

RAILMODEL JOURNAL

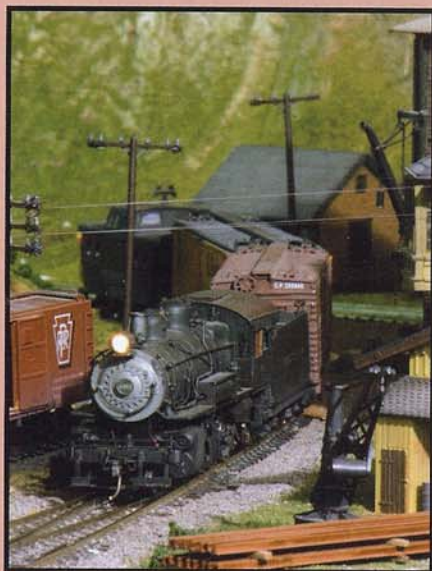
November 2005 \$5.95 HIGHER
IN CANADA

**STAINLESS STEEL E5A & E5B
DIESELS FOR THE "ZEPHYR"**

**FIFTIES FREIGHT CARS:
WALTHERS 3-BAY
COVERED HOPPERS
PROTO 2000'S
10,000-GALLON TANKS**

**SIMPLE STYRENE
SCRATCHBUILD,
A MILK TANK CAR**

Railmodel Journal
Volume 17, No. 6
November 2005



ON THE COVER:

Bill Blackburn's passion is operation, and his shelf-style basement layout is designed to replicate the operations of a typical Pennsylvania Railroad mainline and a series of branchlines. This is one of the layouts you can visit if you attend the NMRA National Convention in Philadelphia July 2-9, 2006 (www.ij2006.org). A tour begins on page 36.

—Robert Schleicher photo

MODELING from the PROTOTYPE

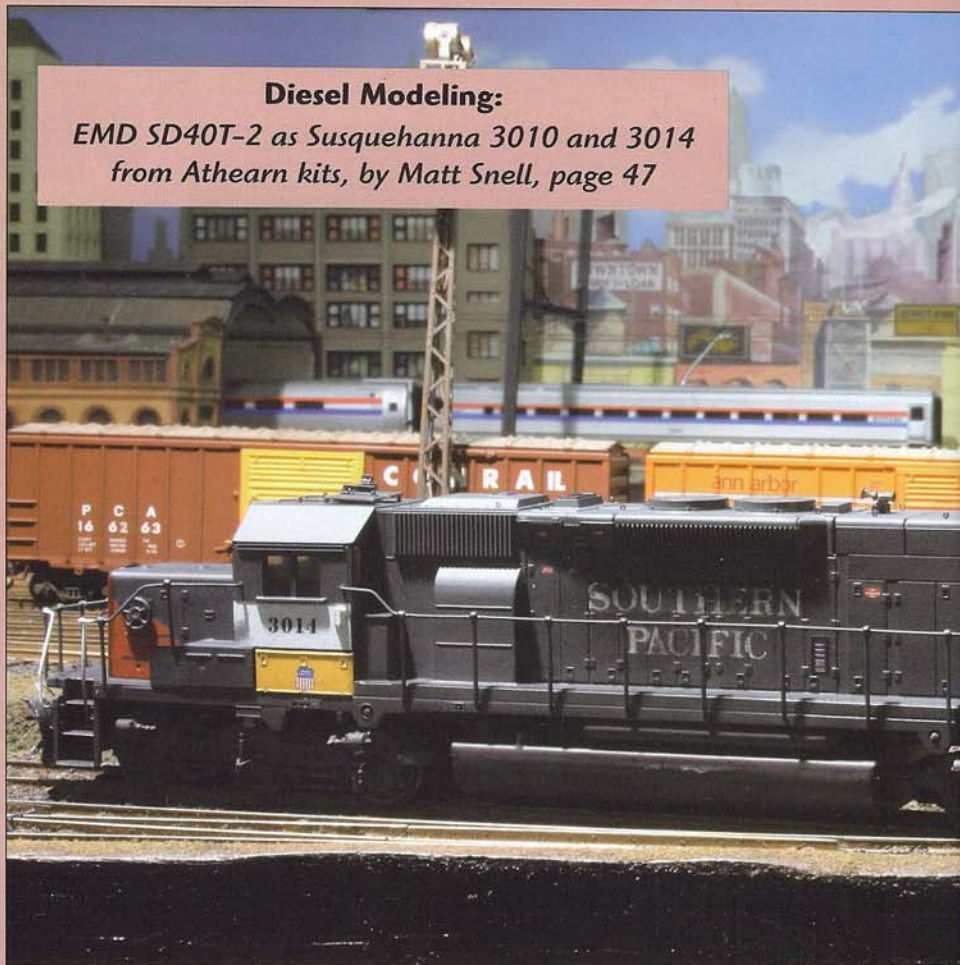
RAILMODEL JOURNAL is published 12 times a year by Golden Bell Press, 2403 Champa St., Denver, CO 80205. Price per single copy is \$5.95 newsstand; \$7.45 direct from publisher, or \$48.00 per year in the U.S.A. Individual copy prices higher in Canada and other countries. Foreign subscriptions \$60.00 for 12 issues, payable in U.S. funds. RAILMODEL JOURNAL, ISSN 1043-5441, copyright 2005 by Golden Bell Press. All rights reserved. Periodicals Postage paid at Denver, CO. POSTMASTER: Send address changes to *Railmodel Journal*, 2403 Champa St., Denver, CO 80205. Visit our website at www.railmodeljournal.com/

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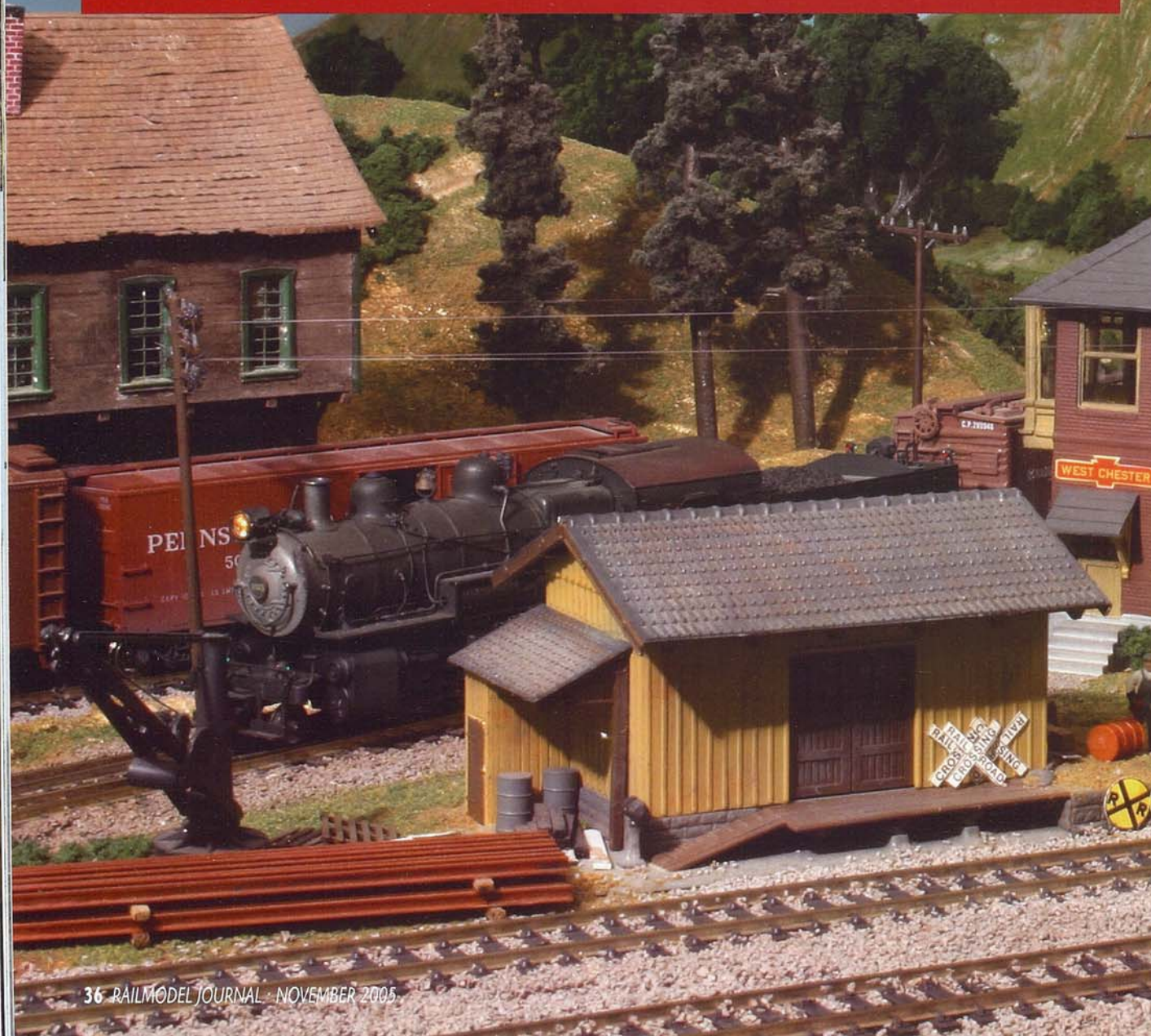
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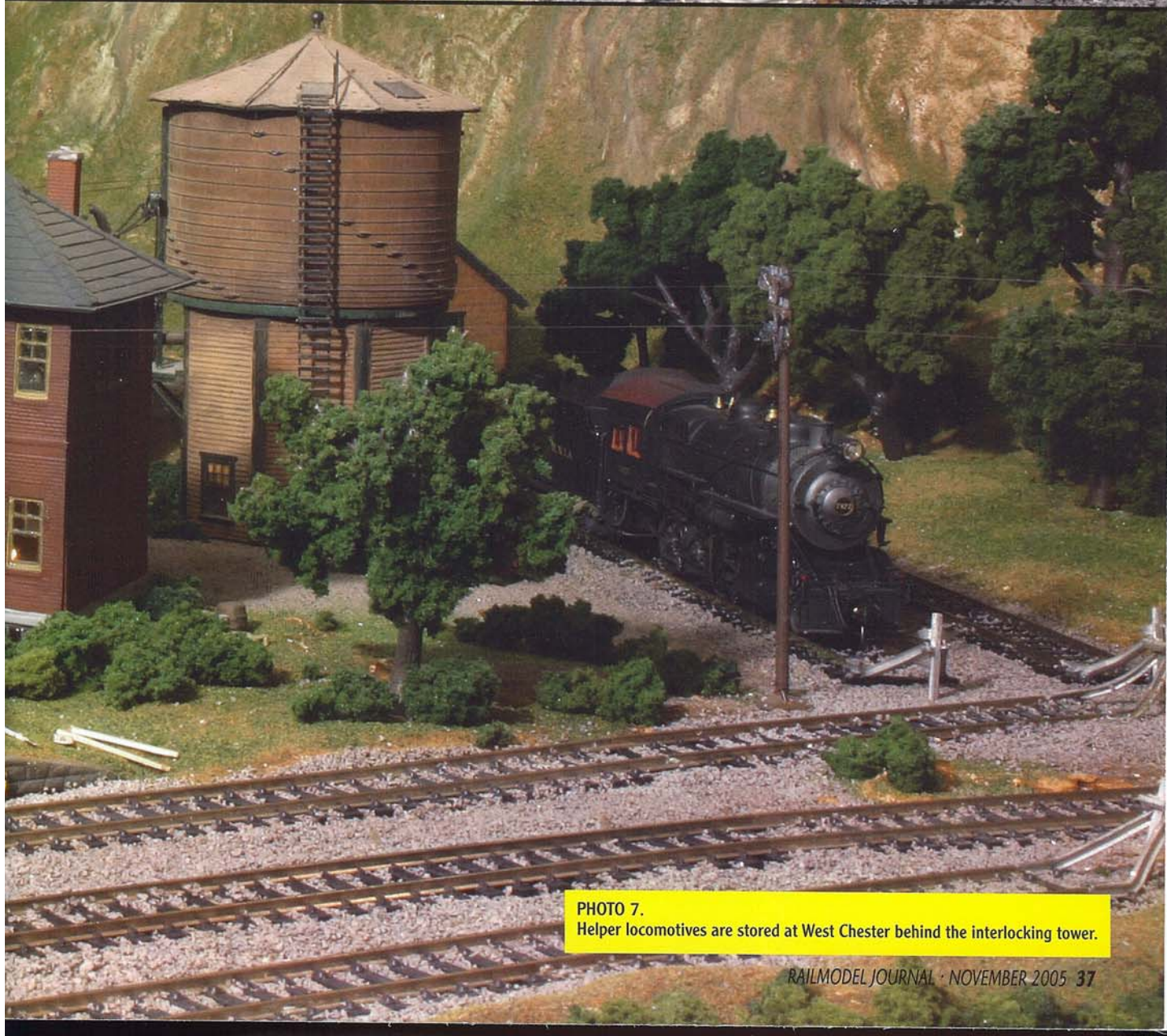
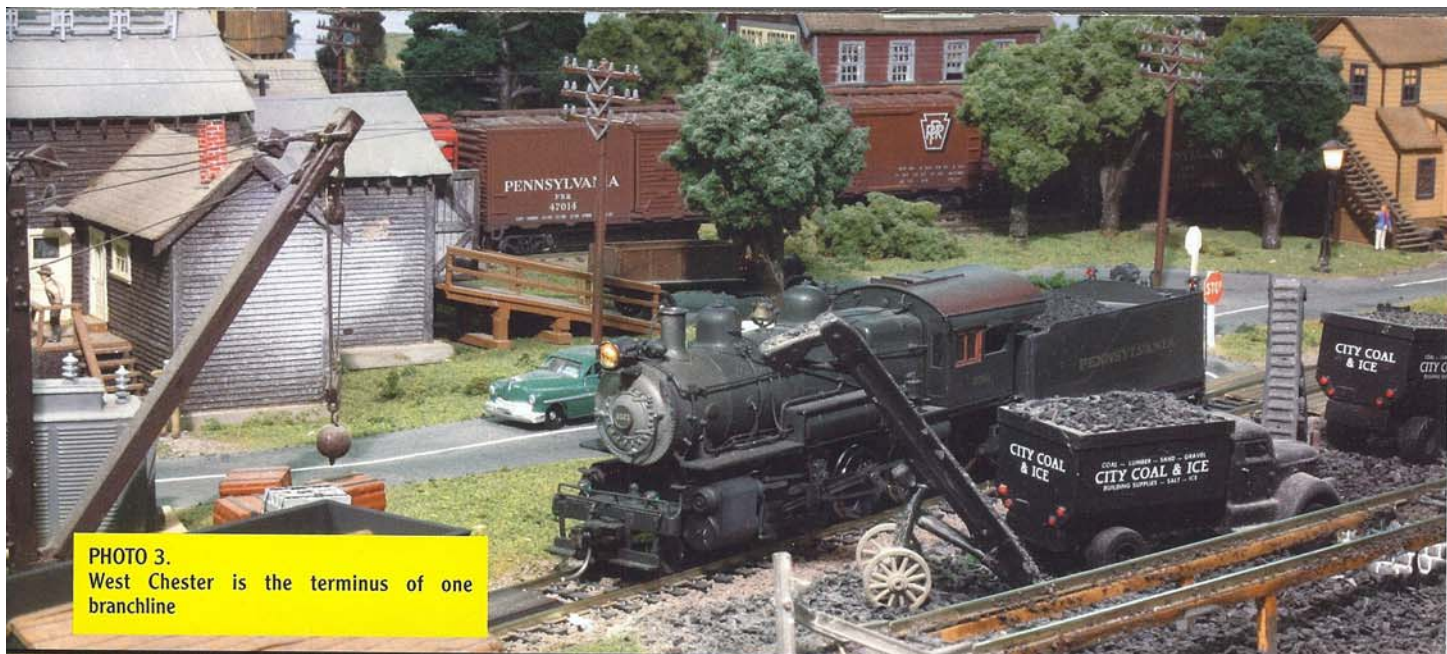
[LAYOUT TOUR]

BILL BLACKBURN'S PENNSYLVANIA RAILROAD, GREAT VALLEY DIVISION

Track plan by Andy Hart

Bill Blackburn's passion is operation, and his shelf-style basement layout is designed to replicate the operations of a typical Pennsylvania Railroad mainline and a series of branchlines. This is one of the layouts you can visit if you attend the NMRA National Convention in Philadelphia July 2-9, 2006 (www.ij2006.org). There's an index of all previous "Layout Tours" of prototype-based layouts on our website at www.railmodeljournal.com/





THE PENNSY IN HO

The Great Valley Division of the Pennsylvania Railroad is mainly a freight hauler with 13 daily passenger trains, 22 freights, a helper job, two work extras, and two yard jobs. The theme of operations is mainly local work with the mainline freights dropping off and picking up cars at Paoli. All locals originate at Paoli and disperse to West Chester, Octoraro, Devault, Phoenixville and the mainline. In Phoenixville, there is a dedicated crew for work at Phoenix Iron and Chas. Lackman.

Motive power is exclusively imported-brass steam: Pennsylvania Railroad Class I1, L1, K4, H10, H9s, H8s, H6sb, G5s, B6sb, and a GE250 (doodlebug). Passenger equipment is made up of Bachmann Spectrum P70s, Eastern Car Works B60s, and Walthers P54s. The cabins are an assortment of brass and plastic. Freight cars are mainly Athearn, Model Die Casting, Bowser, Accurail and Walthers.

The Philadelphia Staging Yard is the easternmost destination on the railroad. Trains start here at the beginning of an operating session. They go through Paoli Yard and along the mainline until they reach Harrisburg.

The next stop along the line is the Paoli Yard, the heart of Great Valley Division Operations where most trains are broken down or made up, or at the very least, new power and cabins replace the originals. The passenger trains are also switched in the Paoli yard. There's an engine servicing and storage yard as well as tracks for passenger and maintenance-of-way equipment storage. The Phoenix Iron and Bridge Company is one of the major on-line industries at Malvern. Coal transfer and molten iron are common car loads to be switched at Malvern. The branchline to Frazer is modeled after dozens of similar lines along the Pennsy. Frazer itself is a typical farm town. The tracks diverge in three directions at Frazer with one branch heading to the layout's upper deck at Phoenix and the other branch to West Chester. The mainline continues to the Harrisburg-Thorndale staging yard.

There's a dispatching board to control the layout. The locomotives are controlled with a North Coast Engineering DCC with 14 throttles. There's enough operating action to keep up to 15 folks busy for hours. Operation is by card system with multiple destinations for each car on a single card. About 600 cars are shifted during an operating session.

RMJ

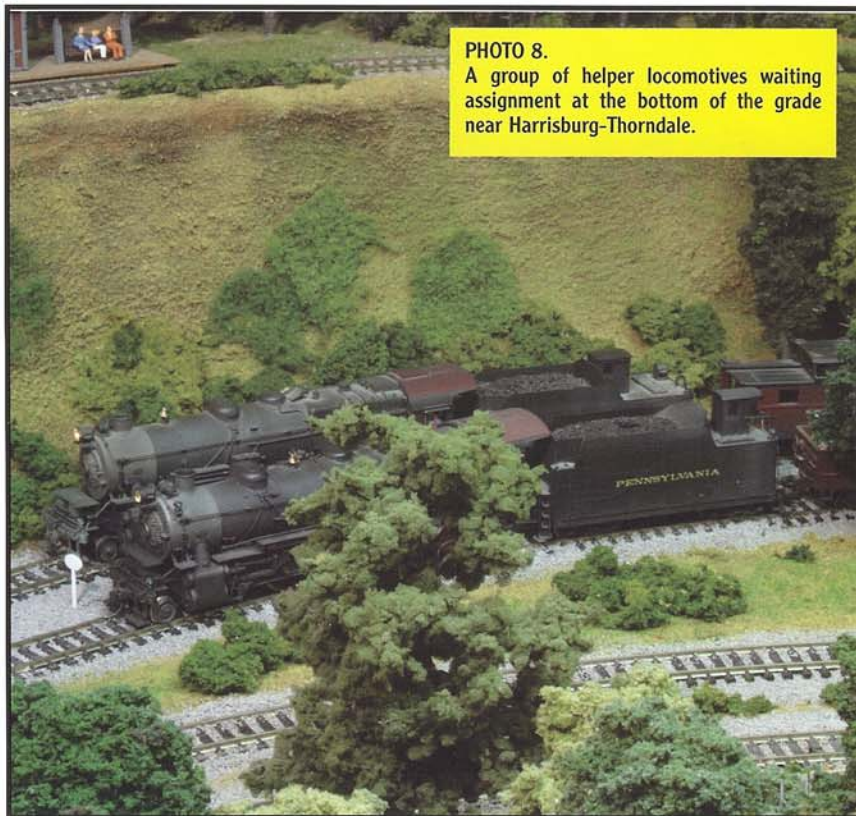
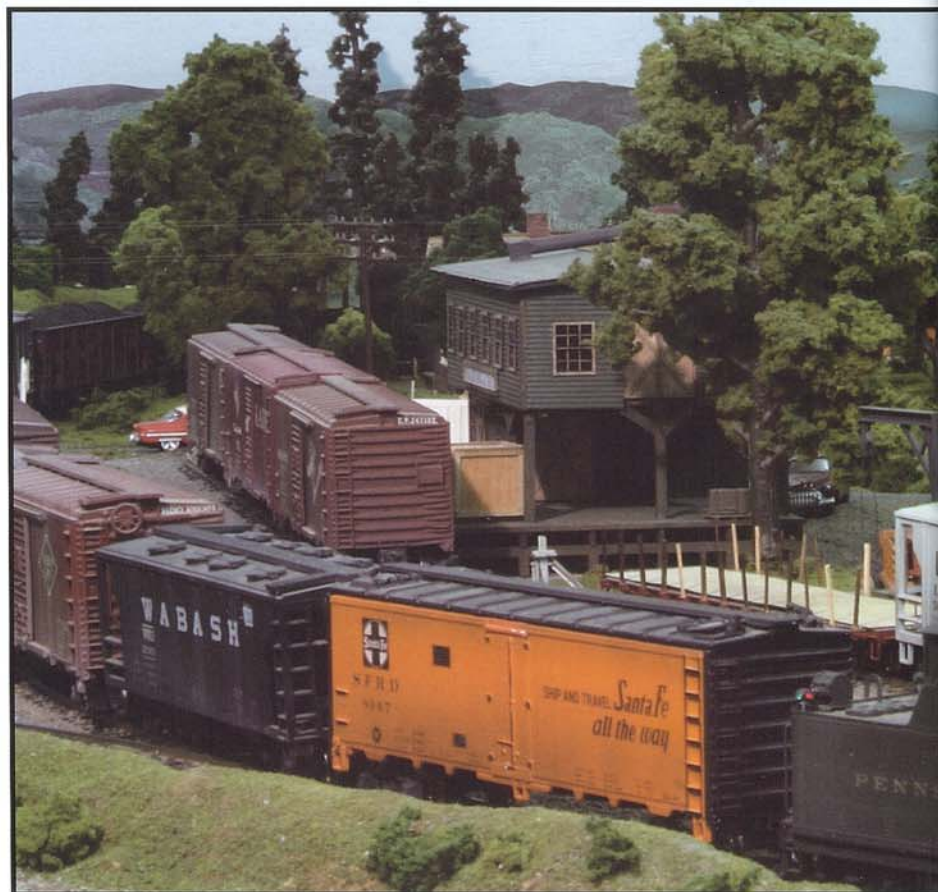


PHOTO 8.
A group of helper locomotives waiting assignment at the bottom of the grade near Harrisburg-Thorndale.



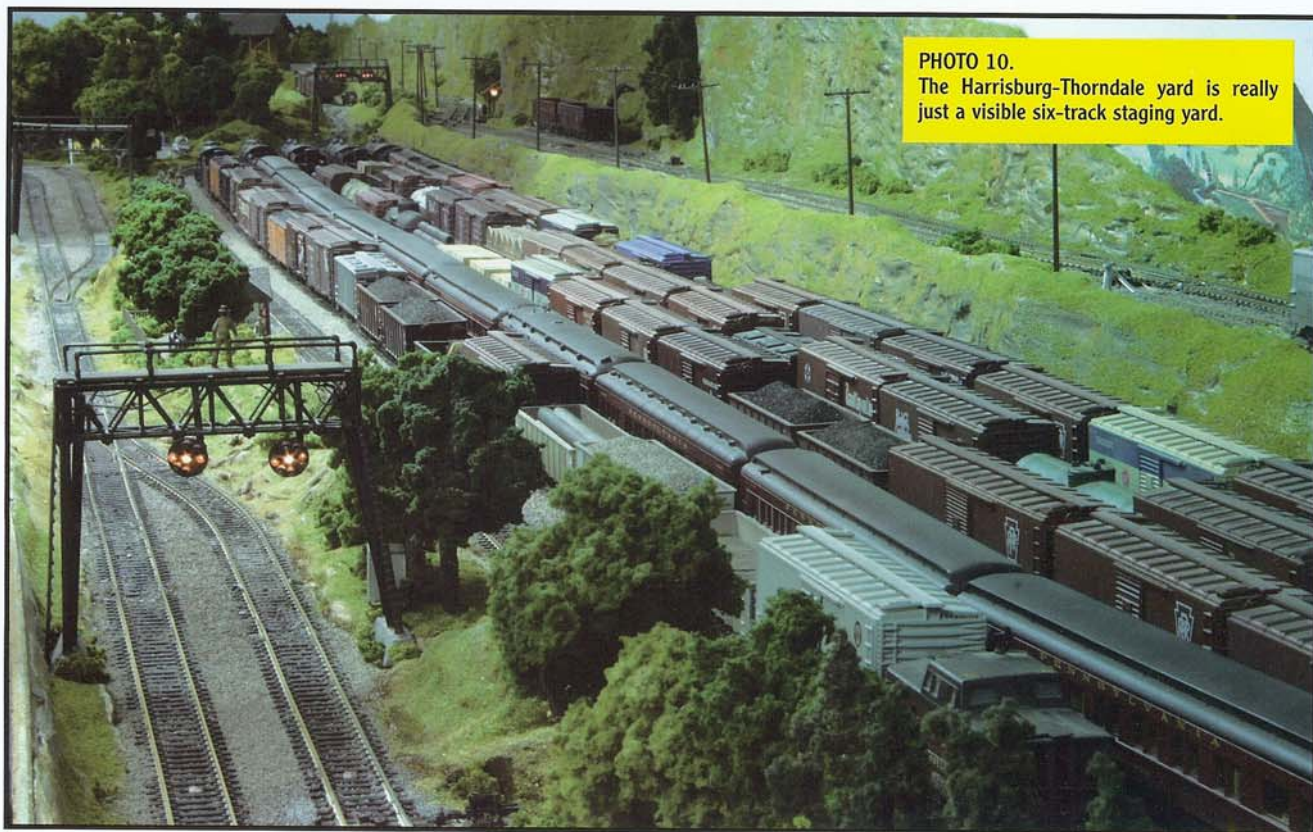


PHOTO 10.
The Harrisburg-Thorndale yard is really just a visible six-track staging yard.

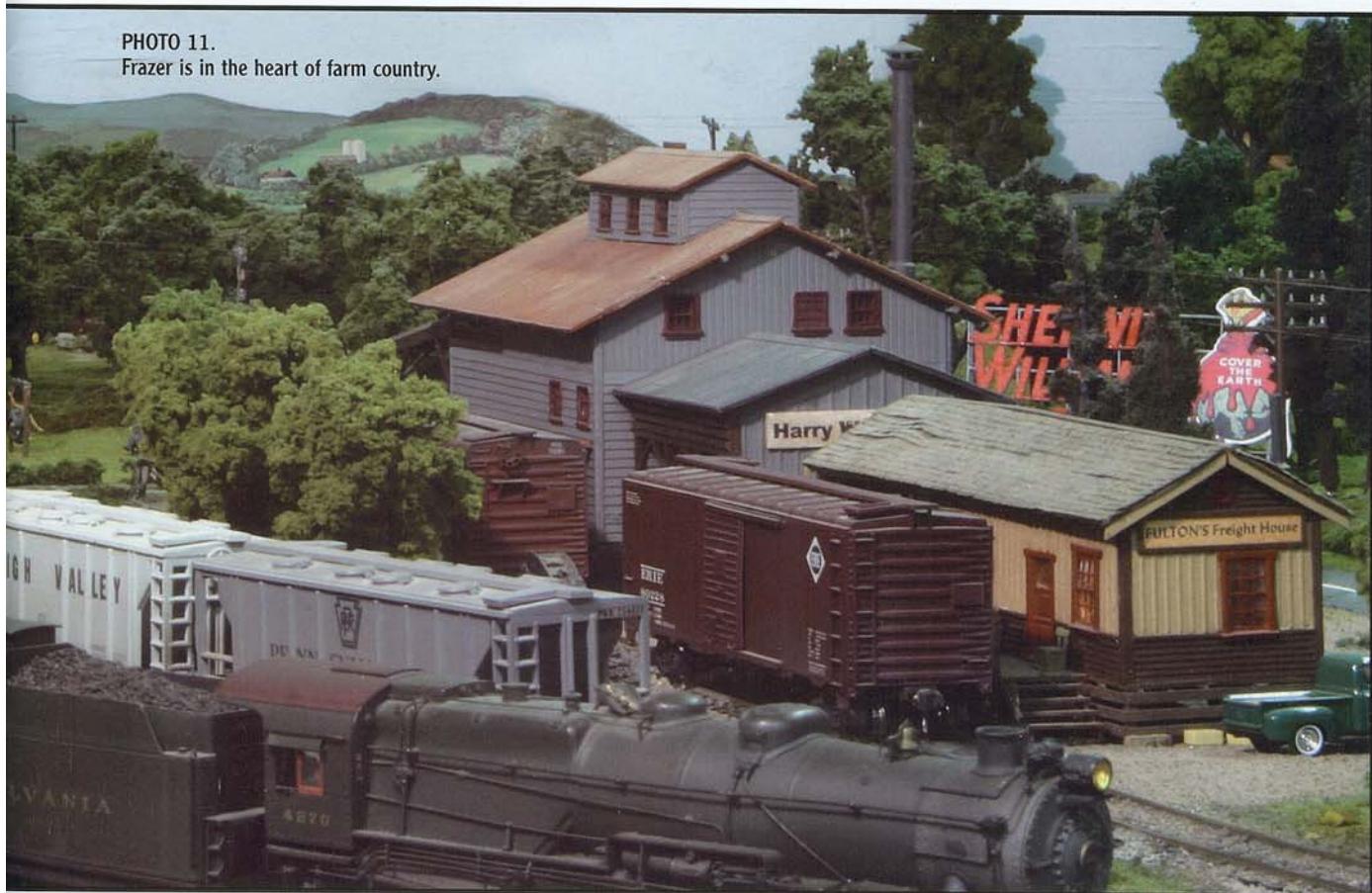


PHOTO 11.
Frazer is in the heart of farm country.

THE PENNSY IN HO

PHOTO 1.
An H9 is switching the coal dealer and other
industries at West Chester.



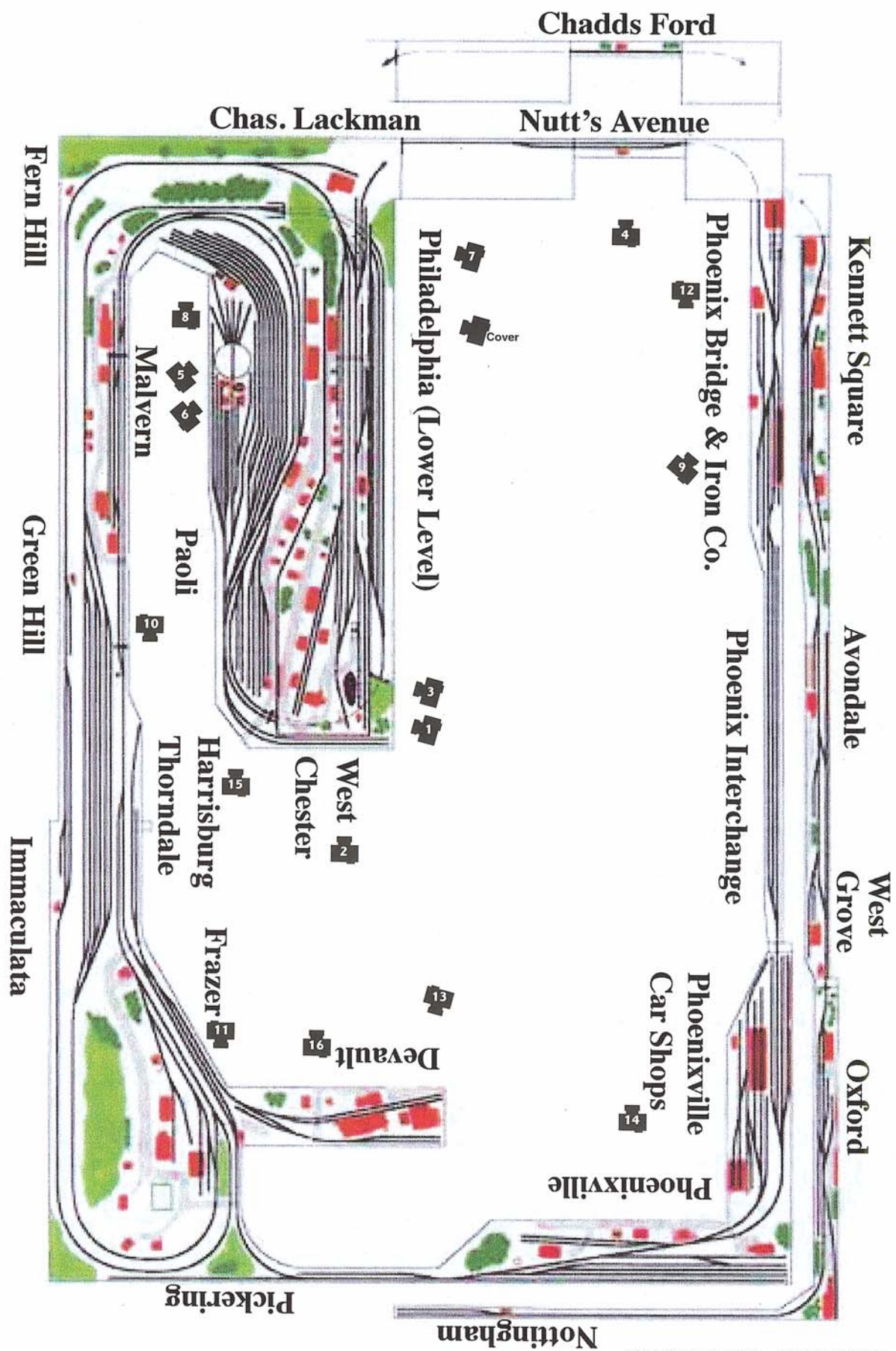


PHOTO 5.
The motive power is serviced and stored at Paoli.



PHOTO 6.
The turntable at Paoli.

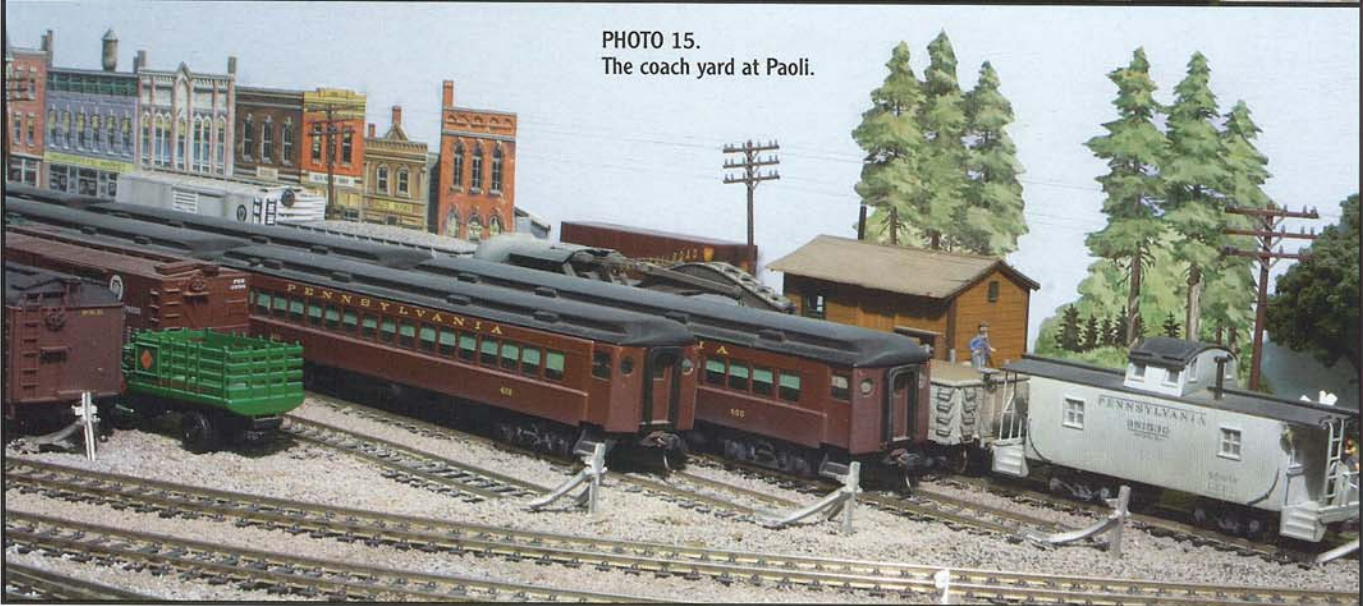


PHOTO 15.
The coach yard at Paoli.



PHOTO 2.
The grain elevator at West Chester.

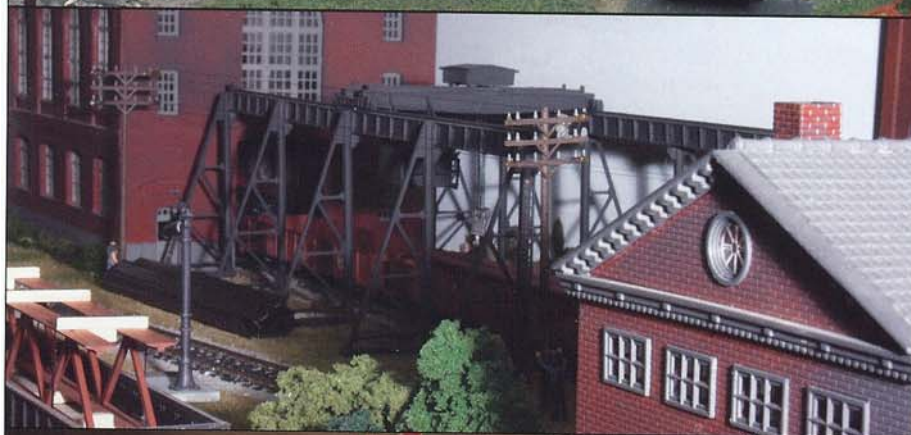


PHOTO 9.
A small portion of the Phoenix Bridge & Iron Company.



PHOTO 4.
The dispatcher's panel.

THE PENNSY IN HO

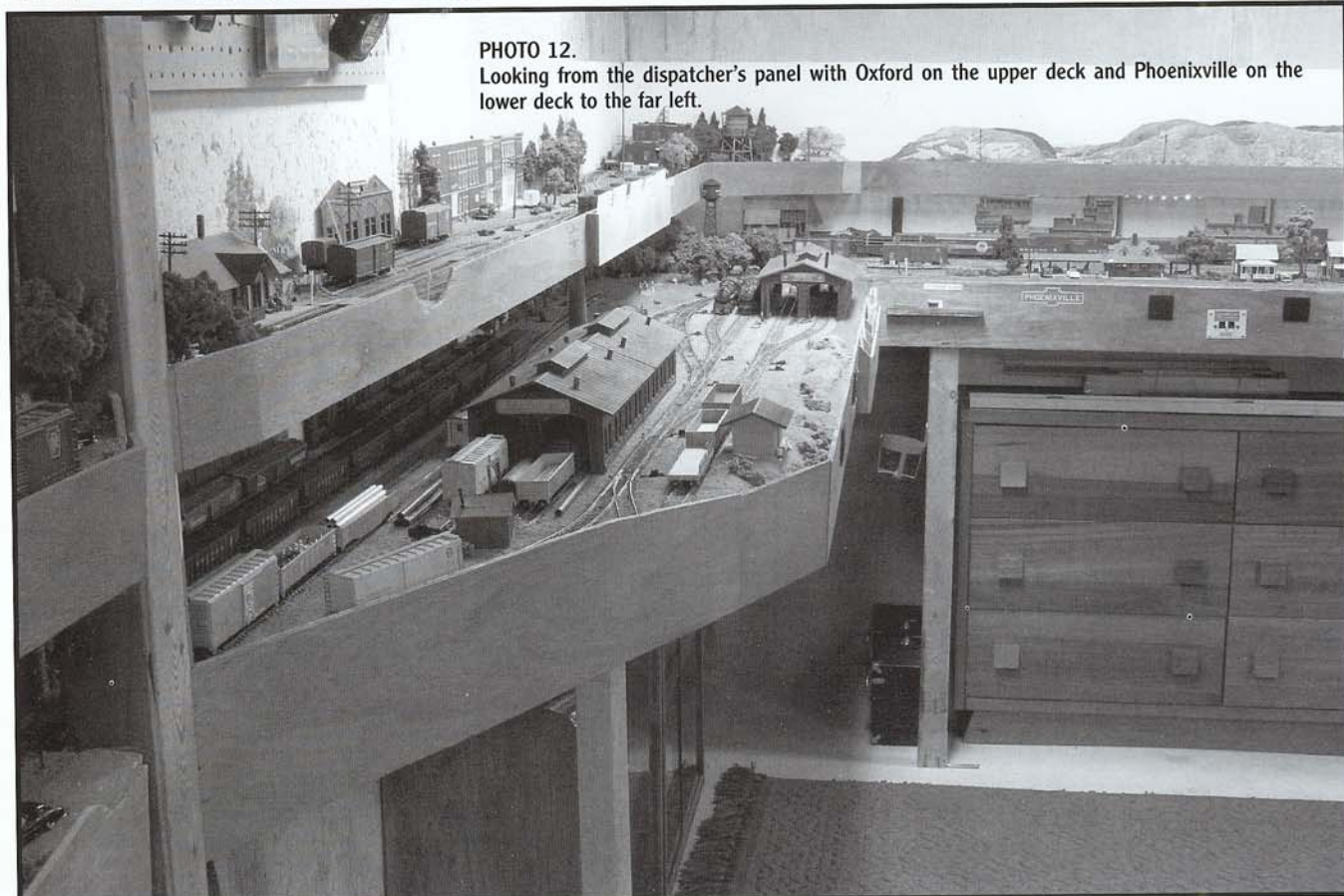


PHOTO 12.

Looking from the dispatcher's panel with Oxford on the upper deck and Phoenixville on the lower deck to the far left.



PHOTO 13.

Devault is on its own peninsula with Frazer in the background.

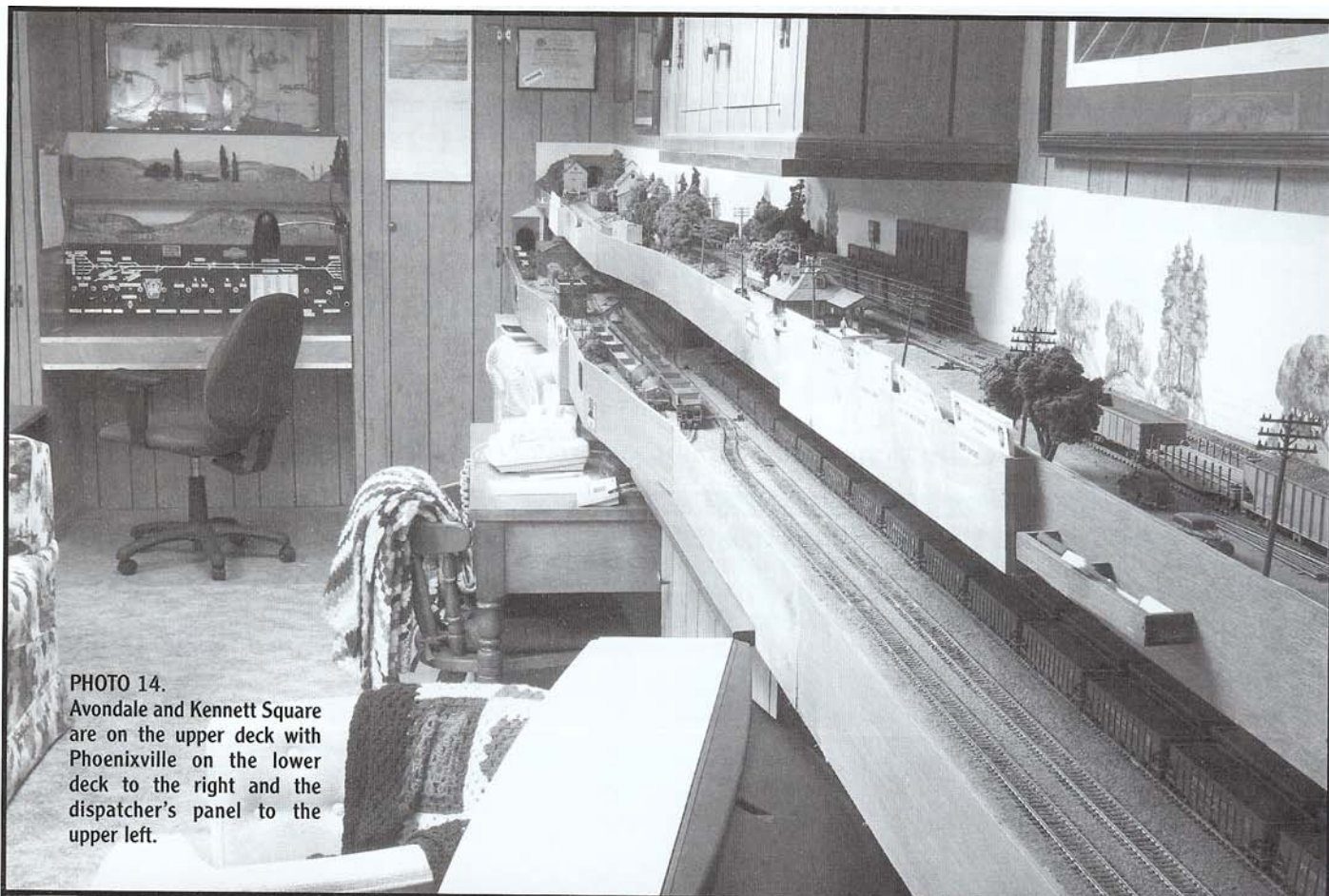


PHOTO 14.
Avondale and Kennett Square
are on the upper deck with
Phoenixville on the lower
deck to the right and the
dispatcher's panel to the
upper left.

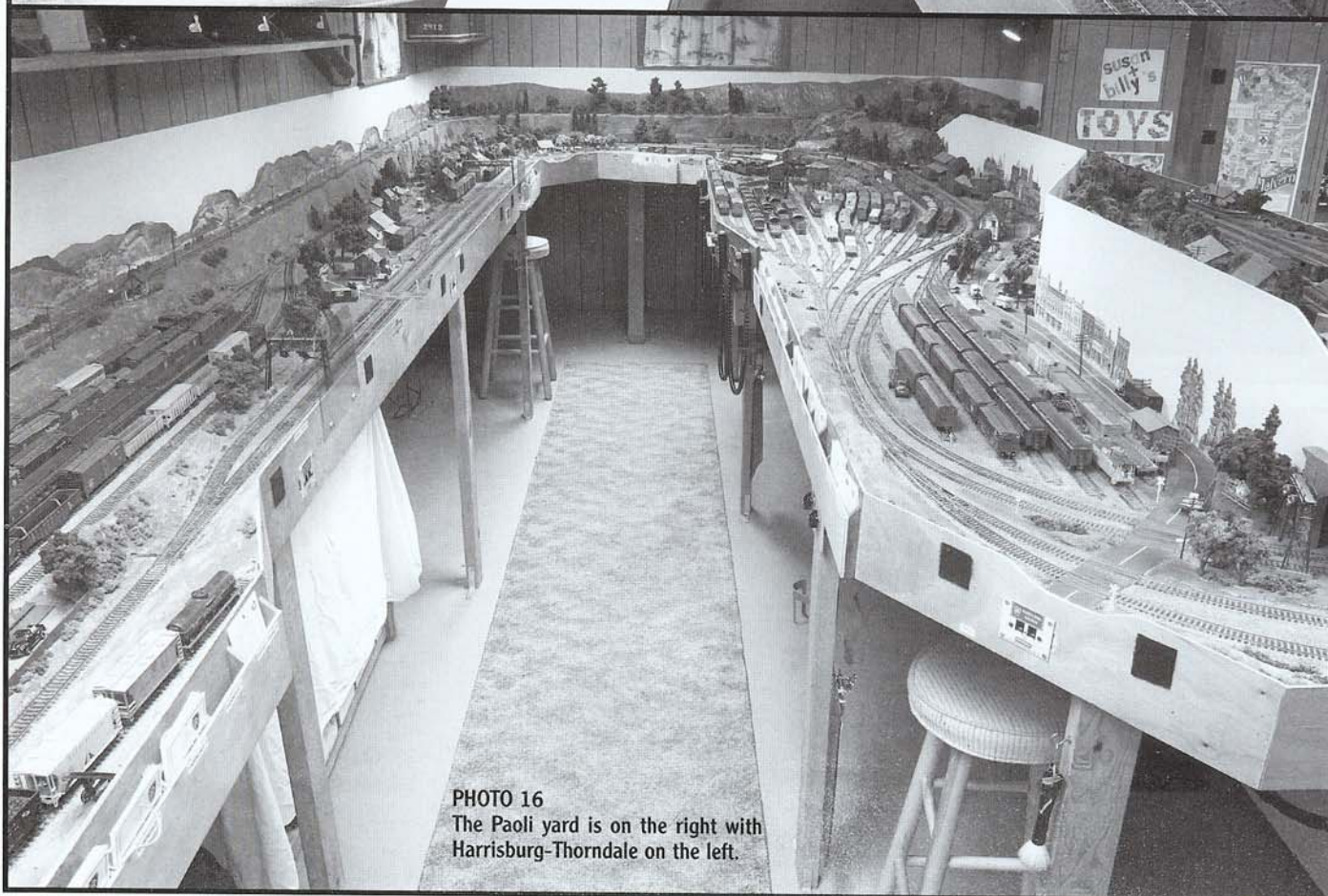


PHOTO 16
The Paoli yard is on the right with
Harrisburg-Thorndale on the left.