Six



James Six, modeling 1925-1935



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## "After thinking about it I

Tue, 2018-01-02 15:27 — ctxmf74

*"After thinking about it I believe that this siding was probably to serve the building and the dock which qualifies it as a team track."*

Hi Jim, That ramp belongs to the CCT Stockton freight depot which is just out of sight on the right. CCT 3001 was used in LCL service and mostly shuttled between freight houses along the line. That photo was taken sometime before 1947 as the road dieselized then and the overhead was removed. ....DaveB



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## After thinking about it

Tue, 2018-01-02 15:46 — jamesix

thank you for the clarification Dave.

Jim

James Six, modeling 1925-1935





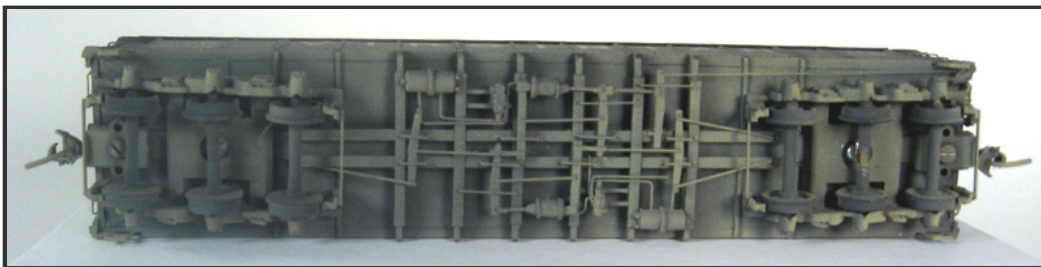
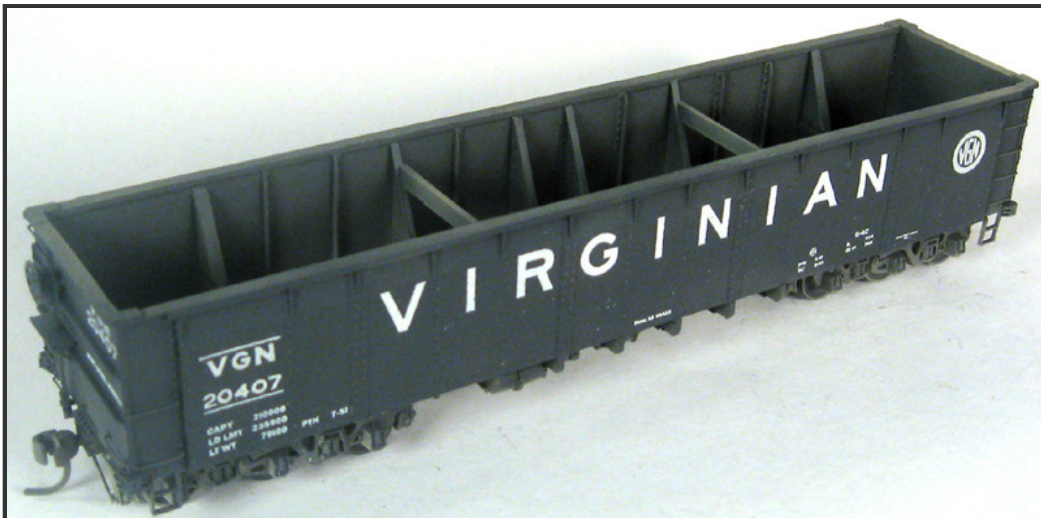
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## You could also consider some

Tue, 2018-01-02 15:53 — Virginian and L...



You could also consider some gons like these if you were going to have a rotary dumper.



It is my understanding these cars began service in 1919 and were still being built or rebuilt as late as 1937. The Virginian cars lasted past the 1959 merger in reduced numbers. These photos are from the F&C website and they have lots of really nice models of depression era models.

The resin kits might be something that interests you after much of your layout is rebuilt and operating since you will likely have more time then and maybe the interest to build some things will strike after most of the work you are looking at now gets completed.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

<http://www.etmrc.org/>

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## After thinking about it.

Tue, 2018-01-02 15:54 — ctxmf74

You're welcome Jim. I just happened to know the answer because I model the CCT and 3001 was one of the few boxcars they owned.....DaveB



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## More Thoughts about the Brick Building and CCT Boxcar



Tue, 2018-01-02 16:02 — JC Shall

Dave shed a lot of light on the ramp, but I'm still wondering about that brick building. I noticed the door visible to the left of the boxcar, and it isn't at a railcar loading height. I would assume it was merely for personnel (if so, one would need to be cautious when exiting). I also noticed the structure at the end of the building (just above the boxcar) . . . it appears to be a cooling tower to me. If the brick building *is* rail served, I wonder if it would possibly take reefers for it's product (just speculating here).

As an aside, I noticed the boxcar has a small end door. What sort of cargo would need that end door?

Perhaps Dave can answer these questions.

**-Jack**

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## Port Stanley photo

Tue, 2018-01-02 16:28 — choochoo42

The wires visible in the Port Stanley photo appear to be catenaries for providing power to electric locomotives.

Ontario Hydro was promoting electrification of railways in that time period. <http://elginhistoricalsociety.ca/rail/lps/> provides a short introduction to the area and period.

DaveF

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## Re: This 1915 photo of Port Stanley

Tue, 2018-01-02 16:48 — donm

Those electric lines are catenary for electric locomotives of some sort.

The London and Port Stanley Railway was electrified at one time. The following quote from "The Electric Interurban Railways in America" by Hilton and Due would seem to substantiate the ownership of the catenary, "The heavy volume of freight, particularly coal from the lake to London, made the road relatively profitable, ..."

Don Mitchell

SMR Blog

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## Rob -- resin kits

Tue, 2018-01-02 17:26 — james six

Rob,

I have several yet-to-be-built resin kits for the Depression era. I plan on more. I will build them after I get the layout up and running. I am looking forward to building them.

Jim in Millersburg IN



### Modeling the Depression Era in HO-scale



James Six, modeling 1925-1935



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## Dave -- After thinking about it.

Tue, 2018-01-02 17:28 — james six

Dave, permit me to display my ignorance. What is CCT?

Sorry for being dumb,

Jim



### Modeling the Depression Era in HO-scale



This is Google's cache of <http://model-railroad-hobbyist.com/node/31700?page=63>. It is a snapshot of the page as it appeared on Jan 5, 2018 13:22:15 GMT. The [current page](#) could have changed in the meantime. [Learn more](#)

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Thu, 2017-11-23 12:46 — [jamessix](#)

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## Electrified line issues?

Tue, 2018-01-02 17:28 — [p51](#)

I know there were a lot of traction and electrified lines in the 20s and 30s, but how reliable were they? Decades later, people still live in areas that lose power if the winds get more than 10 MPH, and while I know that a traction line had way stronger lines, but how strong were they? Surely they burned out and got knocked out with some frequency, didn't they?

**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## This 1915 photo of Port Stanley

Tue, 2018-01-02 17:33 — [jamessix](#)

Dave and Don,

I have to think you are correct about the wires being for electric operation of that rail line. Interesting indeed.

[Jim Six](#)

## Modeling the Depression Era in HO-Scale



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- 2018 - 1st visitor to the layout if from Canada! I do find this fascinating
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## Lee -- Electrified line issues?

Tue, 2018-01-02 17:38 — jamesix

I worked at an electric power utility on Ohio for 24 years. I can say that failure of equipment and is very rare. However, lightning striking transformers, trees falling onto power lines, vehicles running into power poles, etc. regularly happen. So, I too feel Lee's concern.

Jim Six

## Modeling the Depression Era in HO-Scale



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## Here is an interesting boxcar

Tue, 2018-01-02 18:26 — jamesix

Here is an interesting boxcar that would fit the twenty years pre-WWII. ATSF definitely had a lot to contribute and needs to be modeled.





### Modeling the Depression Era in HO-Scale



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## Lumber Door



Tue, 2018-01-02 18:24 — Brentglen

Someone a few posts back asked about the door in the end of the boxcar. That is a lumber door used for loading lumber into the car, they would put the lumber in through the main door, then push it out the door at the end, to get the rest of the lumber in through the main 5 ft door. You don't put the lumber in through that end door, just used while loading and unloading so that long lengths can get through a 5 ft door and get stacked in the car.

Brent Ciccone

Calgary

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## Middle of the Road



Tue, 2018-01-02 18:28 — Brentglen

Those middle of the road grade crossing signs actually look like they would be very effective, much more visible than at the sides. Maybe we should go back to that design and help stop some the grade crossing accidents?

Brent Ciccone

Calgary

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## speaking of loading lumber

Tue, 2018-01-02 19:17 — jamesix

Here's a nice photo that shows lumber being either loaded or unloaded from boxcars.



www.TheHistoryCenterOnline.com

### Modeling the Depression Era in HO-Scale



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## Santa Fe Cars

Tue, 2018-01-02 19:20 — gna



I am not a Santa Fe expert, but I think those are 1920s cars, so they would fit right in. They seem to have an unusual mix of double sheathed wood and steel posts and a steel underframe. Looks like 7/8 ends, too. You can see the KC brake cylinder on 117320.

There was all sorts of experimenting with freight car design in the teens and twenties, as steel underframes replaced wood truss rod framed cars. Some cars had fishbellies, some had straight frames, some had single sheathing, some had double sheathing, some had wood ends, some had steel ends.

Gary

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## Brent

 barthollis's picture

Tue, 2018-01-02 19:52 — barthollis

The middle of the road crossing signals got run over way too often. That's why they are no longer used.

Bart

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## Middle of the Road Signals



Tue, 2018-01-02 20:16 — Jeff Youst

Not only did they most likely get knocked over in real life, it happens in the modeling world as well. Here's a pic of a 1940's PRR layout I visited a few years back. I was focusing on the local doing the switching, and it wasn't until I got home and downloaded the photos, that I saw the nearer crossing signal was flat on it's back in the middle of the street! Oh well. It's still a unique detail not seen very often.



Jeff EL Marion 2nd (Chicago) Sub 1964

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Jim Six

[‹ Most Overrated and Underrated Railroads to Model Ward Kimball's Grizzly Flats Railroad ›](#)

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### What is CCT?

Tue, 2018-01-02 20:26 — lvflats

Central California Traction Co. Formerly a Trolley line between Stockton and Sacramento Ca. Notice trolley line above 3001. Still in business but only as far as Lodi. Diesel power today.

Art

lvflats

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### Middle of road signals

Tue, 2018-01-02 20:42 — jamesix

Jeff,

remind me not to let you operate on my layout again. I ran that same local on Bill's layout and didn't knock over the signal!



Jim. LOL

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## more CCT

Tue, 2018-01-02 20:55 — ctxmf74

Hi Jim , the CCT ran from Stockton to Sacramento with a short branch line to Lodi. For most of the 20th century it was jointly owned by the SP,WP,and ATSF. It was valued the most by the Santa Fe as it was their gateway to Sacramento. The other two roads had parallel lines so used the CCT mainly as a feeder for agricultural shipments. The line was electrified until 1947 when GE diesels were purchased. I model the line in S scale in the 1950's era. The line currently runs from Stockton to Lodi and also serves the port of Stockton. The mega mergers have left it 2/3 owned by UP and 1/3 by BNSF.....DaveB



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- Mascoutin Valley Railroad - Year in Review
- IAIS's West End - Push toward a scenery finale, of sorts
- Polly Scale Milwaukee Road Gray
- IAIS's West End - Last bridge complete

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## Hocking Valley Cars

Tue, 2018-01-02 21:37 — Don Hanley



The Chicago and Erie was a wholly owned subsidiary of the Erie, running from Marion Ohio to State Line tower just west of Hammond Indiana. The road had its own reporting marks until 1898 when orders were made for all rolling stock to be lettered Erie. in the 1900 O.E.R. there were 1406 cars listed with C&E reporting marks, by 1910 there are no cars with C&E reporting marks listed. So the cars were repainted rather quickly. One could assume the same would apply to Hocking Valley cars. Once the order was given to re-letter the cars, it was done rather quickly.

Also here are two neat photos of an Erie wooden coal gondola. According to the source information these cars were sent to Ralston Car Co. for rebuilding circa 1905-1910. These cars are turn of the century and would have been removed from service prior to the depression.



Enjoy.



Don Hanley

MRH Assistant Editor



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## Accurail 36' Car information

Wed, 2018-01-03 03:18 — batey\_1020

An interesting link to a series of article based on the accurail 36' cars and particular prototype model. Will be useful for many of you in this group i think. 😊

<http://designbuildop.hansmanns.org/accurail-prototype-data/>

Enjoy

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## Fowler 36-foot box cars

Wed, 2018-01-03 05:30 — Eric H.

Since batey\_1020 just pointed readers to the Accurail Prototype Data sheets on my blog, I should announce a new file is now available that covers the new Accurail Fowler box cars releases. Ray Breyer authored this new piece and he went the extra mile in researching the early development of the car design. We hope readers will enjoy this new summary and gain insight into this long-lived box car design. If you model the steam years of the 20th Century, you will probably need one or two for your fleet (if not more).



<http://designbuildop.hansmanns.org/accurail-prototype-data/>

Eric

Eric Hansmann  
Murfreesboro, TN

Follow along with my railroad modeling:  
<http://designbuildop.hansmanns.org/>

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## C&E RR gons

Wed, 2018-01-03 08:38 — jamessix

Great information Don. Great photos too. Guys and ladies, if you have photos and/or information to share, please do not be timid.

Jim Six

### Modeling the Depression Era in HO-Scale



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## batey - Accurail 36' Car information

Wed, 2018-01-03 08:56 — jamessix

WOW! That is an encyclopedia of information on 36' boxcars. Eric and Ray are good friends of mine and the two of them are responsible for me modeling the Depression era and the 1920s. Everyone with any interest -- for modeling or just historical interest -- needs to open this link provided by batey\_1020 and study it. Simply fantastic amount of information and photography.

<http://designbuildop.hansmanns.org/accurail-prototype-data/>

Jim Six

### Modeling the Depression Era in HO-Scale



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## Jim after reading that I was



Wed, 2018-01-03 10:18 — Virginian and L...

Jim after reading that I was able to discover that some of the Canadian cars lasted until the early 60s so even after they were gone from nearly all usa roads there might have been a Canadian car around. Now that some of them are available in my era I suspect I will need to have a couple on the layout to represent them.

I am now going to have to list all that were still around in 1959 and have an example or two on my layout. As long as it is only one or two bringing in a Canadian product it might be a very good idea to find a way to work them in.

Rob in Texas

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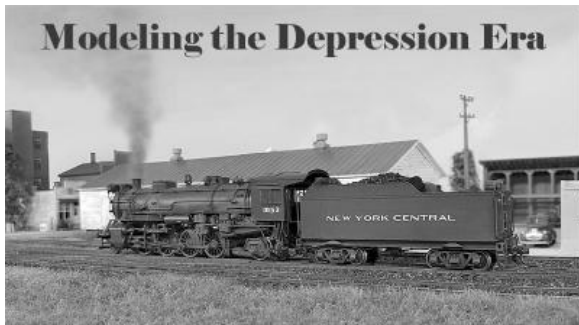
## Rob, We gotcha! Jim

Wed, 2018-01-03 10:45 — jamessix

Rob,

We gotcha! 😊

Jim



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## Signals in the road...

Wed, 2018-01-03 11:22 — [RSeiler](#)



*Jeff,*

*remind me not to let you operate on my layout again. I ran that same local on Bill's layout and didn't knock over the signal!*



*Jim. LOL*

Its comments like this that make me really wish we had a "like" button here. Well-played, sir. :-)

[Randy](#)

[B&O/PC Cincinnati West, Summer 1975](#)

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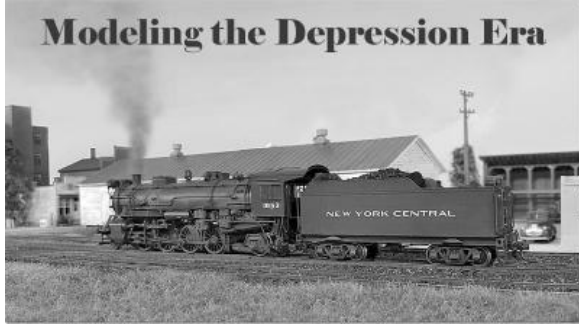
## Signals in the road... my apology

Wed, 2018-01-03 12:07 — [jamesix](#)



I hope everyone knows that I was just joking with Jeff. Jeff and I are personal friends and he has operated on my layout many times. So, please forgive me if my message was taken wrong.

Jim Six 😊



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## Center Signals

Wed, 2018-01-03 12:08 — Douglas Meyer

Assuming that is the layout it looks like (Bill Neale's Panhandle PRR) then it is set in the 30s sometime. The solution to not knocking over that signal on Bills layout is to have the local switcher do all the work. :)

-Doug M

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## " but I'm still wondering

Wed, 2018-01-03 12:34 — ctxmf74

*" but I'm still wondering about that brick building"*

Hi Jack, I've seen a photo taken from the opposite direction that shows the brick building but didn't say what it was. It's a large multiple story building with windows upstairs that probably fronts on old Wilson st. in the business part of the city. The cooling tower at the corner is perhaps was an early attempt at air conditioning. The single story sheds behind the boxcar might have had rail service too as the tracks appear close to them....DaveB



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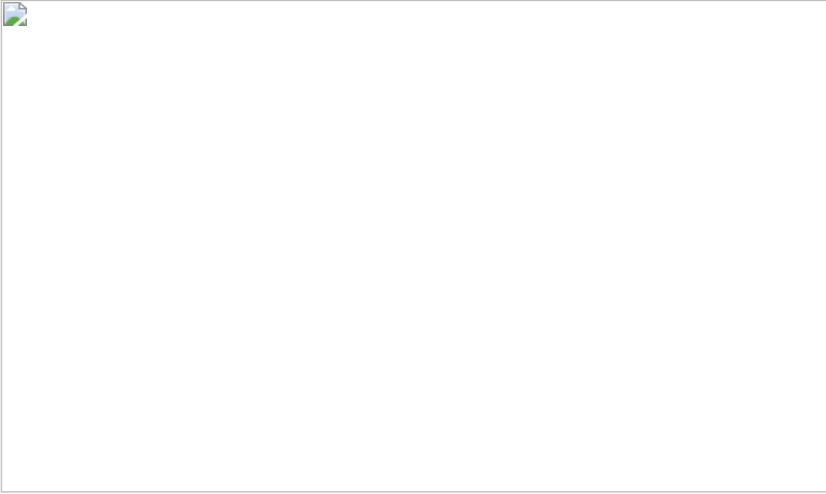
## straight frame sills vs. fishbelly

Wed, 2018-01-03 15:36 — jamessix

While I may know a fair amount of information about freight cars I am by no stretch of the imagination an expert. Folks like Ray Breyer are. But still, gibe me enough photographs and I will do a credible job of creating realistic models of the prototype. Since this message thread/blog is about modeling the time before WWII we have need for single sheathed (outside braced) boxcars. I primarily use Accurail boxcars for these prototypes.

The Accurail model comes with "fish-belly" frame center sills. The vast majority of the photos that I have of 40-ft cars of this type do not. They had straight-sill frames. Some of the true experts among us can add clarification to this. At any rate, we should have at least half of our models of these boxcars with straight sill frames. Here is how I handle this.

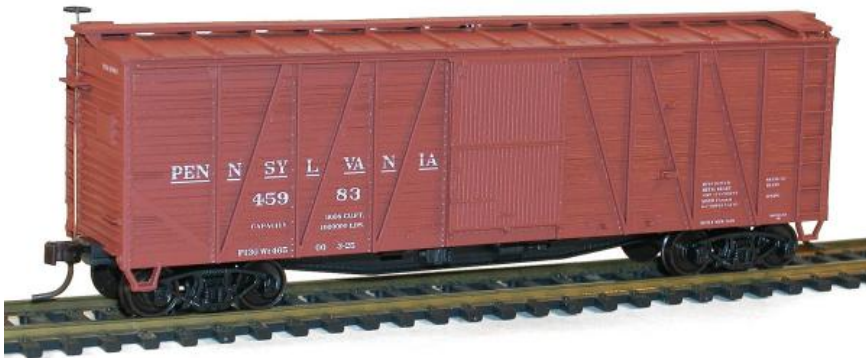
The prototype shown here has a straight sill frame.



Below is a prototype with a fish-belly center sill.



Here is the standard Accurail model. The fish-belly center sill frame is obvious.






Modifying the model to have a straight sill frame simple. Simply replace the fish-belly frame sills that come with the model with Evergreen



Slop plenty of liquid styrene cement onto the C-channels to make sure they will never come loose.



Add Accurail's one-piece brake rigging. This is for AB brakes. I will get the part # for K brakes when it is available.

41' Gondola Floor/Underframe Detail Set (Unpainted)			
#147	Black	\$2.98	
#149	Mineral Red	\$2.98	



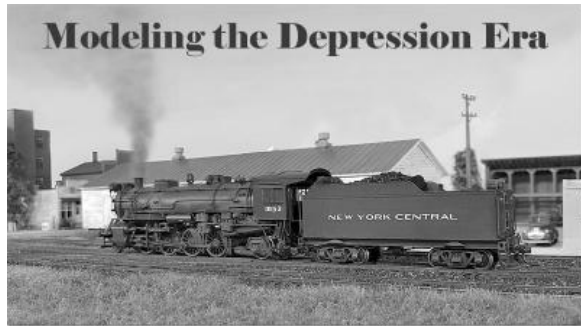
Here is the completed model before paint touch-up and weathering.



This same method works for all of Accurail's single sheathed and double sheathed boxcars including the new 36-ft boxcars. Simple. Inexpensive. Something to consider doing to some of your Accurail boxcars!

Please post any questions you may have. Let me know if you would like to see more simple clinics like this one.

Jim Six



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## Nuances

Wed, 2018-01-03 13:18 — Eric H.

In many respects, modeling the 1920s and 1930s becomes a study of prototype nuances. In Jim's previous post, the single sheathed cars should have K brake systems. At some point, these cars may have been upgraded to AB brake systems but probably not by the late 1930s. I find the KC systems easier to install than the AB components, including piping, brake rods, hangers, and clevises.

The ARA mandated AB brakes on all newly-built cars as of September 1, 1933.

The AAR required AB brakes on on all newly-REbuilt cars starting January 1, 1937.

Jim's technique of changing the centersill on the Accurail models into a straight steel centersill is a a great first step on these models and easy to do. Another nuance lies on the car sides with the grab irons on the left end. These cars were delivered with only one grab iron in that location. I don't have an exact date, but two grab irons began appearing about 1934-35 on new cars. Removing the upper grab is pretty easy to do.

The NMRA published "The Post-War Freight Car Fleet" by Larry Kline and Ted Culotta a number of years ago. While the photos were taken in the mid-to-late 1940s, the details are mostly applicable for freight cars of the late 1930s. You can see a number of older freight cars with K brake systems, stemwinder hand brakes, and one grab iron on the left end of the car sides. The images are great inspiration for weathering, too.

Lastly, Jim shows a USRA box car to lead the last post. The Accurail single sheathed box car does not represent a USRA single sheathed box car. There are similarities but the ends, steel components, and roof hardware differ from the components on the original USRA cars. HO scale models by Tichy and Westerfield are better representations of the USRA single sheathed box cars.

Before anyone notes that I am splitting hairs or rivet counting, I think it's important to note the different car designs. This is another of those nuances modelers will encounter in researching the earlier eras. We set our modeling goals to meet our individual needs and I applaud anyone modeling the 1900-1940 years. But more products are available now that enable us to build a fleet that encompasses more of the nuances of the earlier years. Jim has mentioned research as an element of his modeling and these different car designs are part of understanding the prototype.

Eric

Eric Hansmann  
Murfreesboro, TN

Follow along with my railroad modeling:  
<http://designbuildop.hansmanns.org/>

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## Nuances

Wed, 2018-01-03 15:38 — jamessix

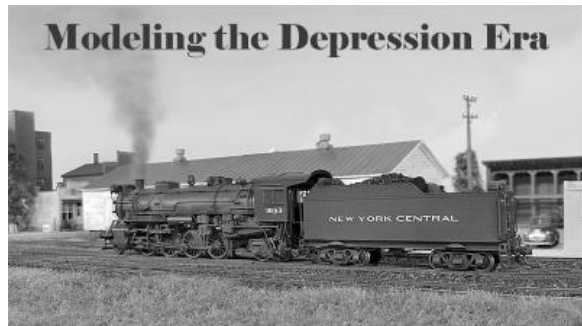
Eric is absolutely correct with his comments. Eric is a true "expert" of freight cars and other prototype subjects. He and Ray Breyer have a wealth of information to share with us.

I need to see of the K brake set is available yet from Accurail. When it is, I will apply it to my already completed boxcars along with new builds. The one thing I ha ve going for me is most modelers wouldn't know the difference between AB and K type brakes. LOL 😊

As for grabs, I won't go that far. I have done many models with individual grabs over my years of model building. I just don't have the time any more. Layout building eats up almost all of my hobby time. That said, once the layout is done, I may bo back and up-fit some of the fleet with correct grabs.

Thanks Eric. Keep the words of wisdom coming.

Jim Six



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## Simple Clinics



Wed, 2018-01-03 15:36 — JC Shall

*Let me know if you would like to see more simple clinics like this one.*

Though my layout will be set in 1964, I already have a couple of the Accurail wooden cars for my maintenance department . . . they're just too cool to not have any! Your tips and methods are appreciated and will be used.

Even if I wasn't in need of modifying or weathering these cars, I would still enjoy reading about them and your methods. So yes, keep the clinics flowing.

-Jack

[Louisiana Central Railroad](#)

[The Louisiana Central Blog](#)

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## Accurail 36' car prototype data

Wed, 2018-01-03 15:41 — JerryC

Eric Hansmann's blog contains Ray Breyer's prototype data files on all the Accurail 36 foot cars. These files are an extensive look at the prototypes for these cars. We are indebted to Ray for this work and to Eric for making it widely available: <http://designbuildop.hansmanns.org/accurail-prototype-data/>

If this link has been referenced in the previous 65 pages I apologize.

Jerry

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## Wood cars...



Wed, 2018-01-03 16:05 — p51

*Though my layout will be set in 1964, I already have a couple of the Accurail wooden cars for my maintenance department*

Makes sense. I saw wooden boxcars in MOW duty on the SCL when I was a kid in the 70s. I remember my Dad pointing them out and seeing the boards. I also remember a line of wood reefers parked on a siding in town I saw once, as my Dad had worked in an orange juice plant in the very early 60s (before I was born) and he'd said he never saw wooden reefers even then.

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<http://www.freewebs.com/willysmb44/modeltrains.htm>

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six   [Modeling general discussion](#)   [Prototype information](#)   [Locos - Rolling stock \(general\)](#)  
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Pride goeth before a fall.](#)   [New Rapido B36-7 ▶](#)

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### Ashtabula Harbor

Wed, 2018-01-03 16:48 — James Six

Here is a photo of Pennsy's docks at Ashtabula Harbor. Note that at this "late" (11-SEPT-1941) date there are still a significant number of gondolas hauling coal. Also note the variety of colors and shades of color for the PRR freight cars. That's a 2-10-0 I1sa in the lower left.

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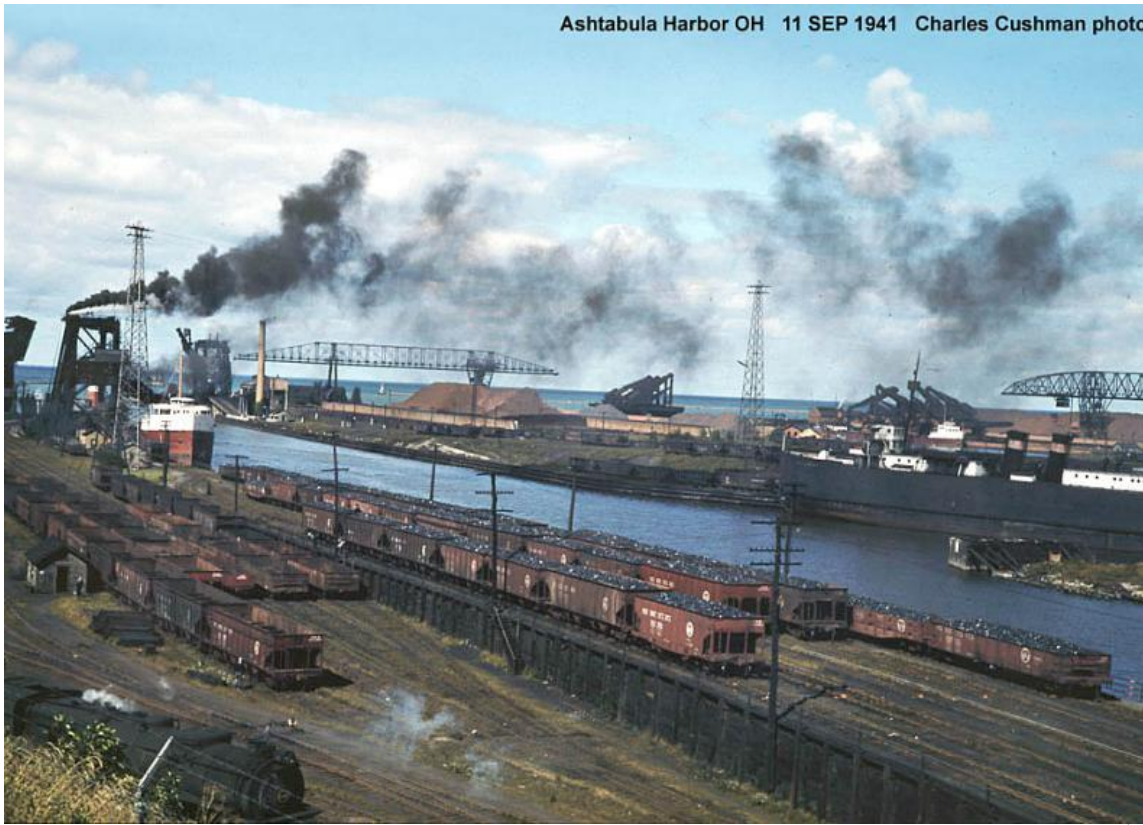
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Ashtabula Harbor OH 11 SEP 1941 Charles Cushman photo



- Ton
- Field Testing the "Universal" Throttle
- 1979 Conrail layout
- Cricut experiment.. making detail parts.
- Working on the Railroad....Again....update. sorry....here are the piccies

[more](#)

Jim Six

### Modeling the Depression Era in HO-Scale



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## The CB&Q used composite

Wed, 2018-01-03 16:53 — JWhite

The CB&Q used composite gondolas and hoppers to haul coal in Southern Illinois into the 1960s.

Jeff White

Alma IL

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## Ya'know Jeff, for most of my

Wed, 2018-01-03 17:13 — James Six

Ya'know Jeff, for most of my years in the hobby I never even considered gondolas for hauling coal. It was not until I decided to model the Depression era that I discovered this. I must have very narrowly focused!

Jim Six

### Modeling the Depression Era in HO-Scale



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## It was common enough that the

Wed, 2018-01-03 17:39 — Douglas Meyer

It was common enough that the C&O made gobs with raised ends like many hoppers had so the heap would not spill out the end. They were also very common for halting Coke as it was easy to shovel into the low sides compared to a typical hopper car.

-Doug M

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## Pennsy GS steel gondolas

Wed, 2018-01-03 18:05 — Eric H.

Jim, a large number of the PRR GS steel gondolas were built with drop doors or hopper bottom doors. Here are some details on that car class and subclasses.

The GS class steel gondola was built in four variations for the Pennsylvania Railroad and related lines between 1902 and 1909.

GS – 25,752 built with tight ends and floors.

GSA – 8,751 built with hopper bottom doors. Conversion to GS began in 1923.

GSC – 101 built with wood drop ends

GSD – 22,516 built with sloped drop doors. Conversion to GS began in 1929.

The numbers total a staggering 57,120 cars built to the same basic gondola design. Many of these GS gondolas lasted to the end of the steam era in revenue service.





The HO scale Bowser model of the PRR GS gondola is your best starting point for these.

In addition to these gondolas, the Pennsy built 30,000+ [GR and GRa class composite gondolas](#) with fishbelly side sills between 1902-1916.

Gondolas were the pick-up trucks of the rails and could haul nearly any load from steel shapes and ingots to aggregates and offal.

Eric

Eric Hansmann  
Murfreesboro, TN

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## Novice question here

Wed, 2018-01-03 18:22 — fecbill

Since until being totally corrupted by this forum and Mr Six...my interests were the mid 50s to early 70s.

Can someone explain the differences between K and AB brakes?

Thank you.

Bill Michael

Modeling GST, generic southern town, circa 1950-62

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## Explanation from Andy Sperandeo

Wed, 2018-01-03 19:33 — kansaspacific1

Hi Tom, The simplest explanation is that the KC brake is an all-in-one device incorporating the brake cylinder, air reservoir, and triple valve in one unit. It gets more complicated because it was contemporary with the KD system, which had a separate brake cylinder and a reservoir/triple valve unit. K brakes were widely used from the early 1900s until 1953, when they were finally banned from interchange service. The AB came later than the K system, worked better, and is the basis for brake systems still in use today (ABD, ABDW, and ABDX). The AB brake is a three-part system comprising a brake cylinder, a two-part reservoir with separate compartments for service and emergency applications, and an AB (NOT "triple") brake valve which also had separate sections for service and emergency applications mounted together on a central pipe bracket. AB brakes were introduced in 1930 and adopted as the standard for new construction in 1932 -- no cars were built with K brakes after 1931. There were several earlier deadlines for the elimination of K brakes from interchange service, but they kept being postponed because of a) the Depression, b) WWII, and c) postwar equipment shortages and manufacturing delays. Even after 1953, K brakes could still be found on non-interchange equipment which wasn't used in interline service, such as work equipment and many cabooses. Happy New Year, Andy

<http://www.steamerafreightcars.com/modeling/articles/brakes.pdf>

For photos of modeling techniques of both types go to the pdf above.

Chuck

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## Signals in the Road...NOT!



Wed, 2018-01-03 20:06 — Jeff Youst

Jim...and Randy...Let's be clear here. I was in between trains and was "railfanning" when I took the picture of the Stuebenville local. I had nothin' to do with the demise of the crossing signal. I took my picture, hopped on the next freight that came along, and that was that. So, Nothing to see here folks. Move on. 😊

Jeff EL Marion 2nd (Chicago) Sub 1964

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## Accurail 36 ft straight steel under frame



Wed, 2018-01-03 20:20 — APR steamer

Hi Jim. Thoroughly enjoying this thread. Regarding the 36 ft under frames if you want to convert a fish belly under frame to straight steel, Accurail offers part number 131 floor assembly with K series brakes hardware as replacement. I have been using them to replace the factory frames on my 36 ft Proto 1000 CPR Fowler single sheathed box cars.

Ken Rutherford

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## Nuances



Wed, 2018-01-03 22:24 — Don Hanley

[Nuances](#) can be a real problem for many modelers, I put my self in that category. If you choose to model pre WWI there are so many variations in cars and locomotives. The master car builder and master mechanic of each road held great sway over designs of cars and locomotives for the road. They knew what was best for the needs of their particular road and so the wide variety of designs or nuances. A lot of the equipment built featured structural details and appliances that they thought was the best engineering practices for the particular road.

It wasn't until WWI and USRA control that standardization of rolling stock and locomotives began to take place. From our current point in history we don't comprehend what a radical concept this was. It required a complete reset of the attitudes of the railroad leadership. While the USRA designs were not immediately followed after government control, never the less standardization reigned.

For those modeling the period between WWI and WWII a large percentage of the pre WWI cars were still on the road. So there in lies the crux of the problem. Do you model all of the different nuances or choose equipment that is close enough. Do you have an operating layout, or do you spend all of your time modeling the nuances.

At the end of the day, I usually end up somewhere between all of the nuances and what is close enough.

Don Hanley

Proto-lancing a fictitious Erie branch line.



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## Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamesix](#)

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[Jim Six](#)

[Quality Tools Matter Green Coal and Tank Cars into Coal Mines](#)

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## AT&SF BX-3 box car

Thu, 2018-01-04 08:28 — [skiwiggy](#)

Hi Jim,

I have been following your blog and love all the info and old photos being added from time to time.

I believe your in luck when it comes to the AT&SF box car you mentioned needing to be modeled for Depression Era modeling. <http://model-railroad-hobbyist.com/comment/reply/31700/315154>

The AT&SF BX-3 is offered by Westerfield Models [https://id18538.securedata.net/westerfieldmodels.com/merchantmanager/product\\_info.php?products\\_id=199](https://id18538.securedata.net/westerfieldmodels.com/merchantmanager/product_info.php?products_id=199) and offered with a couple different doors.



I have a couple of these stashed away in a drawer waiting to be built and one with paint ready for decals.

[Greg Wiggins](#)

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## More brake questions...

Thu, 2018-01-04 08:59 — Wabash Banks

For the era I model, early 1900's I see mention of the AirX brake...is this the same as a K brake and is that the same as a Westinghouse brake which I think is the same as an AIRX brake...ARE ALL THESE THE SAME THING??? I am confused



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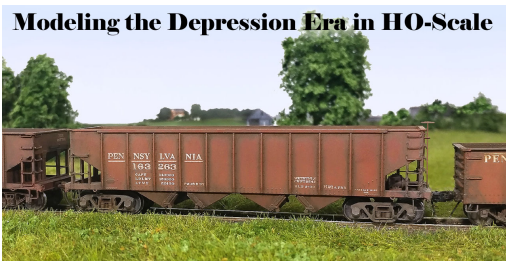
## Don -- Nuances

Thu, 2018-01-04 09:58 — jamesix

Don,

You are oh so right. Since I don't have as many years left as you do (I'll be 70 in August), I need to make more compromises. So, I have to choose equipment that is close enough and maybe do a few tweaks here and there. I will need to lean heavily on weathering to be so good that folks won't notice the compromises so much.

Jim Six, Retired 😊



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## Thanks Greg!!!

Thu, 2018-01-04 10:01 — jamesix

Thank you Greg. You just saved me a bunch of work. I will get a couple of these for myself. That's a really nice-looking model.



Jim Six

## Modeling the Depression Era in HO-Scale



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## One of the greatest benefits

Thu, 2018-01-04 11:56 — Virginian and L...



One of the greatest benefits to modeling a branch line to me is the amount of equipment needed is much less. The guy that is going to build a fleet of cars between 50 to 100 in number can afford to spend some time on them and build higher quality. Resin kits come to mind as well as the more detailed plastic ones. The guy building a basement filler with lots of mainline trains and the need for several hundred may not have such an easy time of it. He will also need fewer locomotives etc. The idea of a smaller layout means less of everything needs to be built so it is a savings in time and expense that can be used to build better instead of more.

Rob in Texas

[prep for an operating session](#) • [Delving into the past](#) • [The club blog](#)

<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

<http://www.etmrc.org/>

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## One of the greatest benefits

Thu, 2018-01-04 12:31 — jamesix

Man, I really like this guy Rob in Texas. I believe that I have agreed with everything he has posted to this topic/blog. In fact, I STRONGLY agree with his last post.

Jim 😊



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## James, you and I have very

Thu, 2018-01-04 12:57 — Virginian and L...



James, you and I have very similar interests. I like the one town approach or metro area and have chosen to model a small section of mainline and terminal. Different than a branch but similar concept in that I will build better not more. Fleet for me will be many more than you are looking at for your area and I will need lots of staging. Fortunately for me I have not changed from my original time period or the area I wanted to model so I have not had to get rid of what I have been collecting over the years. I have also been buying things when they go on sale like lots of the walthers ashland steel series of models. Others I will build from gator board and paint so they will provide the effect I am after. After all a large black building that houses an open hearth might be very large think a compressed version 8 feet long and 2 feet tall it is still ultimately a box with details. When several loads of scrap are parked in and around it it will be very convincing. Toss in some blast furnaces and rolling mills and there is lots to like about modeling really big industries.

Same idea as yours just a slightly different path. 😊 And I must say thanks for your idea of the one town idea as until then I was going in a different direction, five stars for that one.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## F&N ventilated car

Thu, 2018-01-04 12:58 — dssa1051@yahoo.com

My November 1931 ORER shows L&N ventilated boxcars in series 97100-99099 so the F&N car was likely an L&N car which kept its L&N number when purchased by the F&N. Also the Flemingsburg, KY depot was still standing in 2012. An interesting shortline for modeling in the Depression Era.

Also of note in Eric's Accurail 36' car info is the narrow end ladders some of which have the rungs going through the stiles like a caboose ladder. A photo of L&N 36' boxcar 8422 in L&N Color Guide Vol. I shows an end ladder with the angle facing out and the rungs going through the angle that is perpendicular to the end.

I suppose these details are well past the "nuance" stage but interesting in terms of differences in builders and different RR practices.

Robert

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## Rob, you make sense!

Thu, 2018-01-04 13:25 — p51



*One of the greatest benefits to modeling a branch line to me is the amount of equipment needed is much less. The guy that is going to build a fleet of cars between 50 to 100 in number can afford to spend some time on them and build higher quality. Resin kits come to mind as well as the more detailed plastic ones. The guy building a basement filler with lots of mainline trains and the need for several hundred may not have such an easy time of it. He will also need fewer locomotives etc. The idea of a smaller layout means less of everything needs to be built so it is a savings in time and expense that can be used to build better instead of more.*

Wise words.

While I agree fully, many people won't. With most hobbies, if one is good, then 20 must be 20 times better, right?

I model a narrow gauge line (and a small one at that), so there's no interchange. They had quite a few cars if you had to model them all, but not much for a real RR. For example, in the time I model they only had two tank cars devoted to fuels (and a few devoted to asphalt). Modeling the 'entire fleet' of gas tankers wasn't tough.



The RR only had three locomotives. I have 5. Bachmann made a sound-equipped ET&WNC # 14 in green and gold, a loco that was in Alaska by the time I model. I bought one anyway, just to have a pre-war green one as the paint job was very nice and I just wanted one. I've never weathered it, added crew figures or real coal to the tender as I did the other three. I've only run it a few times, now that I think on it, and never for photos or in an op session. I also bought a diesel for Army use, as the Army did have that type I got and I just wanted it. So, I broke the pact I had with myself not to buy stuff that didn't make sense. But since it's a fictional branch line of a real RR, bought out in the fictional timeline from a failing 3-footer, I could justify a few small eccentricities.

My point is that there's a discipline within the hobby you have to have if you don't want to spent money needlessly. I have bought very little stuff I couldn't use. Compare that with all the other model train folks you all know. How many have stacks of projects they'll never get to, and no place to display/run them even if they completed them?

Not me. If I can't use it (other than that green ten-wheeler), it doesn't stay. That's the discipline that makes for a ho-hum feeling as you leave a hobby shop or show empty-handed, but also makes for a happier spouse when I come home with most of my money in my wallet. it also makes it easier to 'sell' such items on my wife when I *do* find something I want!

i haven' bought into the "he who dies with the most toys" shtick in a very long time. I've seen people at the tail end of their lives with massive collections, and every time it's just a giant headache for them, knowing the burden it places on everyone. I've found that it's better to have 2-3 really cool things than 20-30 so-so one.

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<http://www.freewebs.com/willysmb44/modeltrains.htm>

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## One-town layouts

Thu, 2018-01-04 13:31 — jamesix

Rob, Eric, and everyone,

I think I am about to launch a new blog titled "One-Town Layouts". That said, I am considering creating new blog(s).

- Modeling before WWI ( I would like someone who actually models this time to lead it)
- Modeling WWI to WWII ( I want to lead this one, its my period of most interest)
- Modeling WWII to the end of Steam (I would like someone who actually models this time to lead it)

... or should I just create one blog titled "Modeling the Steam Era"? What do y'all think? Any volunteers? If we do this we need to coordinate the blogs and promote them all, and we will need to attend to them so they do not fade away.

Please understand that I am not seeking self-glory (LOL) but to promote steam era modeling and steam era layout building. As you already know, I strongly believe there is a huge potential hobby market for steam era modeling. Pre-1950 has a lot more to offer for layout builder -- particularly the small layout builder -- than the post-1950 years. If we persist in doing this manufacturers will be more willing to offer products for our earlier times. Just remember, "the squeaky wheel gets the grease".

What say you?

Jim Six



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Thu, 2017-11-23 12:46 — James Six

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



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### A couple of ideas

Thu, 2018-01-04 13:38 — mike horton

for these era modeling are the RPI site, it has lots of steam era info on all parts of the hobby, and a gent called Dr Wayne, if you use MR's web site, you'll see lots of late steam era modeling, including kit bashing of many generic freight cars.mh

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- [I deserve a donut](#)

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## @ Wabash Banks Brake Question



Thu, 2018-01-04 14:34 — gna

I'm not sure about AirX brake, but I wonder if it was a manufacturer? George Westinghouse came up with the air brake system, and started Westinghouse Air Brake Company (WABCO). K brake is a type of brake system. Here are some other items with info:

<http://www.tc-nmra.org/TC-Library/Model%20Railroading%27s%20Dark%20Under...>

<https://www.nmra.org/sites/default/files/d9o.pdf>

[https://en.wikipedia.org/wiki/Westinghouse\\_Air\\_Brake\\_Company](https://en.wikipedia.org/wiki/Westinghouse_Air_Brake_Company)

Gary

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## Eras?



Thu, 2018-01-04 15:28 — p51

*I think I am about to launch a new blog titled "One-Town Layouts". That said, I am considering creating new blog(s).*

*- Modeling before WWI ( I would like someone who actually models this time to lead it)*

*- Modeling WWI to WWII ( I want to lead this one, its my period of most interest)*

*- Modeling WWII to the end of Steam (I would like someone who actually models this time to lead it)*

*. . . or should I just create one blog titled "Modeling the Steam Era"? What do y'all think? Any volunteers? If we do this we need to coordinate the blogs and promote them all, and we will need to attend to them so they do not fade away.*

*What say you?*

Jim,

While I greatly appreciate your idea, I have issues with looping WW2 into the 'transitional era', as that will always lead to the legion of model railroaders who model everything between "let there be light" and what happened last week, calling it "the transitional era" which really should be called, "I just wanna run whatever I want, regardless when it actually ran," if they were to be honest with themselves (not that there's anything wrong with that, I just want them to call it what it is).

As diesels starting really coming into their own after WW2 was over, I would suggest the the following:

- Pre-USRA
- 1917 to 1945 (or maybe splitting up the two world war eras as so much happened during each, to be 1917-1929 and then 1929-1945)
- 1945 to 1955 (or so) - whenever it can be agreed steam was dead, as there's always an argument on that (heck, I know of a fireless 0-6-0 that was running almost as late as 1990)

Would that make more sense? The pre-USRA part would be frighteningly small as very few people that far back.

I guess the one thing that bums me out is that there is rarely ever discussions about such eras regarding anything other than the locomotives/cars. One thing I consistently see among people modeling a certain era is often a total lack of understanding about the era off the side of the rails. Unless someone lived in sad era, they usually don't even think to open a book to read about what was common in that time and place.

In my case, my layout is more an extension of my interest in history than an interest in trains (though the latter is a very close second). When I got some Jeep models, I only had to take them out to the garage to compare with my 1944 Willys MB sitting there. The GIs all match the stuff I have in my collection. The war bond and movie posters on the structures (never on picket fences, a trope that was not very common back then but has been modeled *to death*) are all correct for the timeframe, as are the signs for the products on the country store front (even going as far as the brands for that region). This is the stuff I enjoy the most about building my layout, and the interiors are next. I even have scale wallpaper for the late 30s all ready go once the interior rooms start getting made...

**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## Reply to James One-town

Thu, 2018-01-04 16:07 — Virginian and L...

Reply to James



## One-town layouts

Thu, 2018-01-04 15:31 — [jamesix](#)

Rob, Eric, and everyone,

I think I am about to launch a new blog titled "One-Town Layouts". That said, I am considering creating new blog(s).

- Modeling before WWI ( I would like someone who actually models this time to lead it)
- Modeling WWI to WWII ( I want to lead this one, its my period of most interest)
- Modeling WWII to the end of Steam (I would like someone who actually models this time to lead it)

... or should I just create one blog titled "Modeling the Steam Era"? What do y'all think? Any volunteers? If we do this we need to coordinate the blogs and promote them all, and we will need to attend to them so they do not fade away.

Please understand that I am not seeking self-glory (LOL) but to promote steam era modeling and steam era layout building. As you already know, I strongly believe there is a huge potential hobby market for steam era modeling. Pre-1950 has a lot more to offer for layout builder -- particularly the small layout builder -- than the post-1950 years. If we persist in doing this manufacturers will be more willing to offer products for our earlier times. Just remember, "the squeaky wheel gets the grease".

What say you?

Jim Six

James I am interested in this idea but have a suggestion or two that might increase the appeal to more folks. What about a one event layout discussion. Some things that count as one event.

One branch line and town as you are doing.

The Wheeling freight terminal as Eric H. did, really beautiful execution and concept by the way

The one Metropolitan area for me it is my freelanced version of Wheeling that I am much further along with in my mind thanks to you and Eric.

The folks that model one mountain and depict the mountain climbing operation, for example horseshoe curve.

Folks that might model a port like the layout Tim Warris has (Fasttracks)

Folks that could be interested in one industry like a steel mill there are several of them around.

In all each layout is likely to model a compact area say less than 15 actual miles so it is likely to need a lot less than the typical transcontinental line many try and cram into a room or basement. Time need not be speeded up so things happen in real time.

I like the idea of the three eras as was mentioned but would suggest one that covers the steam era from around the time of the knuckle coupler to the end of steam. The N&W ran theirs until 1960 granted on most roads 1954 was the beginning of the end and lots were done by 55 to 57. I would think covering the different aspects in say the roughly 60 year period starting at about 1900 would make for a most interesting blog and one that has lots of material for lots of folks.

I suspect by keeping it in a large inclusive format we all benefit as the guy interested in 1952 can definitely make use of lots of material from 1927 and many models would still be around. There is also the approach that Joe F. took changing the year on his layout periodically and moving through a decade.

I will be pleased to contribute to the blog if you think it would help even a little.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## One-town Layout Blog launched

Thu, 2018-01-04 16:40 — James Six

I launched my One-town Layout Blog an hour ago. I will hold back on the others until we discuss them more. I like what y'all have already said.

Here is the banner for the new Blog. By the way, this banners shows more of the layout than I have shown before. AT the right is more of the town. Much to be done with it yet. out of view to the right is the abandoned half of the layout that will be ripped out and replaced. I do not plan to show photos of it. It is a mess!

Jim Six



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## Chopping up time?

Thu, 2018-01-04 17:41 — Eric H.

Jim,

To maximize interest and participation, I would recommend a blog that focuses on the 1900-1940 years.



Creating and maintaining several blogs focusing on tighter time spans will not encourage discussion. Note this current thread. There have been lots of interesting posts overlapping details of the 1900-1940 years. Early stuff should be understood by those modeling 10, 20, or 30 years later. I model 1926 and am always looking for photos and info from the Teens and Oughts. We learn more together discussing these elements under one umbrella than in several distinct places.

The more we learn the better we can model the era of our interest.

Eric

Eric Hansmann  
Murfreesboro, TN

Follow along with my railroad modeling:  
<http://designbuildop.hansmanns.org/>

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## <https://youtu.be/4BW9AeKq3RM>

Thu, 2018-01-04 20:11 — JWhite

<https://youtu.be/4BW9AeKq3RM>

America in Color, The 1930s

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## The right side of the layout !!!!

Fri, 2018-01-05 00:47 — Marc



We need picture of the 1930's mess on the right of the banner picture !!!



Just for the joke !!!! sorry.

This topic is amazing in all the terms, I come nearly everyday to see the new post on this topic.

It's just my taste, but believe a blog will lost the charm of this topic and the numerous excellent answers and pictures shared.

This topic is going to be an never ending historical story about 1930's train and way of life, so interesting.

Congratulations.

Marc

On the run whith my Maclau River RR in Nscale

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## One blog

Fri, 2018-01-05 10:22 — James Six

Agreed. 😊



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## One blog yes



Fri, 2018-01-05 09:25 — p51

I agree, it shouldn't be split up.

Let's face it; not nearly as many people model (or even consider) the pre-VJ-day era(s) as they used to. Now, RR history for almost all modelers starts with that insipid "transitional era" (which really just means they'll run *anything*, regardless of when it existed) to today.

### LEE



<http://www.freewebs.com/wilysmb44/modeltrains.htm>  
<https://www.flickr.com/photos/53587910@N05/sets/72157668176638961>

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## Modeling 1900 to 1940 -- was Depression Era Modeling

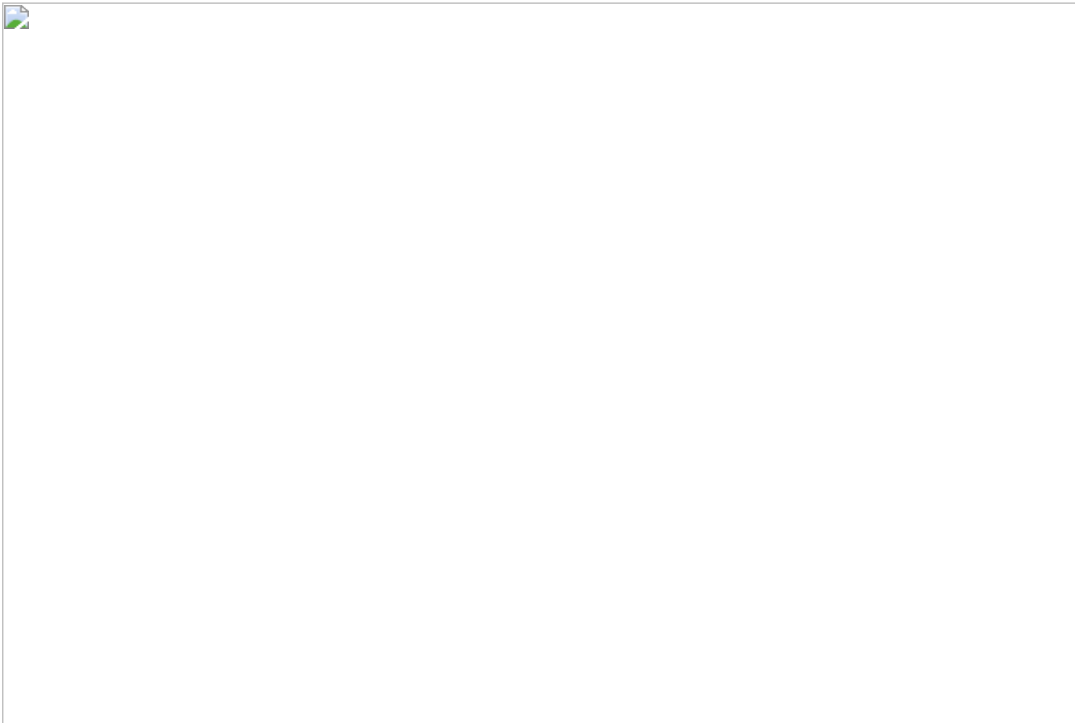
Thu, 2017-11-23 12:46 — [jamessix](#)

- [Modeling general discussion](#)
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- [Steam locos](#)
- [Operations](#)
- [Photo inspiration](#)

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If you are interested in modeling from 1900 to 1940 then is the blog for you. This blog was previously Modeling the Depression Era, but interest and discussion has expanded to include any time from 1900 to 1940. If you have interest and questions please post them here. If ou have answers and information that will help others please post and share here.

Jim Six



◀ [Weekly Photo Fun 1/2 - 1/6/2018 flat paint and decals](#) ▶

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### One blog

Fri, 2018-01-05 09:56 — [kansaspacific1](#)

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One blog from 1900 to 1955....I think that includes all the steam era except very early steam. No problem if you include before 1900, but that really might be a different area of interest altogether.

Why? ...in reading the Depression era blog, I see that some freight cars and certainly many steam engines survived into the "Transition Era," and so much of what has been discussed is of interest to me even though my year of interest is 1954. And modeling a prototype, the historical data is of special interest to me.

And, please don't frown on the discussion of diesels in that blog, as diesels began to appear in the late 30s and early 40s, even though your interest is steam.

Many have been interested in the Depression era blog, and I think an expanded time frame would attract even more interest.

Chuck

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- [One Town Layout in 12' x 10'](#)
- [Some comparison photos](#)
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## One

Fri, 2018-01-05 10:16 — tom oconnell

Jim stay with the one blog. I am not a Depression Era modeler or did I think I had interest prior to your writings. I most likely will never go depression era (way too much owned modern stuff) but I have a lot of interest in what has been written here. The writings are informative and by the number of replies a lot of interest has been generated. Splitting up or expanding the time frame may dilute the interest. I am also following your One Town writings where it doesn't matter what era you model in.

excellent work, thanks for sharing

TomO

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## Original Time Frame is Good

Fri, 2018-01-05 10:33 — gna

I like the original time frame, Depression Era modeling and the time from 1900 to 1940, for a blog. There are "shoulders," to that time period, so people who model before and after the time period will find it interesting.

That said, I always read posts by people who model the turn of the last century (1885-WW1) with great interest...if someone wanted to blog on that time period I would definitely be interested.

Gary

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## Gary -- Original Time Frame is Good

Fri, 2018-01-05 10:37 — jamessix

Corrected! 😊

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## A couple of the guys in my

Fri, 2018-01-05 10:50 — Virginian and L...



A couple of the guys in my club model the 1940s time period and an excellent case can be made for rolling back time. Modeling the 1940s for me would mean replacing lots of motive power and quite a few pieces of rolling stock. The 1930s even more so. The time period is fascinating though. If I hit the lottery and have millions I would build up rosters to model the time periods from 1930 through the 1950s with several stops along the way. The history and models are very interesting to me. Since I am not yet made of money I will enjoy the discussion and add some more historical models to represent the equipment nearing the end of its service life but still hanging around like the steam engines on my roster.

I am really enjoying this discussion thanks to everyone that contributes.

Rob in Texas

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<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

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## Rob -- A couple of the guys in my

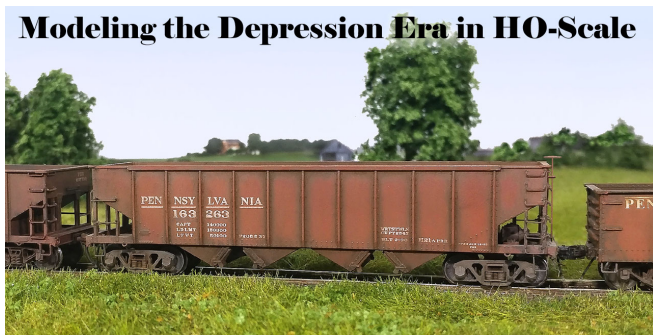
Fri, 2018-01-05 11:29 — jamessix

I am not in any way trying to sway you or anybody else. Honestly. But, . . . I was faced with the same problem when I switched from the 1980s and Conrail to the 1950s and the NYC, then again when I switched from the 1950s to the Depression era. Talk about soul searching!!!

I financed the changes by selling off "inventory". I was a hoarder. I had more than 300 diesels and 2000 freight cars when I was modeling Conrail. How freaking stupid!!!!!!!!!!!!!! STUPID!!! I sold, traded, or gave away most of that accumulation to finance the change to the 1950s. I did the same thing when changing back to the Depression era. Some of it went for pennies on the dollar. It worked for me.

Today I have only eight steam locomotives. From 300+ down to 8. What a huge change. I am down to about 100 freight cars. I have no regrets. I do not look back. What I am doing today makes so much more sense than what I was trying to do before.

Jim Six



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## Not swayed but enjoying the

Fri, 2018-01-05 11:55 — Virginian and L...



Not swayed but enjoying the discussion and modeling. In my case I would need to eliminate the entire diesel fleet and half of my steam fleet as well as most of my freight car fleet. I really like those more modern models and would not be happy with out them on the layout. I now feel compelled to add a bit more of the older railroad equipment into the mix though, see what you and Eric did. I was really having issues trying to model too much till the one town idea hit. Now I have eliminated lots of mainline and things that would be poorly modeled in favor of going smaller and representing

less area. What a huge idea. I will be able to model the center piece of the too big layout and represent everything else by staging. I will be a happy camper as they say. The real beauty of it I get to keep all of the models I have been building over the years for this project.

Now to add a point to the folks that are impatient and say just build something. By refining this concept over the years I now have a goal that can be achieved and I will be able to run fairly long trains. I have also spared myself the aggravation of building something I was unhappy with. The other nice thing for me that I have is the continued time period since I started in the hobby. Unlike many I did not have to get rid of equipment to change scales eras etc. Since I am a member of a club I have been able to run on a layout and build a layout (not all by myself) and experience and enjoy that part of the hobby.

I really enjoy operating the long trains over the club layout as it takes more to run them than the short trains. If you have never done this the easiest way to see what it is like is to put one of them on the rails and let someone else run the train. Watch their face while they are doing so, it is a surprising thing to see.

I must say this is one of the most enjoyable topics I have been involved in for quite a while. Big thanks to everyone that contributed.

Rob in Texas

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## A bit of an outlier

Fri, 2018-01-05 12:26 — Wabash Banks

I am a bit of a different sort even though I am modeling the year 1900 and just squeaking in! I am modeling 1900 far west, Montana, so while I am in the time frame my buildings are old west and track is laid on cinders or buried in the mud.

It is an inglenook and I had the track hooked down but recently yanked it back up because it just wasn't flowing nicely. I found a kink and just haven't secured it back down yet. I had a crappy hill that I also didn't really like and was searching for something to replace it when I realized that I could slap a river in it's place and model a paddle wheeler at a loading area. Not a big dock because this is a new town. It's a wooden ramp system and the boat cranes things onto the dock. A few buildings and that is it. It is 40 inches long and 15 wide, portable, and done in N scale.

One of the main facets that makes this different is that there aren't any old run down buildings. Most are sparkly and new. Weathering is coal dust and dirt. The roads are dirt but it is after all 1900 so there are brick buildings as well as wooden. Currently I am working on a modified model of the Hotel Meade that still stands in Billings MT. I had a hotel, and it was a reasonable effort but I just didn't believe it. It wanted to be a hotel but it felt like a fake so I went with a non free lanced option. In my efforts expense is a key thing so I am modeling in cardstock mainly but use grandt line windows in and supplement with added wood features so really multi-media and there may be a plastic kit...maybe. A future idea is to model this same area fast forwarded to 1940 in a larger layout. I am currently using GIMP to layout building designs so I have kept my files, and in some cases built 2 versions at the same time. This gives me one in new form for the current layout and a 49 year aged version. The older may get more variations as well. One that I have modeled but will model a new version is a wagon factory. It has a log cabin with chinked logs (filler putty) that the business started in. Business is great and they have expanded considerably but little do they anticipate the coming automobile. In the later version the cabin will have long ago rotted away and has been replaced with a historical marker. The once booming factory is now a local history museum.

Anyway, that is kind of what I am doing and the lens I will be interpreting this discussion through.

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## I discovered a 1929 video on

Fri, 2018-01-05 13:18 — Virginian and L...

I discovered a 1929 video on you tube about the sp. At least that is what it clamed to be it is short hope you guys enjoy it. It has some great film in the shops where a crew is working on a locomotive.



## Southern Pacific Steam Power in the Shop and on the Road: November 26, 1929



Rob in Texas

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## More 30s video

Fri, 2018-01-05 14:56 — p51

It's so neat that at one point, you could run a train alongside others just to get good film of them running. Try asking to do that in a large yard or multi-track main on a class I these days!

<https://youtu.be/LfevrCvX7I4>

**LEE**



<http://www.freewebs.com/willysmb44/modeltrains.htm>

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — James Six   [Modeling general discussion](#)   [Prototype information](#)   [Locos - Rolling stock \(general\)](#)  
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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[← Anyone know what this is?](#)

[Tropes on layouts you rarely see in real life? >](#)

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### Wabash Banks said...

Fri, 2018-01-05 17:09 — laming

"I am a bit of a different sort even though I am modeling the year 1900 and just squeaking in!"

I missed the target entirely with my 1880's era! I find it amazing that not everyone is modeling the 1880's. 😊

However, I have enjoyed following along in this (and similar) threads and inputting when some brilliant idea hits me, or when I just gotta' share from my vast repertoire of wisdom. 😊

Andre

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- [Scenic Sub Project Update 3 - Staging Yard Details & Planning](#)
- [Ideas for a potential layout... \(Yes again I know\)](#)

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## Andre

Fri, 2018-01-05 17:32 — James Six

We will be happy to discuss your layout and needs too Andre.

Jim 😊



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## Thank you very much Jim for

Fri, 2018-01-05 19:04 — laming

Thank you very much Jim for such an open minded and welcoming offer. Seeing as I'm currently in the "build them" stage on a rolling stock fleet, there's not much to share photographically. AND... seeing as I'm only in the final phase of track planning... there ain't no layout to photograph either! (All of this effort is in advance of my April 27 end of work date... actual retirement will take place the end of May.)

However, even if I did have photos, I would respect the intent and theme of this thread and would not post pictures that would not contribute/reinforce thusly.

BUT... I'm enjoying the photos and ongoing discussions and I will not hesitate to contribute dialogue if I ever actually have something worthwhile to articulate!

Andre

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## Diesels--earlier than people think

Fri, 2018-01-05 20:59 — IrishRover

The earliest commercial diesels were earlier than people realize, sometimes. The IR Boxcab/GE Boxcab was first produced in 1928. There weren't many of them, and the B&M never had one, so far as I know, but I lettered it for the B&M--they COULD have got one.



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## 1900-1905

Fri, 2018-01-05 21:17 — dave1905

The biggest challenge I have is that there are virtually no mass produced wooden cars for my era and very, very few appropriate wooden coal cars at all. All the cars produced are either train set quality or detailed for post WW1. The only accurate cars are all wood or resin kits. There was only one decal manufacturer for this era and he went out of business for health reasons several years ago. So its kind of a kitbasher's and scratchbuilder's paradise.

Dave Husman

Modeling the Wilmington & Northern Branch in 1900-1905

Iron men and wooden cars.

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## meh, close enough for me!

Fri, 2018-01-05 21:18 — Wabash Banks

laming, you are just old school for this era ;)

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## Dave said: "So its kind of a

Fri, 2018-01-05 21:31 — laming

Dave said:

"So its kind of a kitbasher's and scratchbuilder's paradise."

For me, the issue with rolling stock for obscure era's is more of a "nightmare" than a paradise! 🙄

At the stage I'm in right now (trying to get a basic rolling stock fleet ready to go ASAP), the lack of readily available, and quick to build, rolling stock is slowing me way down. I would love to have some great looking "shake the box" kits like Accurail/etc for the 1880's! My original idea was to fix the things that bothered me about the train set cars and at least get a basic fleet ready to roll, THEN at a later date come back and start supplementing the basic fleet with more accurate cars. But "fixing" the train set cars is consuming quite a bit more time than I expected... and I'm only about half way there on a basic fleet!

Andre

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## Andre have you seen...

Fri, 2018-01-05 22:12 — gna

Craig Bisgeier's Housatonic? He upgrades those old AHM/Porcher cars:  
<http://www.housatonicrr.com/AHMBox.htm>

His website has some other info: <http://www.housatonicrr.com/Index.htm>

There's also Harold Minky, who has some good info: <http://www.pacificcoastairlinerr.com/1905/>

I enjoy this frankly disturbing Cthulhu themed layout: <http://www.ottgalleries.com/MRR.html>

He builds 8 cars in 8 days!: <http://www.ottgalleries.com/eight%20cars.html>

Gary

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## 1880's

Fri, 2018-01-05 22:17 — dave1905

The Mantua 30 ft cars and the Bachmann 34 ft cars are good for boxcars, there are a couple manufacturers of the hopper cars from that era in resin or wood kits and BTS offers some laser cut kits for those eras. IHC made some 30 ft cars, they are a bit wide, but could be modified. The thing is that in the 1880's the lettering was a lot simpler so decals aren't as much an issue.

Dave Husman

Modeling the Wilmington & Northern Branch in 1900-1905

Iron men and wooden cars.

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## Thanks Gary & Dave

Fri, 2018-01-05 22:54 — laming

Gary:

Yes, I've seen John's pages and his work is fantastic!

Though I have also read many of Harold's articles, it's been quite a while. A quick glance there via your link (thanks!) and I'm already seeing tips that are going to be very useful! I haven't seen Harold around the "Early Rail" forums/email lists of late. I do hope he's doing well. I do appreciate you giving of your time and sharing all of the above.

Dave:



Yes, the Mantua, Bachmann, and AHM/Pocher cars are the backbone of my "basic" fleet. Once I'm underway with the layout and making progress on it, I would like to build some of the nice kits I'm seeing from Bitter Creek, BTS, and others. Ugh, decals! That phase is still ahead. I need to get some decals custom made to speed things up. Thanks much for your input!

All fer now.

Andre

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamessix](#)

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Jim Six



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8 cars..

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Sat, 2018-01-06 05:52 — Wabash Banks

Thanks for the link for that car build! That is a CRAZY COOL layout!!! I have thought about getting around my decalling issues by printing the car sides and then adding other over details to give it the depth. In the spirit of the too much realism thread, you can't see the individual board definition as much as you see the shadows between the boards. With a good spray coat it should be quite durable for handling. Also, since I now have a new Critcut, it would make knocking a sheet of those out a breeze. I could make door wraps and all kind of fun parts en masse and then set it to cutting them out vastly faster than I can. I could use the 12X24 cutting surface and have 2 feet worth of N scale cars start cutting before leaving for work and they would be done and waiting my return at the end of the day.

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[@Irish](#)

 Warflight's picture

Sat, 2018-01-06 06:30 — Warflight

that teakettle in your photo... that was my first ever engine i ever bought as a teen... I still have it... and it still runs far better than any other engine I bought back in those days...

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[@Warflight](#)

Sat, 2018-01-06 08:04 — IrishRover

That was the first loco I bought with my own money, pre-teen for me. I eventually wore it out; she finally stopped running when I was 15 or 16, after who knows how many miles of good reliable running. Now, she's secured to a modern steel flat, not visible in the pic, as part of an unusual load--perhaps being taken to the shop for a full restoration.

The only changes I made on it were the installation of a knuckle coupler for looks, and adding a floor, so you can't see through the cab down to the tracks. Fond memories :)

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## Picking a "time frame" to model.

Sat, 2018-01-06 08:45 — jamessix

There are lots of ways to categorize model railroaders. One way is to divide us in two with one group being model builders who have no layout and the other being layout people. Of course there is huge overlap and other variations. This topic/blog is for both of these groups of model railroaders.

Another thing that splits us up is what time frame to model. Obviously this topic/blog is for modelers who model pre-1940. While some folks try to model it all, unless they are "not of layout" that would be next to impossible. As such, we all need to carefully consider our abilities, capabilities, resources (including time available), along with our interests, and only then make the decision of what time frame to model.

I have struggled with this all of my life. I was all over the place modeling whatever peeked my interest at any time. This was STUPID. I waisted a lot of time, energy, and money on things that made no sense -- other than I liked it. STUPID. It took heart surgery a few years ago to get me to stop the stupidity and think seriously about what I wanted to accomplish in the hobby. Laid up unable to do much for several months will do that to you!

Some people will model a time right down to the year, month, and maybe even day. I know my friend Tony Koester comes pretty close to doing that. Me? I cannot be that narrow. I want to model between the mid 1920s and mid 1930s. That is a 10-year window. This presents issues with building the layout as things change along the rail line at time passes. So, my personal solution it to have sufficient equipment to pick a year in that 10-year window for the operating session at hand then put the appropriate equipment on the layout for that year.

Of course this expands the amount of models needed. A fix is to go back to work and earn more money. Not going to happen. I just retired this week! Another solution is to limit the scope of the layout. Design and build a layout that does not need lots of locomotives and lots of rolling stock. My layout is a one-town layout fit into a 24' x 12' train room. I can operate with no more than five locomotives. Typical operating sessions work with two or three locomotives. The number of needed freight cars are similarly limited.

Of course, the farther back in time you go, at least to about 1910(?) the more sidings and customers you have to model which makes for a more interesting layout to model and operate. The closer to the present you get, the less there is to work with. Also, the farther back you go the smaller the locomotives and rolling stock which call for less space to operate. As I have said before, it is much like going to a smaller scale!

Jim Six

## Modeling the Depression Era in HO-scale



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## Question for you

Sat, 2018-01-06 09:30 — jamessix

I have a question. When would railroads have stopped using wooden walkways for depots.?



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## Jim Six said...

Sat, 2018-01-06 10:44 — laming

"I was all over the place modeling whatever peaked my interest at any time. This was STUPID. I waisted a lot of time, energy, and money on things that made no sense -- other than I liked it."

Welcome to the party, Pal! Been there, done that so many times that my T shirt I got from it is now threadbare and has holes in it.

There were some upsides: I learned skills that I likely would not have learned had I stayed strictly within my primary theme of the time. I also learned more about what I wanted to do with model railroading, which is (admittedly) somewhat of a moving target as we pass through the stages of life.

"Of course, the farther back in time you go <snip: you gain more>... Also, the farther back you go the smaller the locomotives and rolling stock which call for less space to operate. As I have said before, it is much like going to a smaller scale!"

To quote Jesus: "Thou art not far from the Kingdom of God."

You have hit some major nails right square on their heads in regards to advantages of going farther back. There was much more smaller, more compact, industries "then". Plus, a location that is nowhere now was the large town of Somewhere then, with a railroad (or railroads) to boot.

Further, during that era you also get shorter trains for those shorter cars. Train lengths didn't start growing significantly until the advent of the knuckle coupler. (Links broke too easily.)

As opposed to it being another scale, in HO it's like modeling HOn3 narrow gauge (radius and passing track length) with the standard gauge equipment that have a bit more heft and size than HOn3 equipment. Case in point: I'm currently taking a break from working on a few gondolas, the longest of which is a whopping 30' long. (In my chosen era, car lengths were very much in evolution, and 36' long cars were still quite new and thus rare.)

But the key point: It's all good... if a guy is happy with what he's modeling!

Andre

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## Layed Up

Sat, 2018-01-06 13:22 — umauma railway

It seems as though, if you've been in the hobby long enough, we all go through similar fazes. It wouldn't be fair to call all of us stupid and I think that what is learned along the journey, as Andre points out, can be valuable in helping us determine what it is about the hobby we enjoy most.

Reading this thread and the one town layout conversation has been equally rewarding. I have a similar space of approximately 15' x 23' but chose to model in O scale narrow gauge. Yes, I bit off more than I could chew and engines enter one town before the caboose has left the last. The thread labeled "research costs money" has also illuminated some visual issues I have with my own rolling stock and much too small radiuses. I'm not, or should say was not, I'm not unhappy with where I've gone but realize there's always a better approach. Does that mean I'm going to throw out the baby with the bathwater? Certainly not.

Proto-freelancing has been defined as modeling a railroad based on a prototype, or prototypes, in a plausible but fictional manner. (Of course it is arguable that are model railroads can never be accurate to the prototype due to limitations in our own time and space so we all "proto-freelance" to a great degree.) My personal interest is circa 1900 when railroads were "modern" with mostly knuckle couplers and train brakes but in an era of tall mast ships and horse and carriages - before automobiles and electric lights.

HO is still a good compromise of size and detail but I like the mass of On30 when long cars are 30' (7-1/2") but most are 24' (6"). A 4-6-0 or 2-8-0 still look better on 36"-48" radius curves especially when pulling 46' passenger cars. The idea that On30 can be built in the same space as an HO simply doesn't work for me anymore. My 30' passenger cars and 26" radius curves just appear toylike and, along with operational problems, are becoming harder to accept. Knowledge costs money?

I don't think I would be happy with the one town they out but I don't need long trains as well. New ideas are floating around in my head that focus on the isolated Maine two footers that went from tidewater inland. The same was true of the Hawaiian plantation lines. They were isolated and not part of a larger network; could be operated much like a large Inglenook layout; and start or stop as the mood strikes (to borrow a phrase from Jim Vail). I'm not sure if I should thank you or curse you for opening my eyes.

Neil Erickson, Umauma, HI

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## Being stupid

Sat, 2018-01-06 14:02 — jamessix

Hi Neil and guys,

I didn't mean to suggest others are stupid. I only meant that I was stupid. 😊

I started in the hobby back in the mid-1950s and have made too many changes that should not have been necessary. True though, I have learned a lot in the process. No doubt. I just think that I could have learned the lessons with fewer changes!

Right now I am more excited about the hobby than since I was a little kid. The main reason is that I am totally in love with modeling mid-1920s to mid-1930s. Of course this being my first week of retirement, I have time to do something about it. That sure doesn't hurt!

One other thing. I am very pleased that this topic/blog has taken off and done so well. Very encouraging. Same for the one-town layout blog. Thank you all so very much.

Jim Six



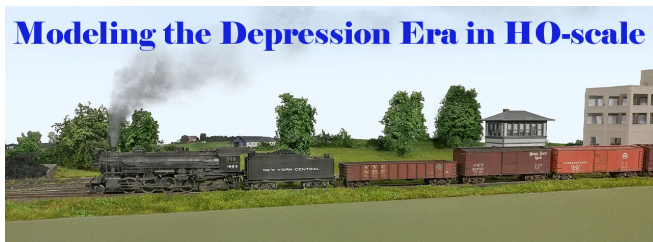
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## My track plan

Sat, 2018-01-06 17:38 — jamessix

I am working on drawing up my track plan and should be able to share it with you by later tomorrow. Hopefully.

Jim Six



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## I would not call changes

Sat, 2018-01-06 18:10 — Virginian and L...



I would not call changes stupid. Interests change, the fact that you had other interests before your present ones makes you the same as a large number of modelers who have different goals and interests while in the hobby.

I suspect most people are not as fortunate as I am in that most of the things I have purchased from beginning to present time in the hobby are still good for my time period, location and theme of my main interests. I have had very little in the way of models to get rid of because they did not match up with what I wanted. The ones I did get rid of I sold off because much better models came out later and I suspect I will need to get rid of a few more that do not measure up still. I also happened to hit some things at very large discounts from being on sale. This was particularly nice after the items had dropped out of production before I had funds to buy them and I then found better models because they were upgraded by the manufacturer.

One of the great things about the hobby and this blog site for me is excellent ideas such as the one town layout idea were discussed in time for me to change plans and ideas before buying lots of models that I would not use. I have truly been fortunate in having these ideas coincide with funds and sales to maximize my dollars and eliminate waste.

A one town layout can still be a large layout if that is what is desired. In my case I am looking to do a two level plus staging. The real joy will be the ability to run long trains, have several friends over to operate with me, and I suspect help build it.

Some other great ideas have come out with signals and turnout control and building turn outs with jigs. The really well done article on radius that Joe did was a tremendous plus single handedly solving lots of issues.

Toss in my experience in a club with several layouts and I have learned a lot of things I will do and a lot of things I will not do. Being able to build or modify and work on a big layout with very little monetary investment is a fantastic plus for me in the hobby.

Toss in great discussions like the ones on here and there are even more positive things in the hobby.

Rob in Texas

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Jim Six

*Railroad scene pictured here is on the Central of Georgia Railroad.*



[◀ Pride goeth before a fall.](#)   [New Rapido B36-7 ▶](#)

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### @jimsix - Platforms

Sat, 2018-01-06 19:06 — captpete

I don't have a definitive answer but If you notice the station plats and photos I posted on your "one-town" blog they are mid-30s and the platforms are cinders. Checking back to my 1900 photos they still appear as cinders. So at least for my 1920-1930 era of the GN in Minnesota there are no wooden platforms to be seen. The Elk River GN and NP mainlines station plats do not specify but the 1911 photo of the GN station appears to be wood.

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- Episode 93: Mike Wichowski
- U30B Weathering
- Walthers tank car loading platform
- A diesel on my steam layout. Bachmann 70 Ton

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## Platforms

Sat, 2018-01-06 21:20 — Ray Breyer

Hi Jim!

For the Midwest in the 20s and 30s, generally NO wood platforms unless you're modeling a Chicago-area commuter stop. Rule of thumb is: important depots get brick pavers, whistle stops get tamped cinders.



One detail most of us miss with cinder "platforms" is the low retaining wall made out of ties, separating the raised cinder bed from the ROW. Once I started noticing this detail it was easy enough to start adding it to my layouts with strips of balsa.



Sorry; this is an iffy photo of one of my depot scenes, but it gets the point across.

And PS: first post! I'm generally too busy to hang out on forums, but I'm making an exception for you and your efforts. We need more early rail modeling in this hobby!

Ray Breyer

*Ray Breyer*

*Elgin, IL*

*Modeling Midwestern railroading in 1929*

*Editor, Nickel Plate Road Modeler's Notebook*

<http://nkphs.org/modelersnotebook/>

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## @Ray Breyer

Sat, 2018-01-06 21:42 — gna

Ray--

Nice to see you here! Your name has been dropped quite often, your ears must have been burning...

Gary

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## nice photo Ray and thanks for

Sun, 2018-01-07 06:39 — Virginian and L...

nice photo Ray and thanks for sharing the info.

Rob in Texas

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## Rob -- I would not call changes

Sun, 2018-01-07 08:19 — James Six

In my case I was too impulsive with too many purchases. I like everything that is railroad and bought accordingly -- long before I knew what I really wanted. The main reason is that for most of my life I worked too many hours and moved too many times to have a layout. When you don't have a layout and have not determined what is it that you actually want, then it is too easy to buy what ever you like. That was me, . . . and I am sure that describes a lot of model railroaders. IMO, only the manufacturers win! LOL

You knew what you wanted from the get-go. I did not. My recommendation to everyone is that they think hard about what they want. Do you want a layout? If so, then this will affect what you should be buying. I have rationalized modeling the time from mid-1920s to mid or late 1930s. I have adjusted my purchases accordingly. I only wish I had made that decision decades ago.



Your old friend -- Jim Six



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## I can't answer the question

Sun, 2018-01-07 10:21 — Douglas Meyer

I can't answer the question about wood platforms as such, but in general wood platforms are only used when all other options are harder. By that I mean If prick pavers, cinders, concrete or asphalt are viable options then that is the way the railroads will go. Wood is not particularly inexpensive and the maintenance cost is drastically higher than other options. So you will tend to see it used where other materials are not a viable option.

So raised platforms and platforms where the ground is very uneven or swampy are often wood. Also platforms built in locations where access to anything better is limited. Even back when creosote was in use wood was a maintenance headache, to be avoided if possible. But of course money was the overriding factor.

Of course out west where the ground is dryer it is more common

-Doug Meyer

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## The real win for the rest of

Sun, 2018-01-07 12:00 — Virginian and L...



The real win for the rest of us Jim is because you did that you wrote lots of articles about modeling different things over the years. That is a win for us as well, not just the manufacturers! 😊

Rob in Texas

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## The 10%

Sun, 2018-01-07 12:20 — umauma railway

The sad part is that only 10% of the readers of the MRH magazine read these forum posts. This thread and the "one town (station? - sic) layout" would be great monthly articles. A recap of the posts here all in one place for reference.

@JoeF - a new monthly contributing author possible here? (Assuming Jim likes the idea after retiring this last week!)

Neil Erickson, Umauma, HI

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## "The sad part is that only

Sun, 2018-01-07 12:36 — ctxmf74

*"The sad part is that only 10% of the readers of the MRH magazine read these forum posts. "*

That makes me wonder what the other 90% are thinking about? Do they have any opinions about the hobby? Do they not want to share hobby info? Are they just internet bots creating hits? Perhaps the magazine should be offered free only to those willing to post something( anything, even just tell us they are stable geniuses)?....DaveB



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## I think they are just too

Sun, 2018-01-07 12:44 — Virginian and L...

I think they are just too shy.

Rob in Texas

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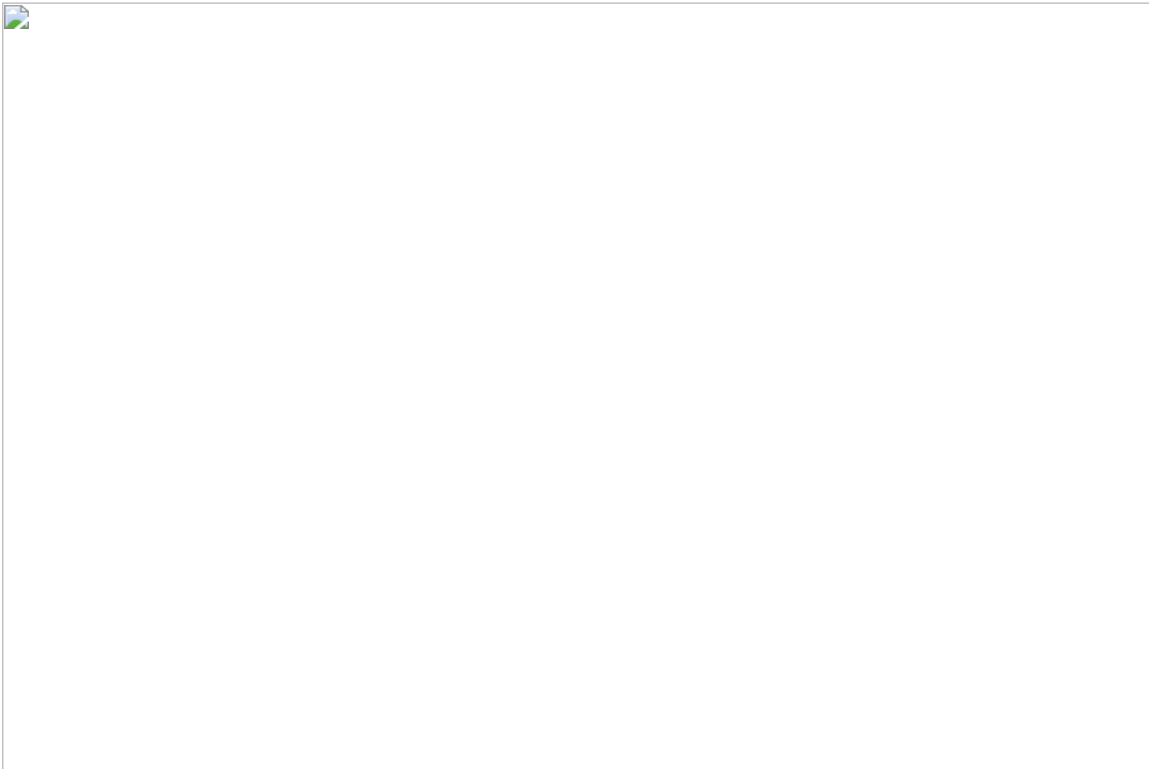
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Jim Six



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Sun, 2018-01-07 12:46 — Virginian and L...

I found something else that might be interesting for the time period.



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### The Burlington Zephyr: First Look, April 1934



Hope you folks enjoy!

Rob in Texas

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## Yeah, I've been Stupid and Wasteful to Boot

Sun, 2018-01-07 12:47 — JackM

Jim,

Looking back to when I starting reading the magazines it is interesting to reflect on your change as a model railroader. It seems like in the 1980's each month MR, RMC or Prototype Modeler would have an article where you were cutting things up to get all the louvers or whatever in the right place. At that time I would say you were an equipment modeler. Then there was the move to modeling SE railroads. Now this, and the advocacy of using cars with less detail, a complete transition.

Similarly, I have fell in love with about every railroad over 35 years except Colorado narrow gauge. A friend once told me I have the greatest collection of Microscale decals. Reading too many magazines would spin me into another direction. For example when RMC was hot on the Renneslar (sp?) layout I went on a Rutland bent. Recently, Lance Mindheim on industrial layout in modern time, yeah I'm on board. Making it worse at times, short windows of availability on equipment. Thinking, I might do that better buy one. Wasted a lot of money and time. Now, also 69 years old if I'm every going to do something meaningful now is the time.

Your recent blogs have got me focused, and strangely enough brought me back to what originally wanted to model, the Pennsy. I grew up along a Pennsy main line, GG1's. But never wanted to model *that* Pennsy, just too big and when I started nothing available, like steam or cabooses. As an adult, I've lived most of my life in granger territory. Because of your blog I have more enthusiasm and interest than anytime in the last ten years, Pennsy in granger territory, an Indiana branch line, Indianapolis to Vincennes. My only worry, am I modeling the Pennsy or Jim Six/Tom Johnson's model railroad. I think you two have really had a positive influence showing you don't need a basement/budget/real estate filler for a very satisfying layout.

Thanks for starting your recent blogs.

Jack

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## My layout track plan is posted

Sun, 2018-01-07 13:13 — jamessix

I just posted my layout track plan to the One-town Layout blog. Please feel free to look it over and offer your comments, questions, opinions, and suggestions.

Jim Six

### Modeling the Depression Era in HO-scale



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## Maybe

Sun, 2018-01-07 17:11 — Graham Line

I don't know about elsewhere, and I really don't mean to disparage people, but in clubs in my past, there were a large percentage of members who, if interested only in the Santa Fe, for example, could not find value in any article about any other railroad.

The same group generally was not very good about hunting down the information they wanted -- if Model Railroader didn't do an article about building a Wabash coaling tower, they weren't able to track down photos or plans elsewhere. Even looking through back copies of magazines was beyond their abilities.

These were people who showed up saying "I want to learn about model railroading" but had to be guided every step of the way. That's fine. That can be done. But it was a very slow process.

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## @Graham Line

 Warflight's picture

Sun, 2018-01-07 17:20 — Warflight

No... you aren't alone. It's a minority of folks like that, but because of the strangeness, they kinda stick out. I ran across a person like that at a local club once, I've seen them at the local train shop a few times, and the Internet can, at times, be infested with them (but they kinda of pop up, and disappear just as fast)

There are certain negatives in the hobby that are FAR from the norm... they are not the typical hobbyist, and because of the rarity, we tend to remember them.

"It is human nature to ignore being told you are great by 100 people, but dwell on the one who said you suck"\*

\*Sir Winston Churchill (probably)

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## Maybe

Sun, 2018-01-07 19:11 — [Graham Line](#)

*I don't know about elsewhere, and I really don't mean to disparage people, but in clubs in my past, there were a large percentage of members who, if interested only in the Santa Fe, for example, could not find value in any article about any other railroad.*

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*These were people who showed up saying "I want to learn about model railroading" but had to be guided every step of the way. That's fine. That can be done. But it was a very slow process.*

Graham, I am quoting your post because I thought it works real well with some things going on at our club in east Texas. I will post more on my club blog later but it is a very good reason to find a club and get involved with them. Granted some guys do most of the work and have most of the skills. There is also nothing that says they can not be taught to other folks!

For the last several months I have been in the back building, programing, tuning equipment that does not belong to me as well as doing some of my own here and there. The times I was not there I was going to a train show, and we went to several.

Now while I was doing these things I was also teaching some guys that are real new to the hobby how to do them. Today it payed off very well. Dave one of our newest members went to the club house and gave me and Paul a call to meet him there. I did not see the message for two hours and Paul did not arrive for two hours after the call.

Well today Dave one of our newest members arrived and managed to fire up the HO layout and run two trains simultaneously. His equipment ran great. He had no issues and looked like a kid on Christmas. After the rest of us were there we had four trains on the layout operating simultaneously with no issues. Dave was so proud of himself it was not funny.

Some other things that took place prior to this, he was shown and taught how to build rolling stock so it would operate well. He built quite a few and was very proud of his equipment. He was taught how to install and program a decoder. He was taught how to tune a locomotive and go over the contacts to make sure it operates well. In six months because we have taken time to show and coach him he has gone from a guy with desire but no clue to a model railroader. He still has more to learn like the rest of us but he now has confidence and a foundation to build on.

I would say the best way to get folks further along is to find someone that is better at what you want to learn and get them to teach you. If you ask the guys in the club that are it is likely that they will help.

Rob in Texas

[prep for an operating session](#) • [Delving into the past](#) • [The club blog](#)

<https://www.youtube.com/channel/UCDmC2GjPPfARE7xdZPSjGaw/videos>

<http://www.etmrc.org/>

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## Modeling 1900 to 1940 -- was Depression Era Modeling

Thu, 2017-11-23 12:46 — [jamesix](#)

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Jim Six



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### Bill -- Tracks at power plant

Mon, 2018-01-08 15:39 — [jamesix](#)

You are so right Bill. I have allowed for this, hence all the tracks in the yard. It's going to be a lot of fun, for suer.

Jim

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## Modeling 1900 to 1940 -- was Depression Era Modeling

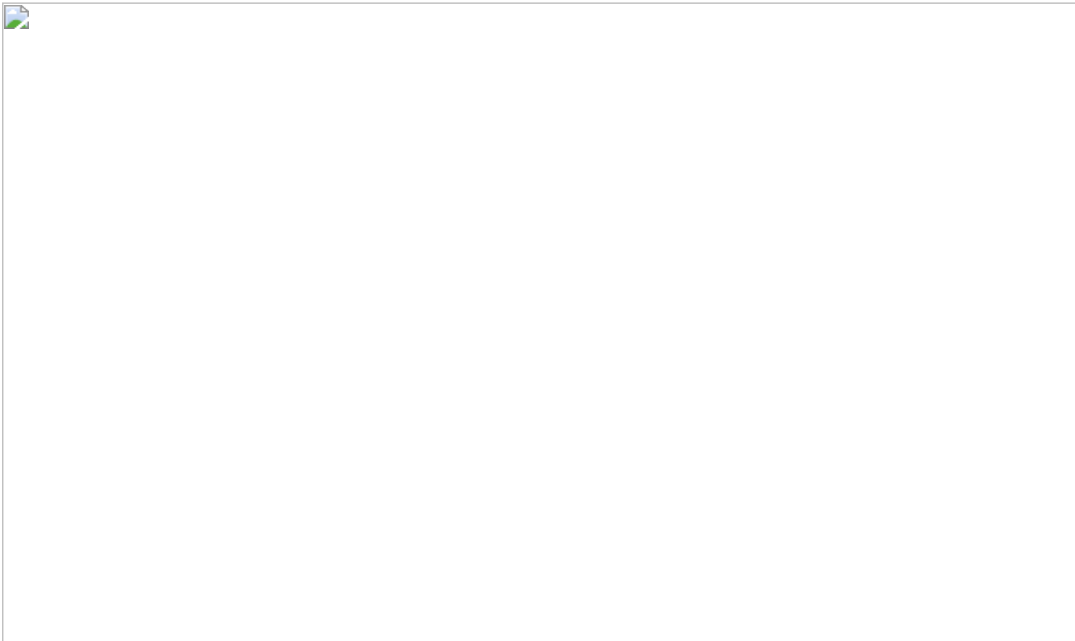
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