



The DEPOT

Here's pictures of the prototype (original) and the model. The depot is $\frac{1}{2}$ block away from the BNSF and Sounder mainline and today is a BBQ joint. The backdrop picture was taken from the new Sounder station platform and the Depot would actually be behind me so the orientation is legitimate.

Allen Miller provided me the exact dimensions and Ron Ferrell made the sign on his computer. The shingles are Blair Line, the freight doors are cut from a DPM Laube's Linen Mill kit. Doors and windows are from Grandt Line. Initially I built a mock-up using $\frac{1}{4}$ " foam core and then traced the dimensions onto my Evergreen styrene, purchased in 2x4' sheets.

This is my very first effort at scratch building.





CREW OFFICE

This small structure was by far the most intimidating to model because I wanted to replicate the worn appearance. This photo is circa 1980's just before it was torn down. The service facility was on 36th St and McDougall north of Sumner Iron. There was a turntable in this location that at one time turned Mallets! Hogland Freight is patterned after a picture I found in the Everett Public Library.



EVERETT PAD & PAPER

Everett Pad and Paper is a background structure on my layout. The prototype did not receive rail service so it was a logical pick for a flat (bas relief)! During a trip in 2006 I took a few photos of the area, as seen above. The business is still operational today at 36th and McDougall and the tracks ran right in front of the building.

The walls are grooved styrene and the windows are from a parts box. Roads are made from roofing paper.

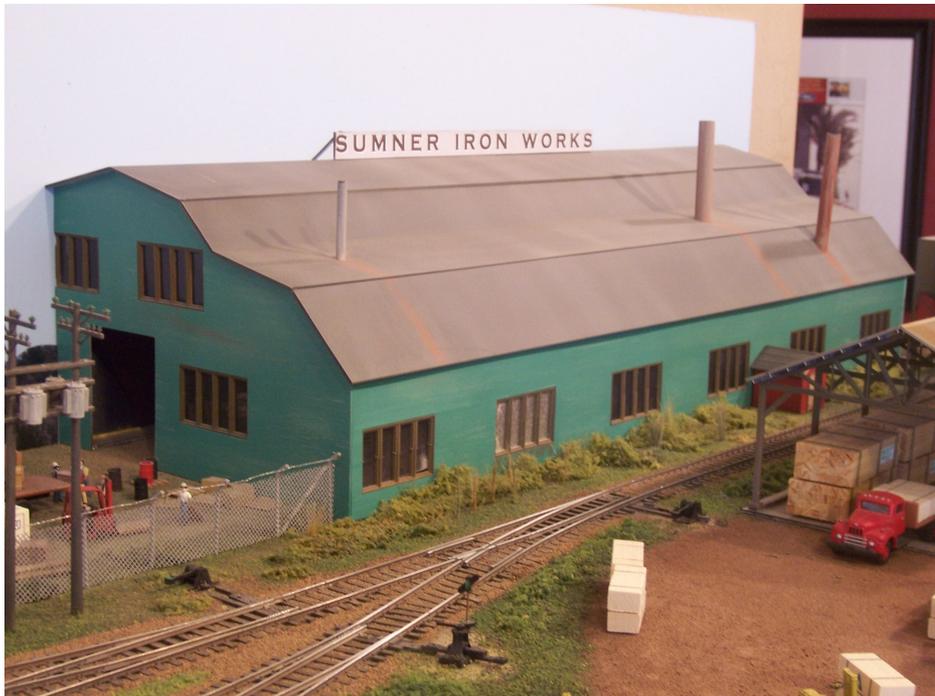


SUMNER IRON

The funky green “barn” is Sumner Iron Works near the Lowell neighborhood. A tiny one lane bridge ran on top of the tracks that eventually led to the engine service facility at 36th St. The structure still stands today but is somewhat overshadowed by the new 41st St. overpass.

The site and the building are formidable and it took me a while to figure out what to model. I settled on the main body of the building. The toughest part was the roof angles. Ron Ferrel de-skewed the black and white photo and I printed it full size. It was literally an “eyeball” attempt to get the roof angles correct after that.

I again used large styrene sheets because of the length of this building, over 300'. I didn't want any seams and wanted to create an overall impression of its size. The windows are from a DPM kit where I cut the cross braces to match the prototype. The Penn Central green mostly matches the real color.





The MILWAUKEE ROAD DEPOT SIGN

The photo is facing East along Pacific Avenue. The track in the background is probably post-merge GN/BN, circa early to mid 1970's. Photo credit goes to Allen Miller.

Credit for the model sign goes to Ron Ferrel who also shares a passion for Everett area railroad history.