

But Titus found one of those too. “I did a little more searching around and found a second woodchip loader visible from street view in Prineville, OR. This one has the pulley system in clear view.”

[google.com/maps/@44.348309,-120.905172,3a,15y,235.55h,79.78t/data=!3m4!1e1!3m2!1sWwvujdjO6Sms0mqUAPNv6w!2e0](https://www.google.com/maps/@44.348309,-120.905172,3a,15y,235.55h,79.78t/data=!3m4!1e1!3m2!1sWwvujdjO6Sms0mqUAPNv6w!2e0).

or: tinyurl.com/nlf8e7z.

“There is a pulley on both sides actually,” he said. “I believe the mint green ‘thing’ near the loading tower is most likely a winch that is used to position the car in both directions.”

Woodchip pickup:

mrhmag.com/node/18321.

– MRH

Q. This sounds dumb, but where do I put the signals on my model railroad?

A. The only dumb question is one that isn’t asked. You don’t say whether you plan an automatic block signal (ABS) or a more-sophisticated centralized traffic control (CTC) system.

The General Code of Operating Rules (GCOR) is used by many western U.S. railroads, and this is what it says:

Rule 300. Location of signals: Block and interlocking signals when viewed in direction of movement are located generally to the right of the track, but may be located to the left or above such track. Two signals may be bracketed and located on a supporting mast for displaying indications for two tracks. When viewed in the direction of movement, the signal to the right governs the track to the right, and the signal to the left governs the track to the left.

You didn’t ask about spacing, but many model railroaders space their ABS or CTC signals about twice the length of their usual train – if most trains are about 10 feet long, then a 20-foot block length is a good starting point. High-traffic lines might benefit from shorter blocks, and low-density lines can use longer blocks and still remain fluid.

Signals need to be placed where locomotive crews can see them clearly from a reasonable distance – around a tight curve on a tree-lined right of way would be a bad idea. Union Pacific specs in the mid-1950s required signal masts to be located with a minimum eight foot clearance from the nearest rail. Seven feet of clearance had been allowed in the 1930s.

– MRH



TIPS

Brake line repair

Every year, train models become more detailed, with smaller and smaller parts. Some kits are harder than ever to build. Things like safety chains and brake lines have become so thin and fragile that removing them from parts trees has become difficult to do without breaking them, even with a razor blade or clipper-bladed tweezers.

When I was assembling an InterMountain kit of a cylindrical grain hopper, I had a brake line that shattered about ½ inch from the end. The normal solution is to contact the