



The B&JRR is a fictional, late-1800s-early-1900s, outdoor, "G" scale, non-electrified rail system. Locomotives are battery powered and (mostly) remote controlled. We stick with/near 1:24.

The outside real dimensions of the layout are about 70 x 35 feet (farthest track separations). There's about 250 feet of track. The B&JRR uses mostly Aristocraft track, though there is some LGB and USA.

Buildings range from scratch-built to purchased fully assembled. Fully assembled buildings came from K's G Scale Buildings for Garden Railways (<http://ksbldgs.homestead.com/mainpage.html>), including the mine, mine shack, B&JRR office building, livery/blacksmith, and chicken coop. Kit buildings came from Garden Texture (<http://www.gardentexture.com/>, 704-847-

7169), including the barn, the depot, the railyard shack, farmhouse, and the general store. Currently, the one scratch-built structure is the tippie at the mine.

Kits for converting rail-powered locomotives to battery/RC power came from Soundtraxx Sierra (<http://www.soundtraxx.com/sierra/index.html>).

The low-voltage outdoor lighting is from Malibu (<http://www.intermatic.com/malibu.htm>). The fixture style is LT9 (20W lamp) that looks much like a railroad signal by day. The ten lights are on a 300-watt power supply.

The first section of track was laid in January of 2000. Progress came in spurts, amazingly timed with visits here by my Dad who also has always been a train lover, has had layouts "in the basement" all his life, and now has his own garden railroad at his home in the Kansas City area.

The B&JRR consists principally of three trains. The passenger train is headed by a C-16 2-8-0 marked the Colorado & Southern RR. The Pullman turn-of-the-century passenger, combine, and observation cars have various markings. The freight train is headed by an 0-4-0 PRR switch engine. It's rolling stock is marked the Napa Valley RR (a Delton series by Aristocraft). The third train is headed by Playmobil's "RC Oldtimer Train" engine and includes miscellaneous freight cars. The simplicity and ruggedness of this last train has proven invaluable for letting youngsters engineer.

