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Railroader

GREAT Model Railroads 2022

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FROM DENMARK



TRAINS OF ALL SIZES have fascinated me since I was a little boy growing up in Denmark. My parents wouldn't buy me an HO train set because they thought my interest would fizzle out after a short time. (Boy, were they wrong!) I had to settle for a Lego train. Once grown and finally able to afford it, I started modeling HO scale in 1986.

My first house was very small with no separate train room, so I put it in my 10 x 11-foot bedroom, suspended from the ceiling and covering the whole room. It had a pulley system to lower it for construction and operation. It was very cumbersome to lower and raise. After the pulley anchors came loose from the wall twice – resulting in the layout

crashing down – I gave up that idea and started looking for a bigger house. My friends said I was looking for a train basement with living accommodations on top.

I found the perfect house on a small lot (I hate yard work) in which half the basement was one 11'-6" x 28'-0" room. I built a modern Danish-themed layout.

TO TEXAS

Per Laursen's modern-day UP layout draws inspiration from his countryman, Pelle Søbørg

By Per Laursen

Photos by the author



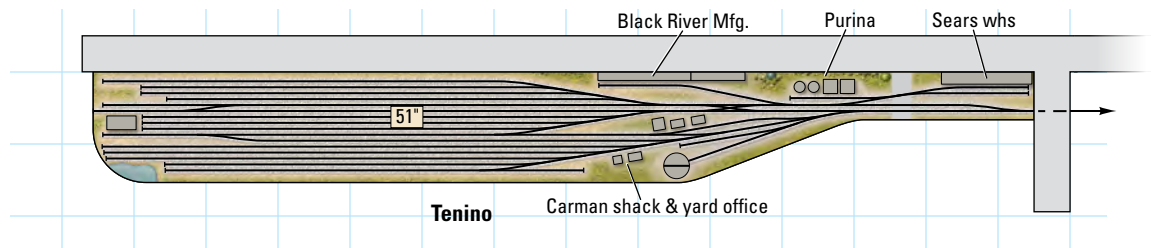
A few years earlier, I had met a new friend, Jan, who modeled Chessie System and later CSX. He introduced me to the magic of American railroads, and I subscribed to *Trains* and *Model Railroader* in 1991.

We planned our first train-watching trip to Cajon and Tehachapi in the fall of 1992. A couple of months before depar-

ture, we saw a picture in MR's Trackside Photos – the most realistic-looking I'd ever seen – by a fellow Dane, future MR contributing editor Pelle Søbørg, who lived only 20 miles away. Jan looked him up and gave him a call.

At that time, Pelle knew few people who shared his interest for trains, so he was thrilled to meet fellow modelers. He

1 A Union Pacific manifest freight rounds the curve along U.S. Highway 79 near Waycross, Texas, on Per Laursen's HO scale UP model railroad. The contemporary layout is a showcase for modern structure kits made and sold by Per's company, Summit Customcuts.



THE LAYOUT AT A GLANCE

NAME: Tenino Western Railroad

SCALE: N (1:160)

SIZE: 15 x 24 feet, plus staging

PROTOTYPE: freelanced, inspired by Weyerhaeuser subsidiaries

LOCALE: Pacific Northwest

STYLE: point-to-point walk-in

MAINLINE RUN: 93 feet

MINIMUM RADIUS: 17"

MINIMUM TURNOUT: no. 8 (main), no. 6 (yards and industries)

MAXIMUM GRADE: 2 percent

BENCHMARK: plywood open grid

HEIGHT: 48"-51"

ROADBED: Homasote

TRACK: Peco code 55

SCENERY: extruded-foam insulation board

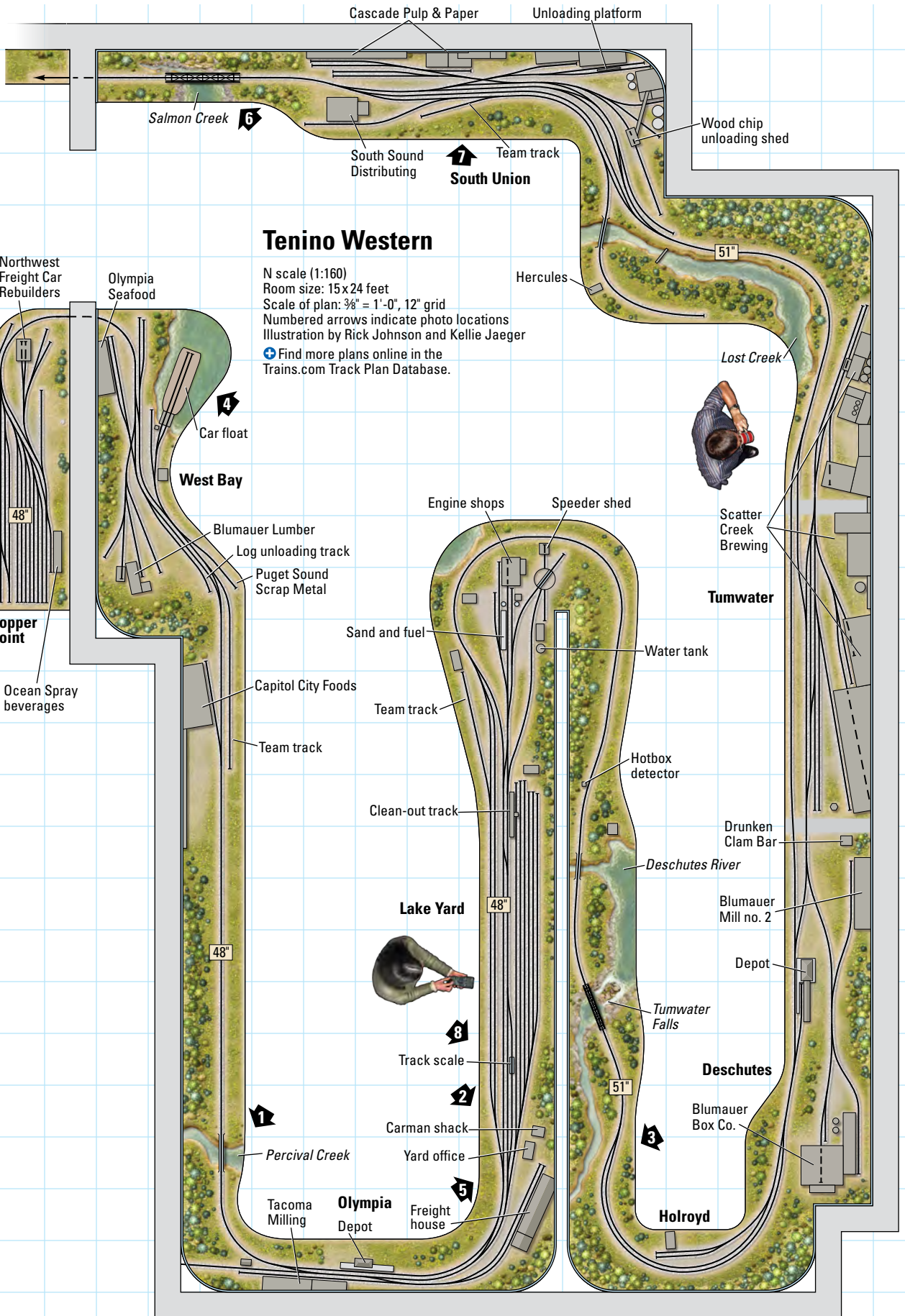
BACKDROP: photos by Trackside Scenery

CONTROL: Digitrax Digital Command Control

3 The line's venerable Baldwin VO-1000 is generally assigned to work train service, as it is today, heading to clean up a derailment at one of the logging operations. An extra train like this adds complexity to operating sessions, which usually see 15 to 20 trains run in 4 to 6 hours.

4 The captain of the barge tug *Joanna P* keeps a watchful eye out for the train crew as a kayaker drifts by checking out the action at West Port. If the barge isn't unloaded soon, that task may have to wait until the next slack tide. The TWRR operates a barge service between Olympia, Shelton, Port Townsend, and Bellingham, Wash.





Tenino Western

N scale (1:160)
 Room size: 15x24 feet
 Scale of plan: 3/8" = 1'-0", 12" grid
 Numbered arrows indicate photo locations
 Illustration by Rick Johnson and Kellie Jaeger
 Find more plans online in the
Trains.com Track Plan Database.

1 Trains cross at Curvo on their way to and from Green River on Hilton Glavish's HO scale Union Pacific layout. The railroad, inspired by the prototype's Wyoming Division, is built with extra-broad curves to handle the UP's characteristic Big Boys, gas-electric turbines, and passenger trains.



CHASING BIG BOYS IN GREEN RIVER



This HO scale Union Pacific layout closely follows the Wyoming prototype

By Hilton Glavish
and Steven Otte

Photos by Hilton Glavish

AS A YOUNG BOY IN THE 1940S, I lived in a small New Zealand town called Helensville, a relic of the days when railroads were important to the development of farms, forests, and fisheries. The parents of some of my childhood friends worked for NZ Government Railways, and I became familiar with the railroad operations in the Helensville yard. My parents fed this interest in trains by giving me an O scale Hornby three-rail train set for Christmas.

The first model railroad I built for myself was a freelanced HO scale layout on a 6 x 10-foot tabletop. But it had to be abandoned in 1970 when I immigrated to Menlo Park, Calif., with my wife, Barbara, and our son and daughter. At the insistence of my then 8-year-old son, we built a Santa Fe/Union Pacific-themed layout in our California garage. It lasted until we moved again in 1979. I stayed an armchair modeler until 2005, when I got back into the hobby by chance.

While working in the north Boston area, I drove past a model railroad hobby shop. I visited the shop the next day and was immediately taken by the HO layout behind the counter. The proprietor pulled out an HO scale Athearn Genesis UP 4-8-8-4 "Big Boy" and demonstrated it on the shop layout. I was impressed, and walked out of the shop with the engine, some track, and a Digitrax Digital Command Control (DCC) system.

The Big Boy's history I read in the model locomotive's manual intrigued me. The prototype was built to operate over the Wasatch Mountains between Ogden, Utah, and Green River, Wyo. In 2008, I drove the route, and after seeing firsthand the dramatic scenic features of the area, decided it was a great part of the UP to model.