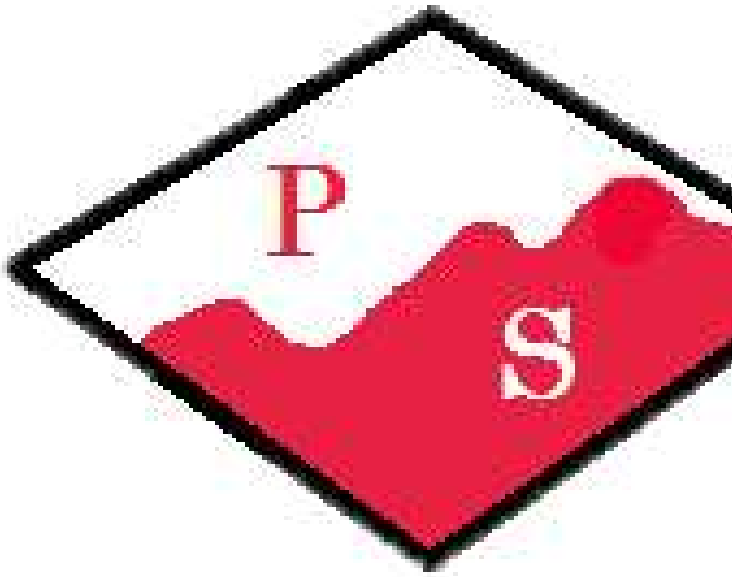
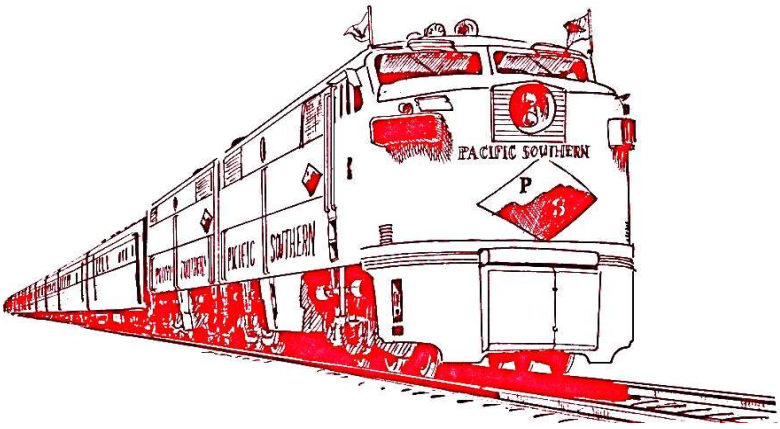


A LEGEND

THE PACIFIC SOUTHERN RAILWAY (PSRY)

Model Railroad
HO Scale (1'/87')
Established 1964

www.pacificsouthern.org
Pacific Southern Railroad / Facebook
http:rockyhilltrains.org (501 c3)



Carl and Anne Pate
26 Washington St
Rocky Hill, NJ 08553
860-633-2052

This is the story of how a small railroad started as one person's idea and it grew over the years into a museum quality Model Railroad designed to teach visitors about the importance of railroads, the challenges they face and the changes they seen over the years.

This book is divided into two parts … The first 34 pages are used to define general information about the club and its operation. The rest of the pages focus on each location site.

The PSRY history can be divided into 3 different periods of development.

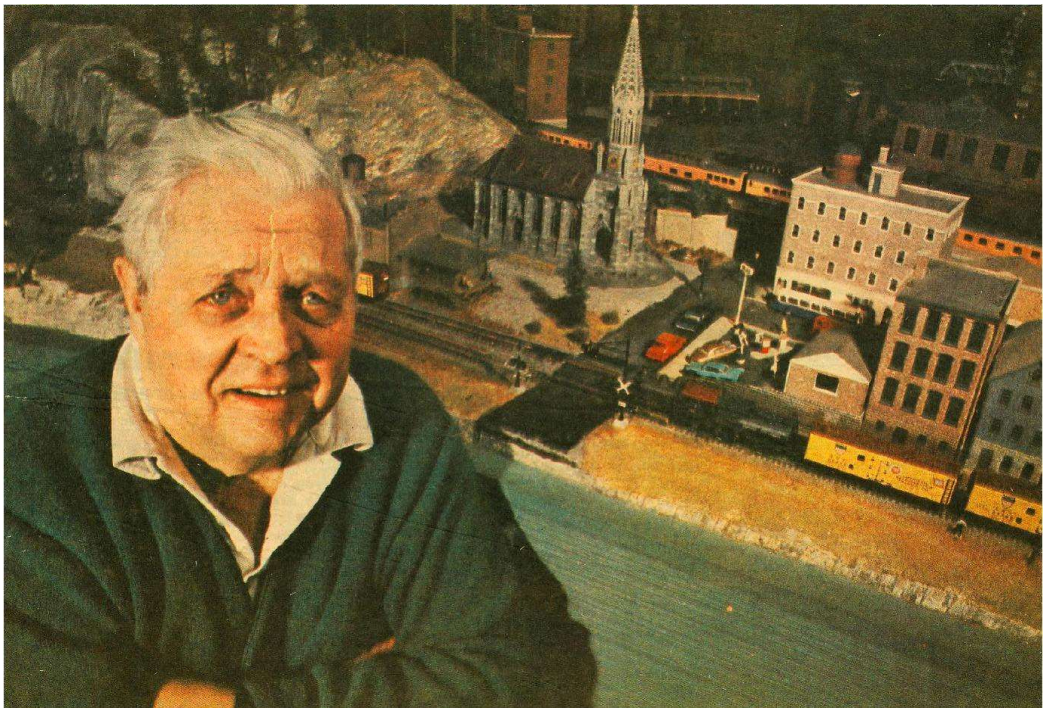
• THE BEGINNING

The following is a timeline of events that led to the creation of the Pacific Southern Railway and its support the local community.

- 1946 ... ***Charlie and Helena (Pate) Hanan*** purchased 106-acre farm in Rocky Hill, NJ.
- 1952 ... The Hanan's sold 2 acres of adjacent property to ***Robert and Anne Latham*** of Brooklyn, NY (Bob grew up with **Helena Pate** and her brothers when they lived in Brooklyn, NY as kids).
- 1953 … In the basement Bob Latham had their new home constructed with 2 steel beams forming a "T" to support the first floor of the home so he could build a model railroad in the basement with minimal obstructions.
- 1954 ... Bob started construction of an O scale (1/45) model railroad around the outside of the rectangular

basement.

- 1962 … Bob removed the O scale (1/87) railroad and started construction of a HO Scale layout in the rectangular basement.
- 1964 ... Bob with the help of other local model railroaders held a December Christmas show that was a great success. The ***Pacific Southern Railway*** was established.
- 1967 … The club decided that the track plan should be redesigned for better operation and viewing by visitors. The East and West ends would be saved and the center redesigned to give better operations.
- 1968 ... With the help of Bob's sons, a crawl space under the home kitchen was dug out and track was installed; a door and stair well exit was added to the outside so members could enter without going through the home.



Bob Latham **First Owner**

- Multiple color valance lights (white, red & blue) allowed night scenes and an announcer used numbers on the valances to point out specific points of interest and to control the flow of visitors.

- 1970 ... The popularity of annual show grew and the Pate Bros Circus train was added to the schedule as the last train on the schedule.

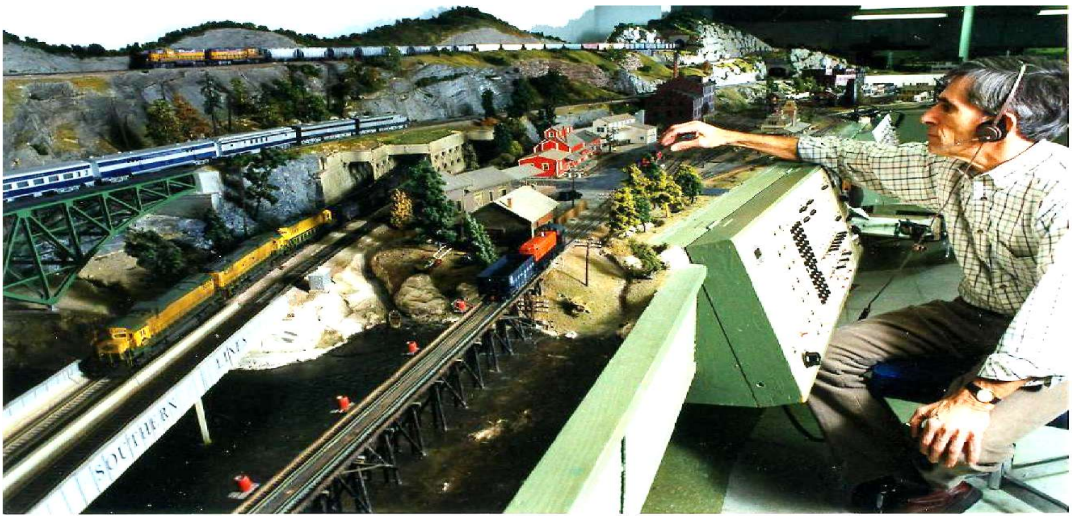
- 1980 ... Over two show weekends, the attendance rose to 4,000 visitors. Transportation of visitors to the home was provided by Rocky Hill Fire and Rescue Squad.

- 1988 ... When Bob Latham passed away, the club was allowed to continue the Christmas shows. For the 25th anniversary, am hour long VHS video on the club was called **"A Legend"**. The VHS tape, was

produced by Carl Pate and over 200 copies were sold to visitors.

- 1992 ... Geoff Green, one of the founding club members, purchased the home and began plans to add on to the home and railroad.

• GROWTH AND RENOVATION



Geoff Green at Shore tower (1990's) **Second owner**

- 1993... Geoff Green began construction of the 30' x 45' addition to the home and basement.
- 2002 ... Last Christmas shows were held. Over the years, Funds raised over the 43 years from the train exhibitions were donated to local community services. Over the 43 years the donations have exceeded $175,000.
- 2003 ... Railroad operation shut down for conversion from DC to DCC (Digital Cab Control) and to upgrade the scenery.

- 2010 ... Early discussions were held with Carl (nephew of Helena Hanan) and Anne Pate to consider the purchase of the home and model railroad.
- 2016 ... In August, the home was purchased by Carl and Anne Pate. In November, the Pate's held an open house for Model Railroaders and a Pot Luck dinner for Club members and their families ...

Carl and Anne Pate Third owners

- 2017 … Plans were put in place to resume the annual train exhibitions and continue donations to the local community.
- 2020 … With inside attendance limitations instituted by the State of NJ, changes were made to connect the PSRY to the internet and allow remote operations on top of on-site control.
- 2022 … Review and expansion of train schedule to include all areas, more flexibility and expansion of scenery upgrades.

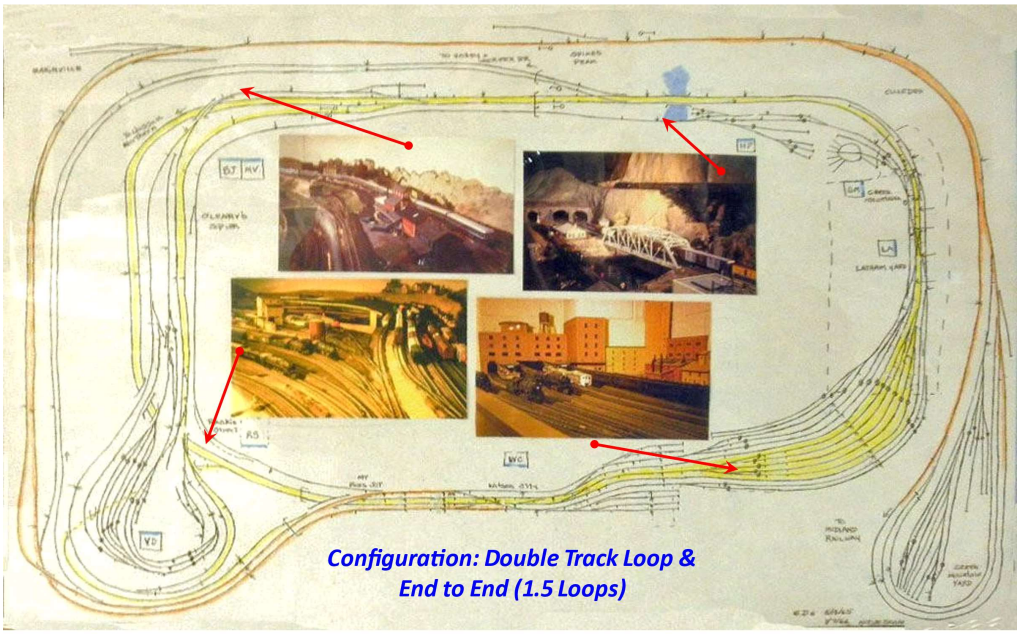
• CONVERSION AND EXPANSION

Between 2003 and 2006, the original basement area was renovated to match the new addition. This involved various wall repairs and the installation of gypsum-board walls. Some track and scenery alterations were made and new lighting provided. Most of the structures from the original layout are still in place, but many needed repair, renovation or replacement. Scenery is an ongoing project.

During the expansion period, Basement walls were insulated; Air circulation was improved; emergency lighting added; scenery lighting improved; exit signs were installed; New entrance to meet current standards and improve the safety of visitors.

LAYOUT CHANGES

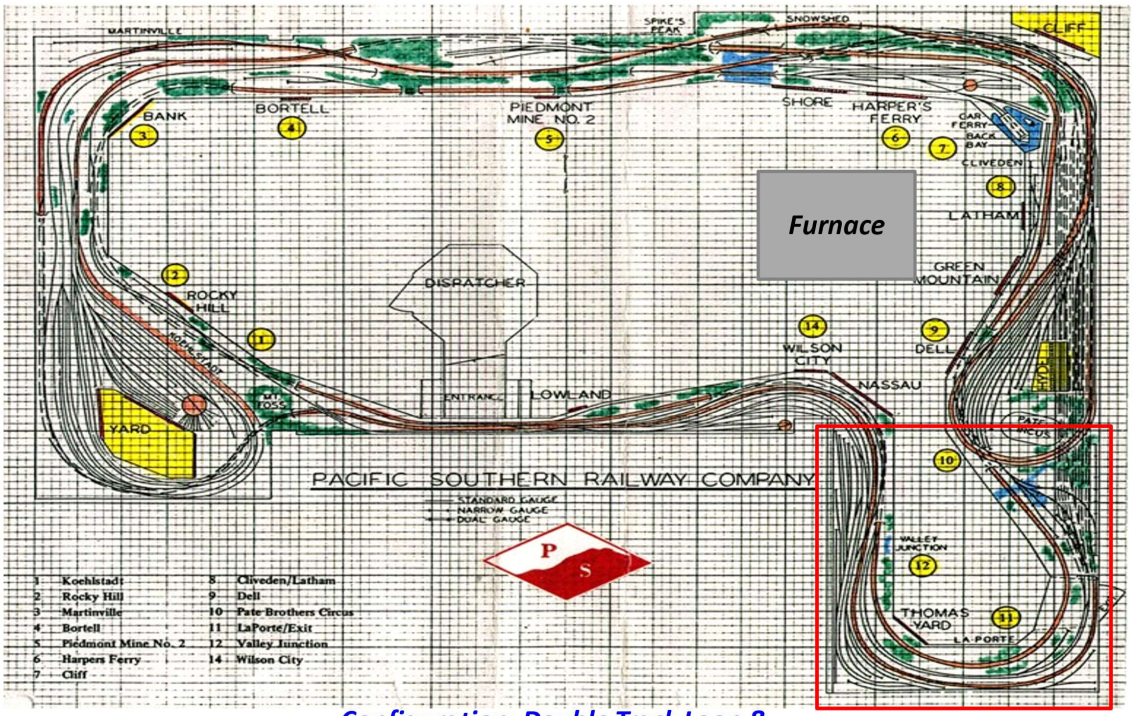
1964 - 1967 PSR / The Start (First PSR HO Layout)



Drawing by Geoff Green / 1965 9

In the mid to late 1960's, the club determined that improvements could be made to the original layout to improve operations. A crawl space under the house kitchen was dug out by the Latham sons and a door was added to the outside and a section of layout could be removed to exit the railroad. With the new design there would be up to 3 levels covered by scenery and tunnels. The 3 levels only appear at one location (#6) Shore Tower.

1968 – 2002 PSR / The Redesign



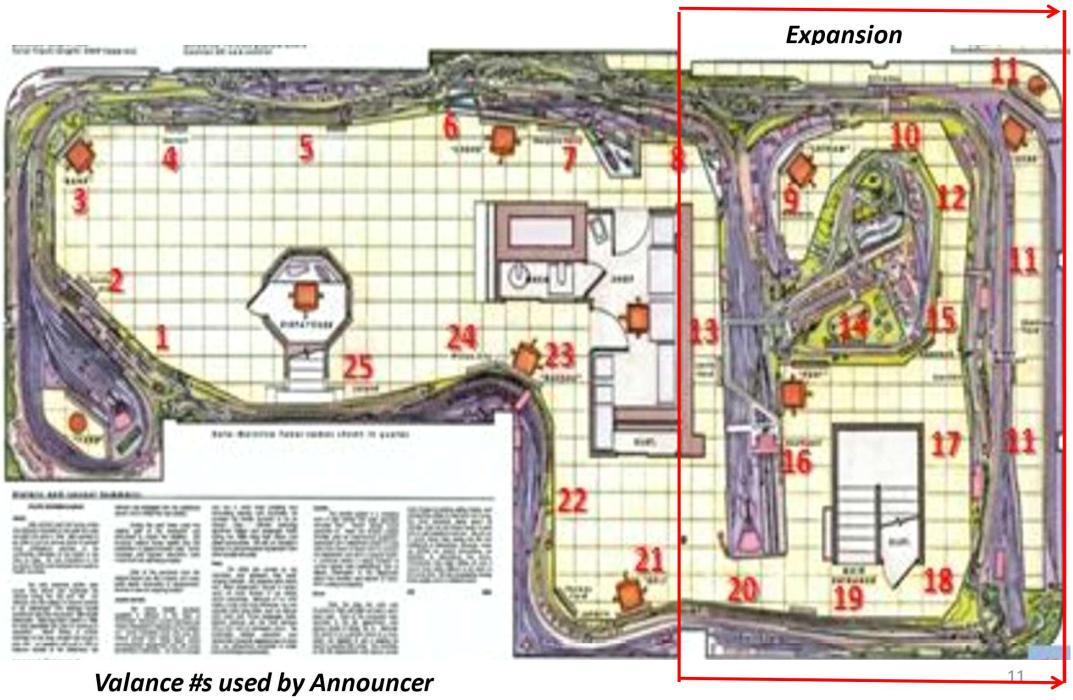
Configuration: Double Track Loop & End to End (2.5 Loops)

Shop Area Added

1

When Bob Latham passed, John Harper, a member, asked Geoff Green if he would consider purchasing the home and railroad. Geoff's concern was that the layout was complete and there was little more to build. John's answer was … "you can add on to the home to expand the railroad". The rest is history.

2003 – Present PSR / The Expansion



Valance #s used by Announcer

By expanding the basement (30’ x 45’), junctions to HYDE tower were simplified and the railroad gained a lot of flexibility.

RAILROAD STATISTICS

- **Size:** In the 90’ by 45’ basement, the HO scale (1/87) model railroad has over 3,500 feet of hand laid track that is equal to about 10 scale miles of track.
- **Run Time:** For a train to run from one end of the layout to the other, it has to travel around the room 2 1/2 times ... The trip takes about 20 minutes of running time.
- **Curves:** On the Main Line the tracks use 48” radius

curves with super elevation and easements; in Freight yards 36” radius curves are used and on Industrial track 30” radius curves.

- **Track:** Track is hand laid with code 100 rail on the dual main line for 4/5th of the run and then a single track for the last climb to the east end. The Branch line track that carries lighter rail traffic uses code 70 rail.
- **Grade:** The sharpest grade on the main line is 1.3% and on the branch line it is 2%. Steepest grade is the branch line behind Dispatch booth (Location #25).

SCENERY CONSTRUCTION

- **Bench Work:** L Girder construction with height varying from 37” to 55” high.
- **Back Drop:** Painted gypsum board with images and painting added where needed for detail. Each layer (up to 4) is applied starting with far to near.
- **Track Road Bed:** Homesote was placed over 1/4” pine or plywood and glued with flexible glue.
- **Scenery:** Plaster or hydrocal was placed over screen and or plaster cloth on cardboard lattice.
- **Buildings:** Constructed from kits, altered kits, combination of kits, and scratch built.

TRAIN OPERATION

- **Control:** Originally the Dispatcher assigned trains to engineers and had track diagram to monitor and

control the routes and schedules of passenger and freight trains. In the center of the railroad. When a dispatcher program was created the number of monitors moved from one screen to three screens to be able to monitor the entire railroad.

- **Towers:** Layout consists of 5 main towers and many smaller stations.
- **Method:** On original layout, the club used DC power and had 8 main towers. It took 14 individuals to run a show by passing trains from one tower to the next.
- **Train Power:** With conversion to DCC power (2006), engineers were assigned to the control of the trains and they must watch track signals for movement instruction (like on the real railroad).
- **Train Schedules:** The club has three schedules that it uses … ***Working*** timetable***, Show*** timetable and ***Waybill*** time Schedule. Other than show schedule the others can be run at the same or different times.

ORIGINAL CLUB CONCEPT

Bob Latham built the house where the railroad is located in the early 50's and founded the Pacific Southern Club in 1964. Bob wanted to put on annual shows to benefit local emergency services, so he contacted members of the NMRA in the area to help. Because the shows were treated as theatrical productions (lights, sound, music and narration), they were different than most model railroad open house shows. Since Bob Latham was interested in the Southern Pacific, he reversed the

words to Pacific Southern. In 1984, the club was issued a license by the Inter State Commerce commission in DC to allow the running of railroad.

In 2022 the Rocky Hill Trains doing business as the Pacific Southern was issued a 501 c-3 tax status.

THE PSRY CLUB

The club is active year-round and track layout was rebuilt to improve the railroad during the ’60’s and 70’s. The railroad was the subject of feature articles in the September 1974 Model Railroad Craftsman and 1983 Model Railroader and it even appeared on Good Morning America. Following Bob’s passing in 1988, his heirs permitted the club to continue operation. Geoff Green, a charter member of the club bought the house in late 1991. An addition to the home was built in 1993 to improve access to the basement and expansion of the railroad. The island addition enlarged into the operation and included a trolley line.

LOCATION AND ERA

The name ***Pacific Southern*** suggests a railroad in the west or southwest. However, current members are mainly interested in railroads of the eastern U.S. Some members favor 40’s and 50’s motive power

and rolling stock, others contemporary equipment and still others something in between. To have a local and terrain mind when installing and renovating scenery and structures, we consider the PS to be an eastern Class 1 railroad operating significant freight and passenger traffic during the 1950's using both steam and diesel locomotives.

THE TRAINS

The trains are owned by the club members, and they represent their wide range of interests. We operate both steam and diesel. Because of our wide radius curves with super elevation and the long distances, we can operate fairly long trains, such as an 80 to 100 car coal train and 15 car passenger trains. A special feature is the Pate Bros Circus train and its namesake circus. We emphasize reliable operation and reasonably accurate appearance of trains. We use rolling stock standards to make sure everything is road worthy. Reserve engines are stored in a case for easy access and we use engine cards to identify what they can be used for.

ORIGINAL CONTROL SYSTEM

The original control system was a modified form of cab control with cabs to operate remotely from “tower” panels where operators sat. There were several wireless throttles used for walk around operation. Operators used a telephone system to pass trains from tower to tower and to contact the dispatcher, who sat in special booth. A computer system has been installed to control signals and interlocks and to display information to the dispatcher about the location and identify of trains. In July 2006, the club began considering

conversion to Digital Cab Control for a more life-like operation with sound.

THE TRAIN SHOWS

From the time the club was founded in 1964 until 2002, the club held shows each year. Most of the proceeds were donated to the fire department and rescue squad of Rocky Hill, NJ. Because the layout is in a private home on a busy street, we needed to use a parking lot about a quarter-mile away. The Members of the local fire department and rescue squad took charge of parking, selling tickets and transporting visitors to and from the house. Over the 43 years, over $175,000 was donated to the community …

In 2002, steps were taken to renovate and upgrade the original basement and expand the layout to a new room. For a 20-year period there was no annual open house events.

The annual exhibitions were restarted in 2017, the rules for events had changed. State permits are required for events held indoors so show attendance is now limited to 60 people per show. With the start of new shows, the back garage on the property is used as a ticket are and for the sale of donated railroad equipment. All of the funds are included in the donation totals.

PSRY SHOWS are different …

- Museum quality presentation and production;

- Unique schedule to increase the number of running trains.
- With no best viewing location, visitors can move around the layout during a show.
- Limited seats are available for the elderly.
- ALL proceeds and donations raised go to local community service organizations (Fire Company and First Aid and Rescue);
- Show script was recorded professionally to standardize information to visitors.
- Facia plaques provide detailed information for each location.
- Shows are designed to share decades of the layout development and history.
- Presentation of different railroads and equipment used over the years;
- Visitors can see how a railroad is run;
- Before and after a show, we sell donated train equipment to raise additional money for the local community;
- Support of Model Railroad hobby;

ANNUAL SHOW PERFORMANCES

TRAIN SHOW SCHEDULE

Each “Show” schedule (between 1964 – 2002) lasted about 35 minutes. Reserve shows (max 75 to 100 People) were held in the mornings and General admission (up to 150 people) were held in the afternoons with time allowed to get people in and out. We ran up to 8 shows daily during the first two weekends of December. When the club started the renovation in 2003, a decision was made to discontinue the public annual train shows.

When the home was purchased by a new owner in 2016, it was decided that the annual train exhibitions should be restarted. Over the years, the rules to hold a public event changed. There is a limit on the number

of visitors at an inside location and a permit is required. If there are over 60 visitors, then emergency support is required for fire and emergency issues. The annual show gives the club exposure and often acts as a source of new members.

CLUB OUTFITS

Though the Pacific Southern is informal, for events we need to stand out from visitors. Over the years club attire has changed …

- ***Light Brown Smocks*** – In the beginning, one member was able to get brown lab coats (smocks) for club members.

Original PSRY smock (Roger Thomas)

- ***Red Jump Suits*** – In the late 60s, a change was made to change to red jumpsuits with the PSRY

logo. The suits worked really well – Smart looking, light but warm and helped identify PSRY members.

12/1991 Carl Pate and John Harper

- ***Blue Sport Shirts*** – With many new younger members, a change was made to blue sport shirts. On them was the club's name and logo.

2022 Carl and Anne Pate

COMMERATIVE CARS

FIRST PSRY CAR / In 1983, to raise additional revenue and increase the donation amount to the local charities, the club created and sold at its train shows railroad cars with the club loco on the side. The commemorative car was a 50' double door box car (Blue/Silver).

50-foot Double Door Box Car (1983)

SECOND PSRY CAR / In 1988, the club decided to issue a 25th Anniversary PSRY coal car.

1988 / 25th Anniversary PSRY car – 36' Twin Bay Hopper

In 1964, the PSR placed an order for 500 offset

side, twin bay hoppers to service the various on-line mines. Due to wear and tear inherent to main line coal service, the fleet of cars has undergone refurbishing during early 1988 ...The entire 500 car fleet of hoppers was made available, either singly or in lots of six to other interested railroads. Each car was assigned a number 25001 – 25500.

Inside each kit box a notice said: "Due to the recent death of Mr. Latham, the 25th Anniversary Show ... may be the last show for the current layout."

Update: After the passing of founder, the club / home was rented by the family with a condition that the first two weekends in December needed to be vacant so the annual fund-raising event could be held. After 4 years, the home was purchase by another founding member, ***Geoff Green***. Part of the new owner's plan was to be expanded the layout with an addition on to the home.

TRAIN SHOW FILM

(VHS Tapes Sold)

In 1988, for the 25th anniversary of the club, an hour-long VHS tape called **"A Legend"** was created by Carl Pate and it was sold to visitors. The tape contained a complete narrative of a PSRY train show; History of the club; video of trains running; historic slide views of each location, track diagrams, and sound effects. Over 200 video copies were sold and the proceeds were donated to a public television station in East Hartford, CT that helped edit the tape.

CLUB NIGHT OPERATIONS

The Pacific Southern Railroad club members meets every Wednesday night to operate the railroad. On the third week in a month, the wed session is moved to a Saturday to help members that cannot drive a night.

There are three different train schedules ...

Standard – Schedule consists of 29 passenger, unit freight and Circus train;

Expanded – This new schedule consists of over 40 trains that run on the main line, branch line, and to the new module freight yards.

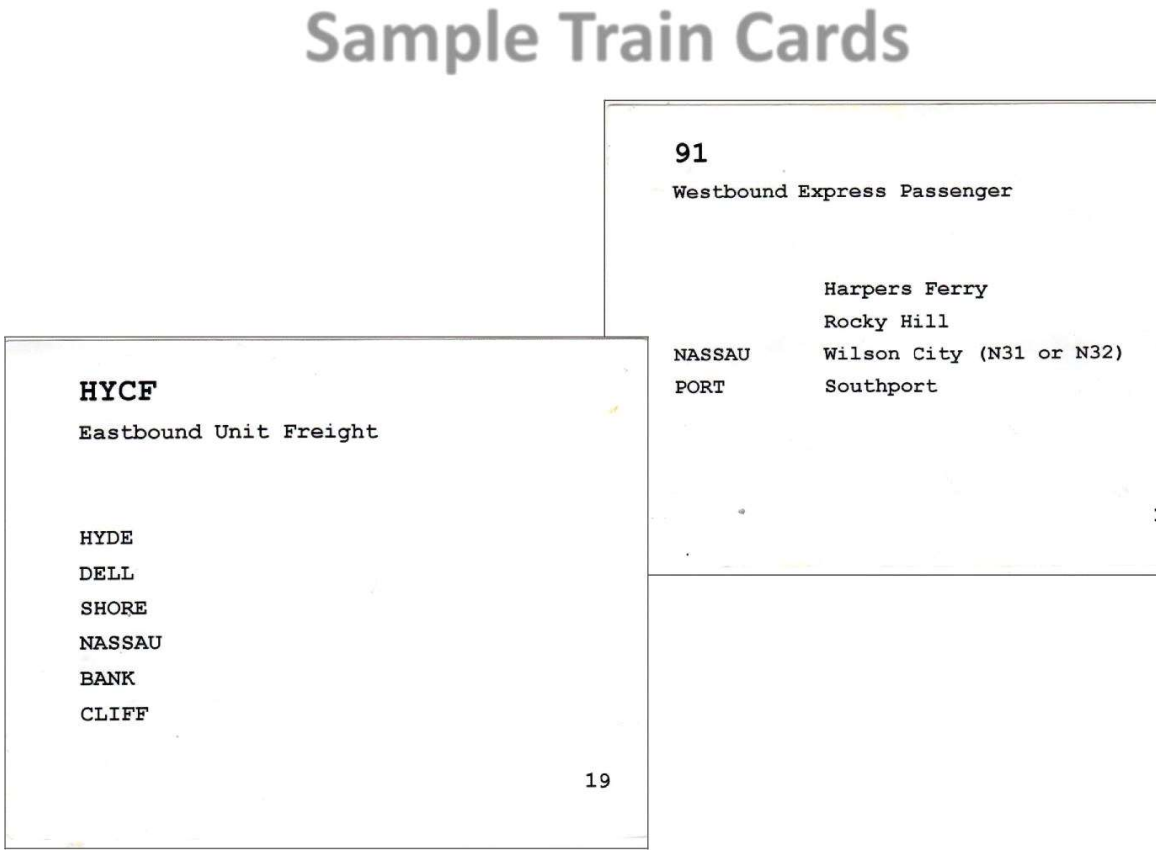
Waybill – Schedule operation of up to 28 trains that is run over a 4-to-6-week period. The assignment of cars is done by a waybill program and assignment cards. It tracks over 340 freight cars with 140 assigned for one way bill operation. Since the Trainmaster is responsible for the flow of traffic, train cards are handed out to the engineers with instructions...

TRAIN CARDS / TIME SCHEDULE

When a train is released by the Trainmaster, the club member / engineer is handed a Train Card. A Train Card is a stock Post Card printed with the following train information –

- Train Number
- Direction and Type of Train
- Starting location
- Towers the train will pass through
- Location of Signals
- Ending Tower for Destination of train
- Special instructions (if needed)
- Number sequence of Train Card issued

SAMPLE TRAIN CARDS



Train 91 is the 1st train released in the time schedule. It is West bound passenger train that will travel from Harpers Ferry #7 to Southport #17

Train HYCF is the 19th train released in the time schedule. It is an East bound freight that will travel from Hyde #16 to Cliff #11.

Train Card Key(s)

- (S) Train Stop
- (sig) Signal
- X Stop
- H Hold
- *…* Cutoff Route
- N41-2 Either track option (N41, N42)
- 2 > Station Track then move to siding
- / Track(s)

TRAIN NUMBERS AND NAMES

- The **First digit** of a two-digit passenger train number gives an indication of the start and end stations.
- The **Second digit** / Last digit of a passenger train # indicates the direction of the train –
  Even = Eastbound (=>) and Odd = Westbound (<=)
- Freight trains are two sets of letters – Origination Tower followed by the Destination Tower.
- In the next part you will see the flow patterns...

	Location #	1	17	10	16	21	6	17	16	23	2	7	3	11
Train #	Train Description	YD	PT	LA	HY	DL	SH	PT	HY	NA	RH	HF	BK	CF
17	Long W							X	C	<			<	<
18	Long E	>	>	>		>	>		C	>			>	X
21	Short W							X		<				
96	Medium E	>	>L	>L		>L	>L			>L			>L	X
HEX	Long E				>	>	>		X					
71	Medium W				X	<	<		<					
64	Medium E	>	X											
HYYD	Long E	X	<>		>	>	>	<>						
61	Short W							X	C	<				
43	Short W									X			<	<
73	Medium W				X	<	<		<					
44	Short E									>			>	X
81	Medium W				X	II	II			II			II	<

West — < = Direction West; L = Local Stops; > = Direction East; X = End of Run — East

29

The Schedule shown is only one of three pages and the schedule can change based on the Trainmaster

Pacific Southern Railway - Waybills

- The PSRY Waybill software program prints out way bills of lading on business cards for each freight car that is selected to move.
- The random operations are color coded and dated to prevent mixing card sessions – **Red**, **Yellow**, **Green** and **Blue**.
- Printed on each Waybill card for each train car is the –***Number*** on the car; ***Type*** of car; Where it is

going ***To***; Where it is ***From***, and other ***Trains*** that it will have to connect with to get to its final destination ...

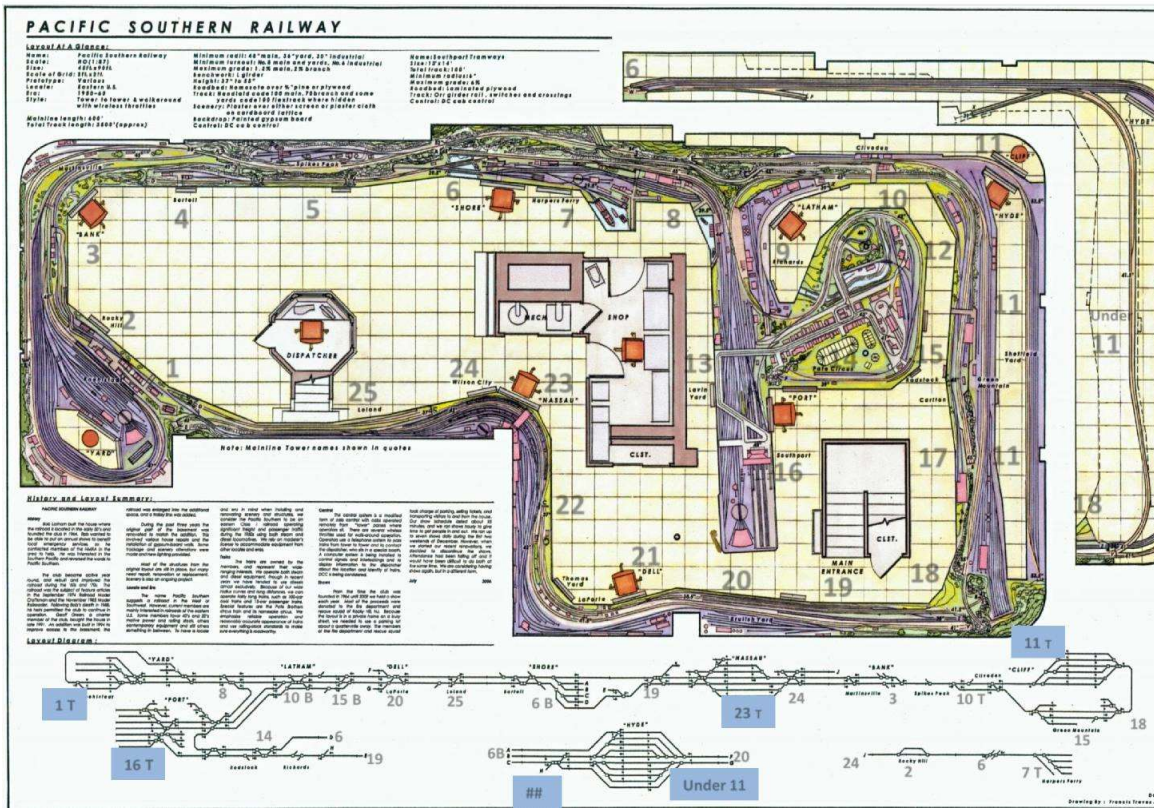
- There is a separate time schedule for movement of the Waybill trains.

VALANCE NUMBERS

After the expansion of the PSRY in the late 1960's, club needed a way to help members and visitors find things that are located on the layout. Decision was made to place numbers on the valance starting at the western end of the layout. Numbers issued go from 1 to 26 and the modules are designated at A, B and C.

The valance numbers are used on the train cards handed to engineers to help the determine what is next.

Pacific Southern - TRACK PLAN



When show announcing was live, the valance numbers and information would vary during shows to manage crowding in specific locations. Today they would call it crowd control. With attendance limits and recorded script, the crowd control is no longer an issue.

PANDAMIC CHANGES

(2020 >)

In 2020, the state of NJ put in place indoor attendance limitations. To keep the railroad running, the PSRY made a number of changes ...

- Added ***Hybrid Operation*** (Onsite & Remote Control)
  With club written programs and internet connections, remote operations became possible without effecting on-site operation.
- New Position/***Train Master*** (Assignment of resources)
  The new position was created to allow diversification of work and better monitoring of train flow.
- ***Train Tracker*** / Resource Tracking (Program)
  Program designed by a member to connect to the dispatcher program and assist in the management of assets and resources.
- Addition of ***James Yard Yards*** (Modules / freight yards)
  Creation of a switching freight yard that is accessible to operators and can be used with or separate from PSRY operations.
- ***Video*** Monitoring (Cloud and Cable)
  With addition of video coverage on the railroad, the monitoring of trains reduced the number of brakeman and gave viewing access to location not seen before.

OPERATION LEADER CHANGE

- **Dispatcher** / Originally THE dispatcher assigned train engineers, controlled routing of trains at the center of the railroad and then gained the ability to control the ends of the layout when and if necessary. As the Dispatcher took on more responsibilities, changes needed to be made ...

- **Trainmaster** ***(new position)*** / A new position was designed to work with the Dispatcher. The position is responsible for the assignment of engineers to trains, handing out train card assignments, and the monitoring the flow of all trains. Based on the number of members on board, the trainmaster will adjust the trains included in the train schedule.

TRAINMASTER STATION

Upper Left / Train Tracker; Upper Right / 16 Video Views of PSRY; Bottom Screens / Display of entire PSRY activity

TRAIN TRACKER PROGRAM

Because of the size of the PSRY, we needed the ability to assign and monitor trains and engineers. To solve the problem, a member (***Jeff Bernardis***) wrote a program to track trains on the schedule, engineer assignments and the status of each train. With the tracking program connected to the Dispatcher program, the Trainmaster has the ability to identify issues ...

- Trains that stop for a period of time
- Speed of a train based on signal settings
- Train Location,
- Running time and
- Engineer assigned
- Display of Train cards (train routes)
- And other information

HYBRID OPERATION

Because of Covid, a PSRY Tech group was formed in Sept 2020 to learn and make changes to allow off-site and on-site control...

- Created different remote display screen formats - Trainmaster (3 screens), Dispatcher with (1 and 3 screen options) and remote display for engineers (1 screen).
- Remote connections (Phone) and the development of a PSRY throttle that displays signal aspects for the train.
- Use of ZOOM on PCs for on-site and off-site

communication.

MODULES

In the club space where there are normally few visitors, it was decided that a freight switching area could be created (for on-line and off-line operation).

It was suggested that the modules include a model of the Eire 28th freight exchange as it existed in NY in the 1950's along with a Warf area were freight cars arrived from NJ by barges.

The new Module track plan uses a different type of construction and had size limitations (no module would be larger than 3' x 8') to make sure it could be removed if desired. For more track space, two of the 3 modules have extensions (12" x 8').

VIDEO COVERAGE

With a smaller number of members allowed on site during the pandemic, we needed to find a way for less members to find and manage on site issues ...

- We tested the use of wireless video cameras connected to the internet. As view time on a camera increased, the video picture would lag by up to 15

seconds. What you saw had already happened.

- To eliminate view delays, we installed two wired camera systems with 16 cameras that are wired to two digital systems. One system gives viewing access to Dispatcher, Trainmaster, Engineers and Visitors of all locations. The system allows views of all cameras, closeups and zooming. To help the Dispatcher, we split half of the cables and added a smaller system to view trains on the main loop on a separate monitor.
- With the use of multiple monitor inputs, we allow dispatcher to see different information and flexibility.
- The Video coverage allowed a reduction of the number of brakemen needed on site.

SCENERY / BACKDROPS

A quality model railroad needs scenery that hides the edge of the layout and makes a visitor think that space goes on …

Sky / The wall is painted two to three blended colors of blue (darker on bottom and lighter blue at the top). After you have determined the horizon level, clouds are hand painted with brushers and sponges using white, gray and some thinned black.

Foreground / Flats (one wall) of buildings are used to break up the wall line and or hide switch equipment that will not fit under the layout.

Scenery / Next you need to determine the building and scenery horizon. Distance hills are painted in with light

colors (sometimes purple). Next you have to add items that are in the distance. A collage for pictures is use to different distance. There can be up to four different levels.

Size / Another options is to use different size objects to create false distance. In the Hot Air Balloon scene (Loc # 26) we used different size balloons to make some look farther away. The Red and Blue balloons are **HO** scale; The Orange and Yellow balloon is **N** scale and the White balloon is **Z** Scale. The smaller an item the father away it looks.

A LEGEND / VHS and DVD

In 1986, Carl Pate with Bob's blessing started a project to document live action of PSRY annual shows. Diagrams of the railroad were created along with a script of 20 pages. Over a weekend, Carl with his brother, Bill Pate, and Jake Fricker visited the railroad and filmed extra shots of the railroad, equipment and action. Then using film from actual shows, the action shots (3 seconds to 90 seconds) were matched to the script to create an hour-long view of the club. With help from the East Hartford public television station, Carl was able combine action shots, slides, narration and sound to create a VHS tape. Over 200 copies were sold and the proceeds were donated to the PBS station for their help. The name of the tape was "A Legend" because we had not seen anything like it before. The VHS was converted to DVD but the new format has not been sold to the public. Bob Latham got to hear the script recording but passed away before the video tape was finished.

THE PACIFIC SOUTHERN RAILWAY (PSRY)

The club is a family of friends who support

- The Family Members,
- The Local Community,
- The Model Railroad Hobby,
- The Next Generation.

We continually try to teach and help others, the hobby and the importance of the railroads. Because of PSRY, other model railroads have been created by the members over the years. In the 60 years, over 150 members have created one of the best museum quality model railroads … The Pacific Southern has become … **A Legend**.

PACIFIC SOUTHERN RAILWAY (PSRY)

On this model railroad, we have used numbers and letters on the valances to identify locations (reference points). In 2017, we recorded the narration for a long (45 minute) and short (20 minute) show options. The details about each location on the railroad were placed on plaques that are posted at each location to allow a visitor to read about the details if they desire.

The railroad is owned by the home owner, while the equipment is owned by the members (every car and engine are labeled with the owners' name. There is a

board of Governors to represent the club members.

On many model railroads, you can only run one of your trains not others. The PSRY is different. Any member can run any train. If there is an issue with equipment, a trouble card is completed and left with the car so the owner knows the issue.

PACIFIC SOUTHERN RAILWAY

LAYOUT LOCATIONS:

The quality of any model railroad is based on the trains, scenery, electronics and operation. The following sections describe the detail for each location (in easterly direction)…

A train ride from one end of the Pacific Southern Railway to the other end can take up to 20 minutes without any station stops.

-
- **Yard/ Koehlstadt**
- **Rocky Hill / Branch**
- **Bank / Martinsville**
- **Bortell**
- **Spikes Peak**
- **Shore**

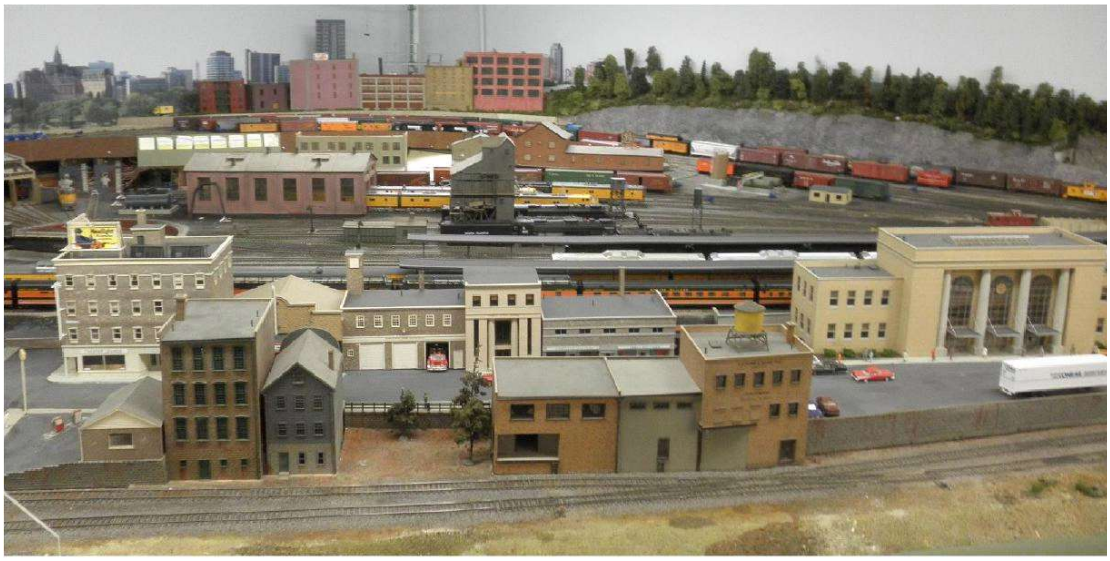
    - **Harpers Ferry / Branch**
    - **Cornell**
    - **Latham**
    - **Cliveden**
    - **Cliff Tower / Sheffield Yd.**
    - **Millstone Brewery**
    - **Lavin Yard**
    - **Circus Jct. / Southport**
    - **Green Mountain Station**
    - **Southport Station**
- **Carlton Station**
- **Green Mountain**
- **Entrance / Exit**
- **Krulish Tower**
- **Dell Tower**
- **Thomas Yard**
- **Nassau Tower**
- **Wilson City**
- **Loland & Dispatcher**

- **Thomas Point Shoal Light**
- **A, B and C – Modules James Island Yards**

A – Module A – 28th Street
B – Module B – Beechview
C – Module C – Bernardis Docks

LOC. #1 / YARD TOWER:

This location contains 3 main areas: YARD Tower is the Western end of Pacific Southern Railroad with large engine facility and large turn table ... Dual main line tracks that head East. **Waterman Yard** (Back) is a large freight yard. The passenger station services the City of **Koehlstadt** (Middle).



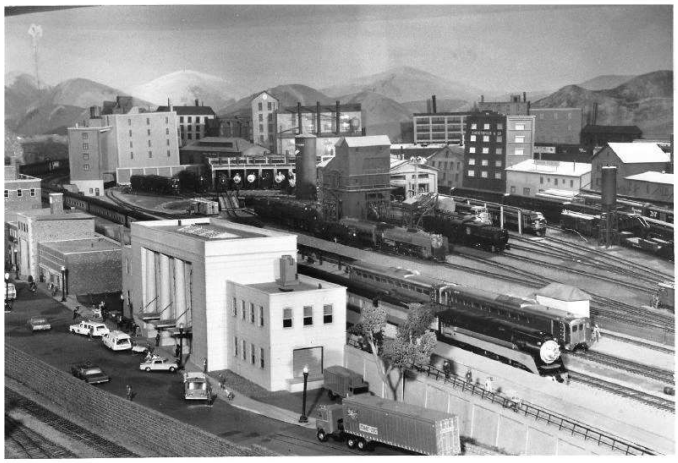
Koehlstadt Station (Front); Yard / PSRY West (Back)

This is the western end of Pacific Southern Railroad with Waterman Yard in the back. Yard Tower has an engine round house with a large motorized turntable to the left and diesel shop in the center. In the front is Union Station which offers train passenger service to and from the east for the City of Koehlstadt. Posted on the

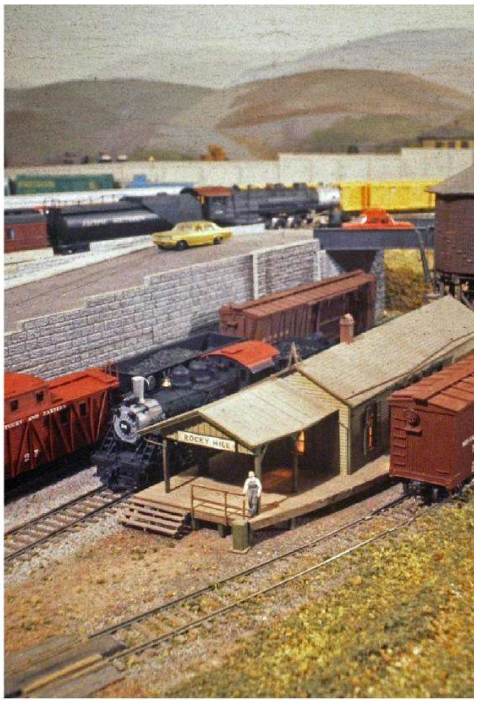
schedule board in the station is a stop on the branch line called Rocky Hill.

Some of the city buildings were constructed in the late 1960s while other business buildings were relocated from a member's layout that was dismantled.

In the 1970s, a show visitor made a comment that there was no church in the city, so Bob Latham constructed a gothic church at the end of Main Street (He called it Saint Anne after his wife). At the church entrance, a wedding service has just finished while a small burial service is taking place in the cemetery that was constructed in 2018.



Koehlstadt Station / Yard Tower



Rocky Hill Depot (1914)

LOC. #2 / ROCKY HILL:

The track in the foreground is the branch line. The small Rocky Hill Depot is a model designed and built based on a picture (circa 1915) that was given to Bob Latham by the daughter of the man who worked at the depot. Inside the station is a waiting room, ticket window and a trainmaster office. To the right of the station is a water tower to fill passing steam engines. If you listen carefully, you may hear the water fill ups of some steam engine tenders and workers talking in the background.

In the 1970's when there was a gas shortage, truck drivers blocked bridges to protest a government highway speed limit reduction from 65 to 55 mph.

To the right of Rocky Hill, along the main road is the construction of a new water pipe that has been worked on for over 40 years. In 2017, a General Store and Jeff's Building Supply were restored and upgraded before being added to the scene.

Rocky Hill is a small depot stop on the Pacific Southern branch line. Depot building was scratch built model by Bob Latham based on pictures of the real depot as it appeared in 1915. Though it was called the Rocky Hill Depot, it was located in Kingston across the Canal.

#2 Branch Line / Rocky Hill Depot

Rocky Hill Depot as it appeared in 1915

LOC. #3 / BANK TOWER:

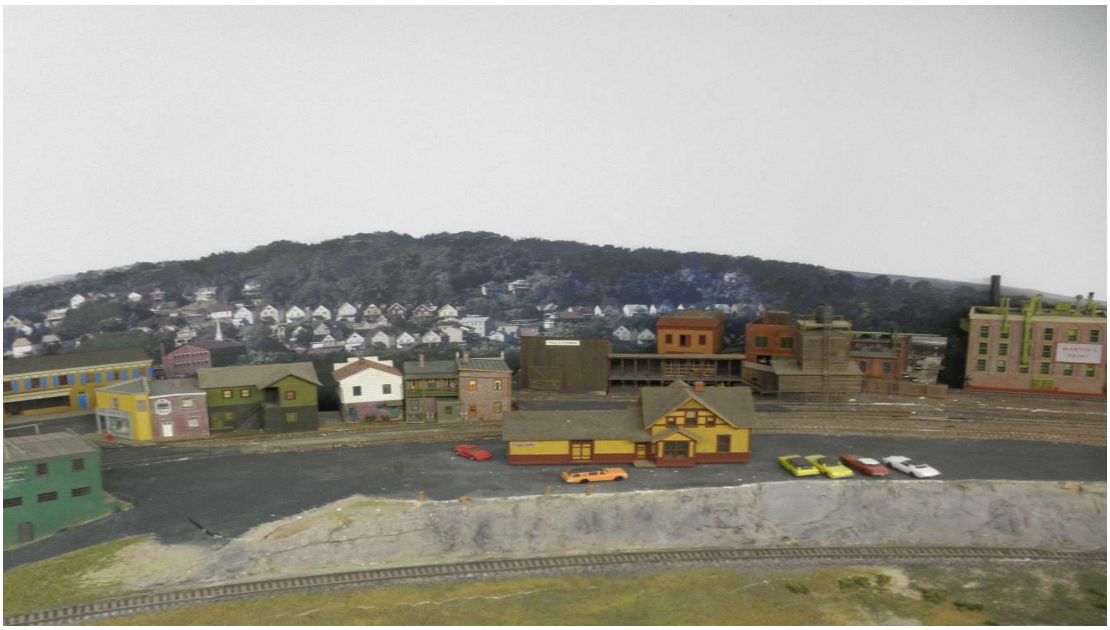
To get from location #1 to this town, a train has to travel twice around the layout. The small community of Martinsville has a station for passenger train stops. East of the station the double-mainline tracks converge to a single track as it heads to the far eastern end of the

railroad.

On the main street of the town is a model of the old Nassau Hobby shop that was located on Nassau Street in Princeton, NJ in the 1960's and 1970's. That store is where the early railroad hobby supplies were bought.

For maintenance of tracks, there is a hidden access hole behind the small buildings in the corner. The siding tracks offer freight service to local businesses. When the control of the main tracks was moved to location #11 / Cliff Tower, the local tower was left for engineers to be able to control siding switches when dropping off and pick up freight cars.

Bank Tower is a small community, where the two main line tracks merge into a single track for the final run to the eastern end of the railroad. ***Martinsville*** is a small community with some light industry.



Location #3 / Bank Tower and Town of Martinsville

LOC. #4 / BORTELL:

The Bortell Station is located on the lower main-line loop tracks. The tracks and buildings at the location have changed a few times over the years.

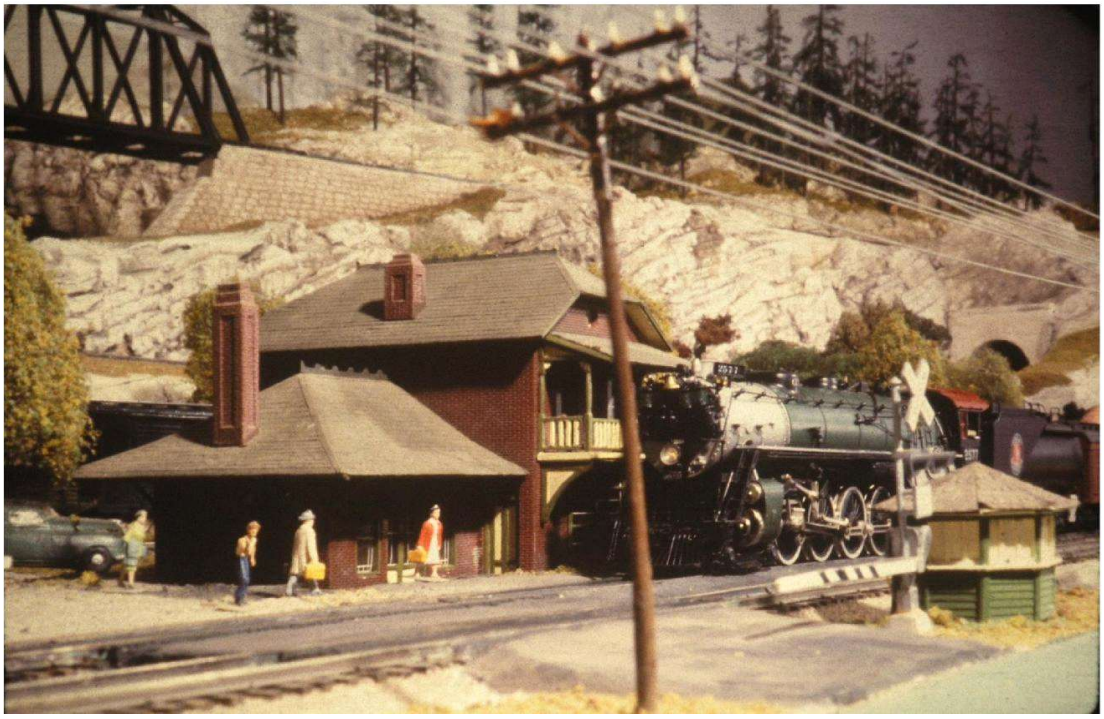
Location #4 / Bortell Station (2022)

The station was constructed in 2019 to replace a worn station built in the 1970's. The kit is based on a station located in WI. To the right of the station there is a small freight building that is under construction (built by Bob Latham in the late 1960's). The slow construction has been due to the local labor union. The Webb Feeds structure was completed by Doug R Webb on 7/4/1973 and restored in 2019. The building is an adaptation of

Monsanto fertilizer batching plant in Laurel, Mississippi. To the left of fertilizer plant on top of a hill are two kids flying their second kite. The first kite got stuck in a tree.

As a train approaches the railroad crossing from the east or west, the crossing gates will drop to stop car, truck and passenger traffic.

The second station was raised in 2020 when the area was renovated. The older station is on display on the top right corner of the main display case.



Location #4 / Bortell Station (1970)

During the pandemic, the station at Bortell was raised and a new station was built. Scenery was upgraded to meet the PSRY standard and crossing gates were updated with bells.

LOC. #4 <-> 5 / FOREST FIRE:

In the fall of 2017, a forest fire was added to the area to remind visitors how unsafe fire can be and how important firefighters are. The fire is simulated by placing a special LED light that looks like real fire behind a thin layer of cotton that was lightly sprayed with different colors of orange, gray and black. The forest fire is put in this location to cover a house sewer pipe located on the west side of the home. …

How many fire fighters are there on the scene? ….
(We needed two sets of fighters / 12 men)

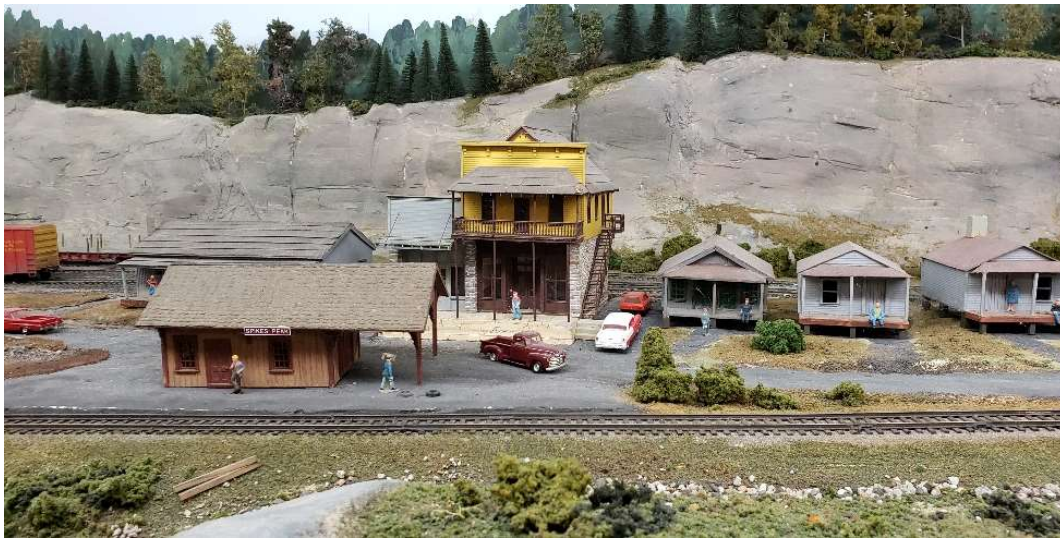
In the foreground there are some campers with a tent and camping equipment. Because of the near-by fire, the 3 campers are concerned about the approaching forest fire. If the fire continues, the campers many have to hike out of the area.

Forest Fighters have arrived to fight a large forest fire threating the PSRY. Because of the size of the fire, two crews had to be brought in to help.

LOC. #5 / SPIKES PEAK:

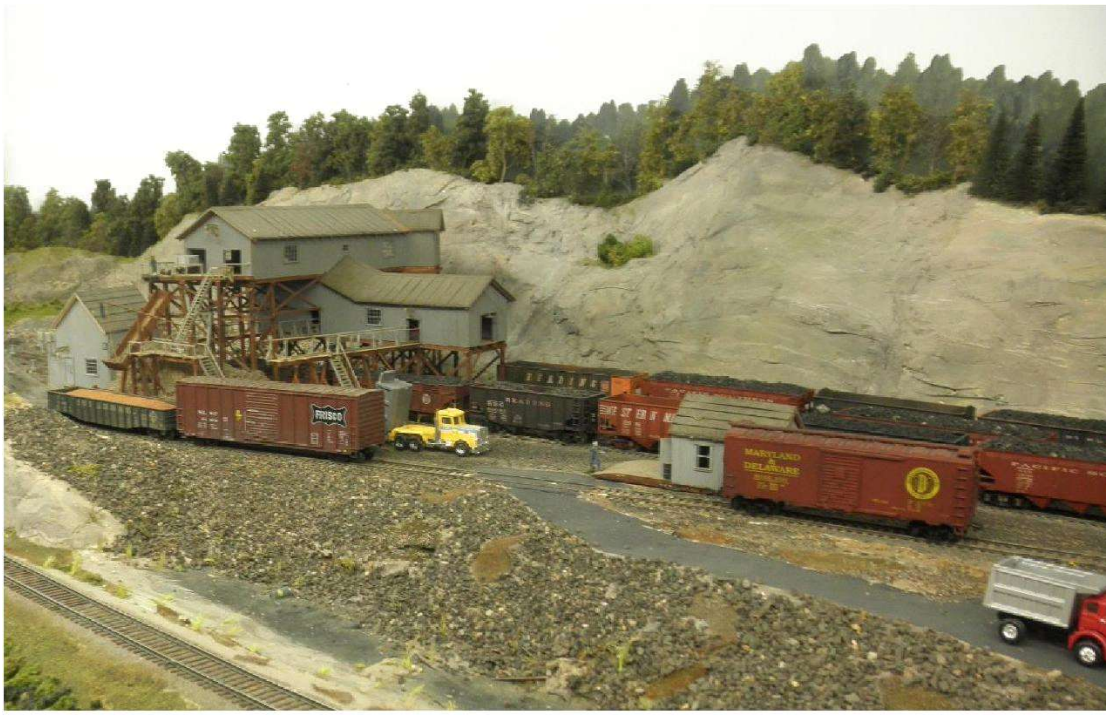
This is a coal mine, Piedmont Mine Pit #2. It was built by Al Parsons and it is comprised of multiple sidings off of the main line track. In the mine area, the tallest building is known as the “Best Little House in Piedmont”. There is a bar downstairs and 5 bedrooms up-stairs. The coal is

brought up mine shafts in small mine cars and dumped in to large railroad cars for pick up and shipment east.



Tracks – The top mainline track runs from location #3 **Martinsville** to location #10, Cliveden. The bottom tracks at Location #5 are part of the railroad main line loop at the center of the layout. If you would like to know the actual scale speed of the trains on the loop tracks, there is a speed trap on each track that calculates the scale miles per hour of any train that passes by. ***Spikes Peak*** - **Piedmont Mine Pit #2** where coal is found for some of the steam engines and heating of homes and factories. ***Top Track*** is a single main line track heading to the eastern end of the railroad. In foreground you will find a group of hobos sitting by a fire to keep warm after a cold ride. The ***Bottom*** Tracks is the dual Main Line loop tracks were the heavy freight runs ... ***Speed Trap*****:** The scale speed (MPH) of any train running on the main line tracks is displayed on the side of the layout. **Signals (Each direction):** Indicates to engineers the train speed for entry into or out of Shore Junction.

SPIKES PEAK



Loc. #5 / Piedmont Mine Pit #2

HOBOS' CAMPSITE

For many years hobos had a campsite to the right of location #4. They found it hard to catch a ride on the fast-moving trains. In 2016, the campsite was moved near Spike Peak station where it would be easier to catch a freight train slowly climbing the steep track.

LOC. #5 / HOBO CAMPSITE AND HIDDEN DISTILLARY:

Above a lower main line tunnel is a hobo camp. When hobos jumped off a free ride on a train car, they would often set up a small campsite nearby to meet with passing friends. How many Hobo camps are there on the PSR and where are they?

The original Hobo camp moved from Location #4 to a new location in front of the upper track at Loc. #5 because it is easier for them to catch a slow running train up the hill or jump off one near the mine station stop … The campsite contains a small fire to keep the group warm during the cold nights. A second small hobo camp can be found under a bridge at Rocky Hill, Loc. #2. ***(Loc 5 = 7 hobos and one arriving)***

Location #5 / 4 men with a still making moonshine / whiskey; Still and model T trucks)

High above the track entrance to the mine sidings you will see some old southern boys in the woods.

How many guys are hard at work? And What are they

Making?

LOC. #6 / SHORE TOWER:

Top Track: At this location a single-track crosses over a high trestle with red barrels stationed along the top. The barrels contain water that can be poured on a fire that can be caused by a passing steam engine.

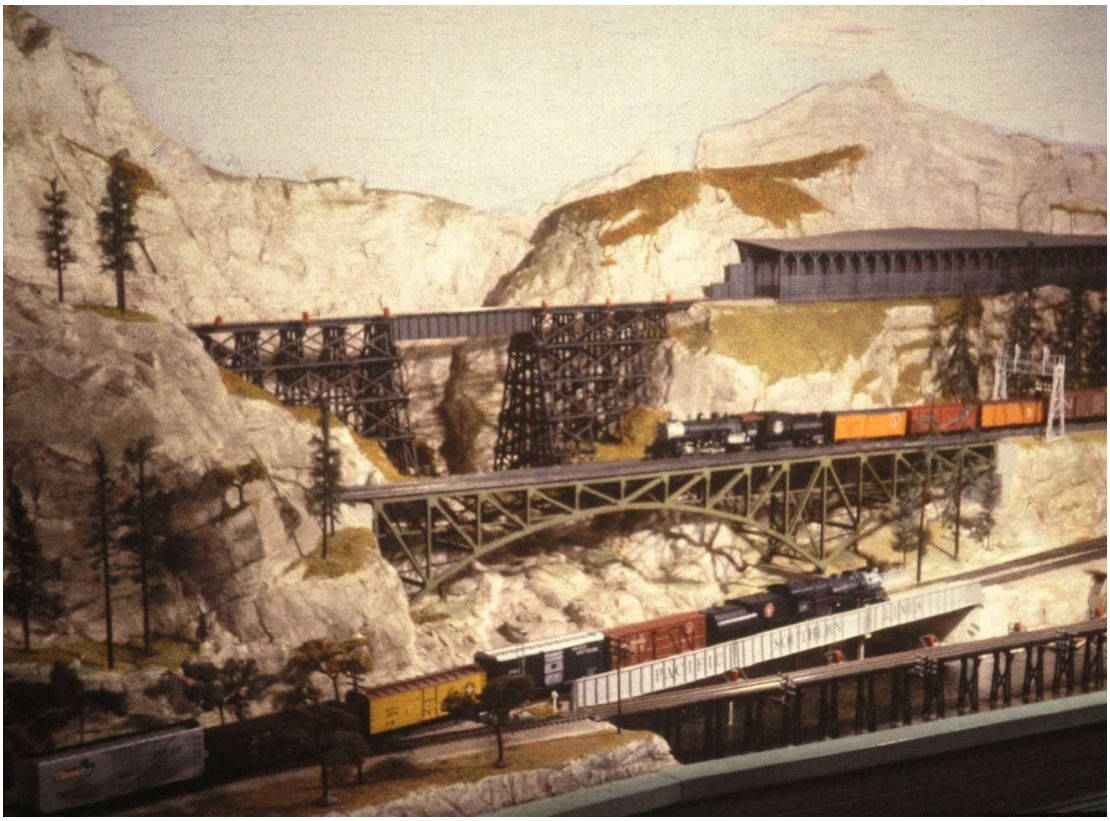
Middle Tracks: These two tracks cross a modern steel truss bridge. To the left is toward the western end of the railroad.

Lower Tracks: These two tracks are a main loop and they are crossed at a river edge by the branch line that heads into Harpers Ferry. This is the only location where you can see the three track levels and the branch line.

At the track crossing there is an interlocking tower. If you look in the upper windows of the tower you will see a track diagram of the Harpers Ferry tracks.

It looks like fishing might be good in the shallow water …

How many fishermen can you find?
(3 fisherman / two others are walking along tracks, the man in a small boat is not fishing yet)



Location #6 Shore tower / River Jct. (1970'S)

The snow shed was lost when renovation was done on the scenery. It protected the high track from the heavy snow fall in the winter. The shed was 5½' long and on a curve.

During renovation of the original basement the shed was lost or given away.

Location #6
Shore Tower

Shore Inlet / 3 Main line tracks and Branch Line in Front

- ***Top Track***: Single Main line to Eastern end of the layout at Cliff.
- ***Middle Tracks*** (truss bridge): Main line tracks heading east from **Yard** to ***Cornel*** and ***Latham***.
- ***Shore Tower*** / *Bottom Tracks*: Dual main line track loop at Shore tower that can direct traffic to western end of the railroad or to hidden yards (***Hyde***). Switches and interlock are controlled by Dispatcher.
- ***Front Track***: Single Branch line crosses the mainline for entrance to ***Harpers Ferry***.

LOC. #6 / HIDDEN TRACKS:

The tracks that pass-through Shore Tower at Location #6 and run under the scenery (#7) heading to Krulish Jct. or Hyde Tower. To the right of the Harpers Ferry tower are two monitors to assist engineers running trains on the hidden tracks.

The camera for the ***left monitor*** is facing to the right / East from location #7 to #10; it allows engineers to see what went in to the tunnel heading east and what is coming out of the tunnel heading west.

The camera for the ***right monitor*** faces left / West from # 10 to #7. The monitor shows eat bound trains entering Hyde. The track numbers posted on the edge of the monitors are for reference from one monitor to the other.

LOC. #7 / HARPERS FERRY:

This is the eastern end of the single-track branch line where there is a large Victorian station … Harper Ferry is

the eastern end of the branch line where freight cars can be placed on a ferry and shipped across the bay.

The station was built in the 1970's by Bob Latham. Since the station kit was too small for the area, Bob took the parts from back of the building and put them on front of building to make the station twice as long. At a road crossing to the left of the station is a model of the dispatcher's booth that is located in the center of the room.

In the small town of Harpers Ferry there is a building with an Art studio on the top floor …

Can you find the art studio? How many artists are there and what are they doing?

(2 painters and 1 carver working on a statue)

Harpers Ferry is the eastern end of the Pacific Southern branch line. The **Water Scene** is Back Bay inlet with a ferry (Islander) docked waiting for or delivering rail road cars from across the bay. Harpers Ferry has a turntable that is used to turn around steam engines.

Location # 7 – Track into Harpers Ferry /
On Left are the tunnels to Hyde and Krulish Jct.

Many old town buildings were added to the small town. The buildings came from the Harpers layout when it was dismantled and the items were sold. In one of the vacant buildings, an art studio was opened on the top floor … How many artists can you find and what are they doing.

2 painters, 1 sculpturer and model

LOC. #8 / A TRAIN FERRY:

The ferry in the water at Harpers Ferry was built by Bob Latham based on an article in a model railroad magazine. The ship was named after a ferry that runs from Cape Cod to Nantucket. Unlike the real ferry, this model does not transport cars and trucks, only train cars and people.

Because the dock lift is made of wood, no engines are allowed on the lift… To push cars on the ferry, a flat car is placed in front of the switch engine to push the freight cars.

The pile driving barge was constructed by Bob Latham and was a kit. Based on the tug boat smoke stacks marking, the Pacific Southern also owns some ships.

Loc #8 Harpers Ferry and the track in the back is of the previous layout.

LOC. #8 / ORIGINAL CLIFF TOWER:

The north wall of the original room stopped at this location … This was the beginning to the eastern end of the original layout before the room expansion in 2002.

At this location you will find rock climbers scaling a large rock wall … Today at Location #8 on the middle track level is Cornell Junction. Cornell is a “Y” junction that allows continuation of trains on the main line or diversion to Southport Station and the town on the island. The triangle junction ends are called Cornell, Parsons and Latham. They were good friends and members of the Pacific Southern Railroad. At Parsons Jct. there is access to Southport and Lavin Yard, where there are many industries and a coal facility to transfer coal to barges.

Original location of “Cliff Tower” was in the corner of the room before the addition was added to the layout in 1993. The wall was removed and additional space of a 30’ x 45’ was added to the north end of the basement. Through the high mountains there is a highway with motor traffic and rock climbers are scaling the cliffs over the highway through the hills.

Back Bay (1980's)

Back Bay ferry scene has a ferry named the "Islander" that is ready for freight cars ...

Harpers Ferry coach yard and the coal facility is not part of Lavin Yard

Location of original eastern end of Model Railroad club before expansion in 1993 was where ***Cornel Junction*** is today. At the location, the track splits off on the eastern main line for rail traffic to Southport Tower (#17)

There is a "Y" junction to the Southport Island. The three junctions are Cornell, Parsons and Latham (close friends and members of the PSRY). Diversion from main line can lead to reverse direction, Hyde yard and or Krulish Jct.

Location #9 Mail Train leaving South Jct. / Southport in background

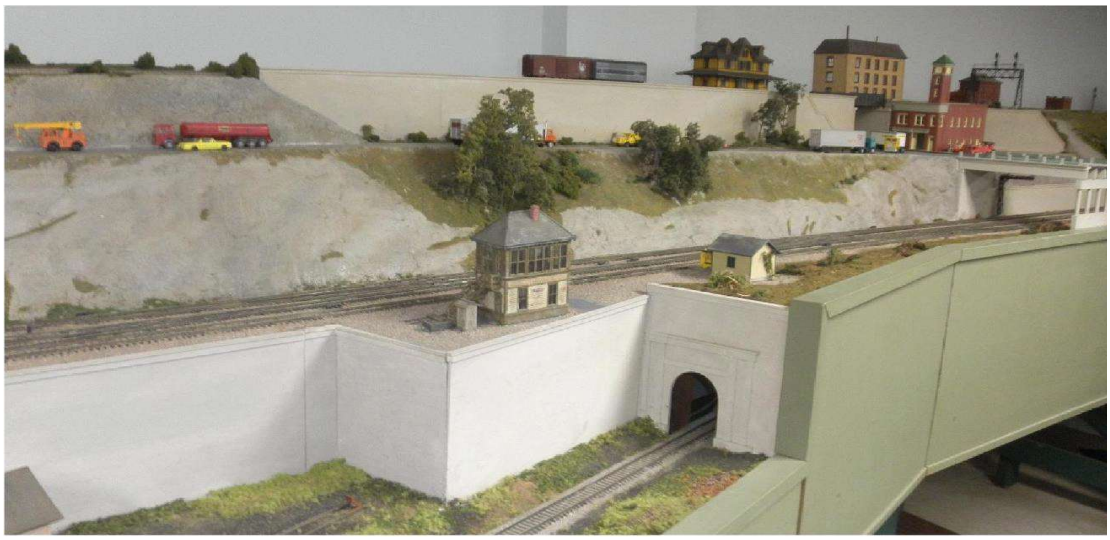
LOC. #9 / LATHAM TOWER

Through this tower there are two main line tracks; West is to Yard and east to Dell Tower. At Latham Jct. a single track departs from Southport and heads east parallel to the mainline. It merges with the east bound track at the Carlton Station at Location #15. Under the scenery at this area there are hidden tracks to Hyde tower and tracks from Shore (#6) to Krulish (#19). – On the monitors at location #7 you can see some of the hidden tracks under the scenery … In Location #14 there is Radstock station

and switching east and West siding tracks to various industries.

Latham Tower can be used by an operator but the tracks are usually controlled of the Dispatcher. The local traffic from Southport to Carlton can be handled by Southport Tower Location #16 if authorized by the Dispatcher.

Location #9 Richards / Old Latham tower



Location # 10 – Latham Junction
Top / Track (not in view) to Cliff #11;
Middle / Main Line tracks at Latham;
Bottom / Track from Port Island to Hyde Jct. and Krulish

Location #9 NYC Hudson at Southport beside Chicago Northwestern

LOC. #10 / CLIVEDEN STATION:

The Upper track is where the single main line track from the west splits into two tracks before the entrance to Sheffield Yard and Green Mountain. The train traffic in the area is controlled by Cliff Tower at Location #11.

The lower three tracks pass through Latham Jct. and are the westbound entrance to Southport. In 2020, a new small station was added to the local track east of Latham Junction that serves local train traffic (Latham depot).

Under the scenery at this area there are hidden tracks to Hyde tower and from Shore (#6) to Krulish (#19). – On the monitors at location #7 you can see some of the hidden tracks under the scenery …

Top track: is ***Cliveden Station***, the last stop before Eastern end of railroad, ***Green Mountain*** Station (#15). Beside the entrance and exit of **Cliff Tower** and Sheffield Yards, there are freight yards, industrial sidings, station, engine facility and holding train tracks… When a founding club member's personal layout was disassembled, storage tracks were saved and reinstalled at this location.

Location #10 / Cliveden Station

Loc. #11 / Cliff AND HYDE TOWERS:

This tower was moved from Location #8 when the railroad was expanded in 2002. Cliff tower controls Sheffield Yard, access to Green Mountain and the reversing loop on the top level … Location #11 on the north wall of the room is where 6 original siding tracks were expanded to 11 tracks in 2015. The new tracks were removed and saved from another member's layout when it was dismantled in 2014. The new siding tracks in Sheffield Yard have actually been used in 3 different layouts.

Hidden under the Sheffield Yard tracks is Hyde Tower … Hyde has 10 tracks used to hold eastbound and westbound trains. Two tracks are kept open to allow trains to pass through for loop operation. You can view the

activity in the Hyde holding yard by looking at the two monitors at location #17. The left monitor is a view showing the trains heading West that will come out at Shore, Location #6. The right monitor is a view showing trains heading East that will come in to view at location # 19.

Location#11 Cliff Tower

CLIFF Tower is in the corner of the room. The Tower controls the eastern end of the railroad ... ***Sheffield Yards*** are 12 siding tracks ... Originally this yard had 6 tracks. In 2016, five tracks from another layout were installed and an additional track was added in the middle. The new tracks add flexibility and exchange of other trains into the train schedule.

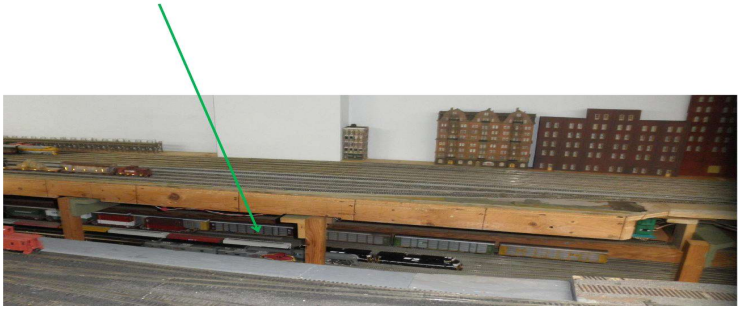
The brewery in the foreground is made from multiple kits and some of the sides were used for the outskirts of Wilson City for a building flat. The brewery is serviced by tracks

from Carlton.

Location #15 / Green Mountain and Sheffield Yards along the outside wall.

Hyde Tower is hidden from view below the scenery. It can hold multiple passenger and freight trains on 10 sidings tracks. Trains can be sent out in the east and west directions on dual Main line (visible at #6 Shore and #19 Dell)

11



Location #11 x / Hyde staging under Sheffield Yd

Loc. #12 / Millstone River Brewery

At this location is a large factory with track sidings to service the large brewery with incoming material on the back side and product for shipment on the front side. This is one of the industries serviced by the waybill freight schedule.

Though the same kit was built for location #24, changes were made to the Nassau building when the building was restored during the city redevelopment.

Southport Entrance – "Y" junction of track that connects the tower to Main line traffic in the west (Cornel) and east (Latham) and merges to Parsons Jct.

Richards Station – Small Station stop on the cutoff line from Southport to *Hyde* or *Nassau*. Near Richards is a Fuel tank facility, Power station, and a Sand and gravel distribution.

Location #9 Richards

Loc. #13 / Lavin Yard

Lavin Yard has an engine facility and freight yard that services industries along the river in the town of Southport. Engines are worked on in a roundhouse and turn around by a motorized turntable. There are sidings with access to large factories. In the scenery put on the wall backdrop is a river scene that was constructed in 2019. The view is of the St Lawrence River looking over to a shipping port in Canada. The buildings and Municipal Pier #1 and dock were built and detailed by Francis Treves.

The entrance to Southport Station and Lavin Yard is through Parsons Junction. Trains can enter east through Cornell Jct. Location #8 and west through Latham Jct. location #10.

On the inside of the access isle on the other side of the coal facility is Richards Station and various freight sidings for different industries - gravel, electric, utility, oil storage and others.

Location #13 Entrance to Lavin Yard

Lavin Yard – Freight yards in the industrial area off of Port Tower. Large number of factories that sit on a river. Waybill freight trains are made up here based on a separate schedule for shipment to the east and west.

Loc. #14 / Town of Southport:

With rail service provided by the Pacific Southern Railway, the businesses have access to transportation East and West. In the town, there are a lot of business stores, town houses, hotel, warehouse and a large factory and the County Court House. To construct the large factory building, Chopin Pianos, two building kits were combined into one large factory. Accessories were added to the building. The offices of the factory were given window air

conditioners. The extra building pieces from left over kits were then used in location #24 to make another factory flat.

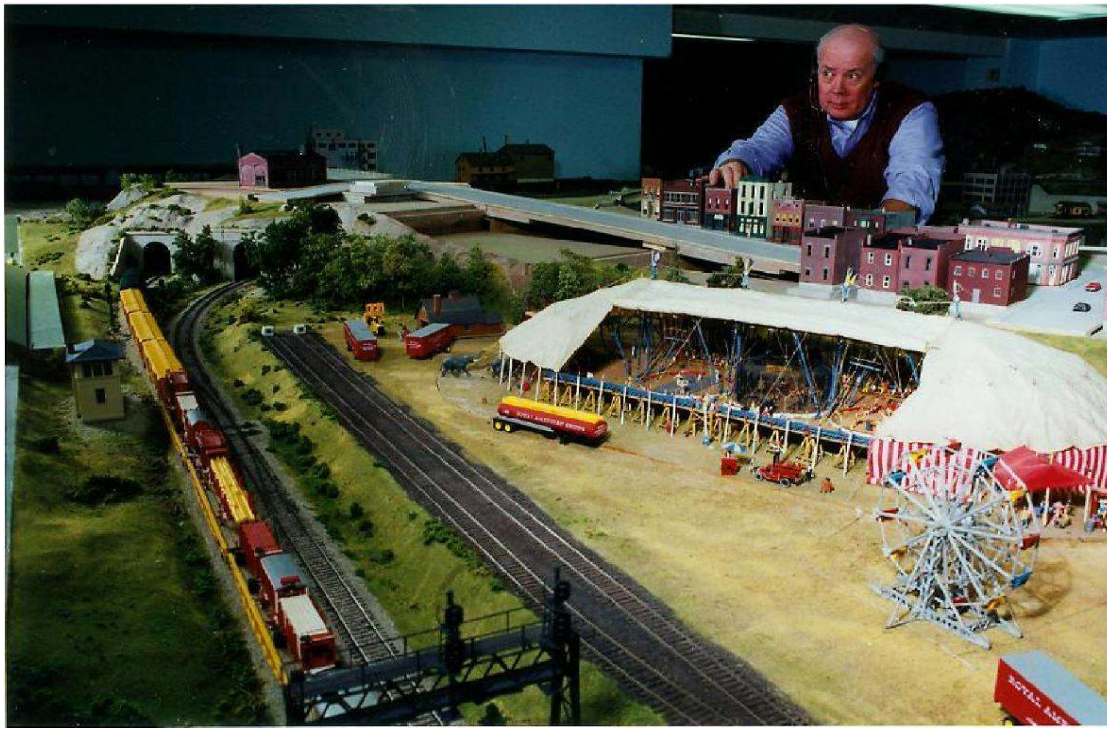
As part of a town beautification project in 2018, a lot of trees and shrubbery were added to the area and flowers were planted in some back yards. Bettie's dinner is complete inside with customers.

The small town of Port had a large field that the circus used when the circus was in town years ago. **Circus Junction** – dual tracks split, – One track head east to Hyde tracks (main loop) or to Nassau tower and east; and Second track heads west to Shore tower entering the main loop heading in the Western direction.

Location #14 Port County Court House and large Piano Factory

Location #14 Port Town Houses

When the **Pate Brothers Circus** returned for a second time to the communities of the Pacific Southern, the big top was raised in a large field near some sidings. When the circus left town, a large warehouse was constructed on the vacant lot.



Location #14 Circus Jct. while Circus was in Town

Location #14 Circus Junction today; large warehouse in the field where circus was

Location #14 / <u>Circus Jct.</u> with new warehouse

Location #14 / <u>Radstock Station</u> on Port Island

Location #15 / Carlton Station on the Main Line

Loc. #15/Green Mountain Station:

Upper Tracks – This is the eastern end of the railroad with a large station named after the second owner of the Pacific Southern Railroad, Geoff Green.

Lower Tracks – On the lower tracks at this location, trains service the Carlton Station and freight sidings. The station is named after the third owner of the railroad, Carlton Pate.

Island Station Stop - Across the aisle on the center island is Radstock Station that services a suburb of Southport. Nearby are the county courthouse (location # 14) and the maintenance building for the trolley system that services the town. The main tracks in this area allow transition from mid-level to access east and west on the lower level.

Location #15 / Green Mountain Station on the top level

Top Tracks / front: Green Mountain Station – Last station on the Eastern end of the Pacific Southern Railroad.

Bottom Tracks / Carlton Station is the second station stop heading east from **Yard**. **Radstock** (Center Island) – Small Station stop on the port island.

Loc. #16 / Southport Station:

This station services traffic from both ends of the railroad. The station was designed and built by ***Geoff Green***. The construction of the station train shed was started by Geoff and then completed in 2019 by ***Jeff Bernardis***. The station was not a kit and the skylight roof panels on the shed were printed using a 3D Printer.

Since the community is large, a trolley system was constructed to service the people that live in the town. The trolley system was designed and built by ***Geoff Green*** and originally ran on DC with its own control panel at location # 15. The club is converting the trolley system from DC to DCC and with consideration for computer control. For cleaning of the trolley tracks and wire, a maintenance car was created by ***Jim Albanowski.*** It is an 8-wheel drive, remote control and battery-operated trolley car.

SOUTHPORT Tower – 7 passenger tracks ... The location name is based on a city in England where a member grew up. There is access to the Lavin Freight Yards and a number of factories. A trolley system was installed to move individuals from the large passenger terminal (Southport) to the suburbs… The engine house has a large turn table

Location #16 Southport Station

Location #16 / Southport Engine Yard

Location #14 / Trolley System Terminal at Port

(Loc. 16) / PSR Turntables:

A turntable is a section of track that can be turned while an engine is on it. They are used by railroads to turn engines around or direct engines to different roundhouse work bays. On the Pacific Southern Railroad there are 4 motorized turntables.

- ***Location #01*** ***=Waterman Yard*** has the largest turntable and it is controlled by Yard tower operator.
- ***Location #07 =Harpers Ferry*** at the east end of the branch line has the smallest turntable.
- ***Location #16 =Lavin Yard*** has access to main line tracks at Southport Tower. In the engine yard in front of a roundhouse there is a large turntable that is motorized.
- ***Location #24 = Wilson City,*** the west end of the branch line, the turntable is used to turn engines around to head back east on the branch line.

(Loc. 16) / STATION PLATORM COVER

To protect passengers when boarding trains, roofs were installed over train platforms.

The original platform roof was a triangle design (Middle Southport train platform). The problem is that rain would grip off the side edges of the roof, onto train cars and then drip on passengers waiting on the platform. To solve the problem, the roof design on the outer platforms was changed to catch water and funnel it to a middle drain.

***(Station Construction** – 1990's Tower and Substructure / **Rob White**, **Mark Rosen;** Station / **Geoff Green**; Train Shed / **Geoff Green** and **Jeff Bernardis;** Platform Covers 2021/**Jeff Bernardis**)*

Loc. #17 / Carlton Saw Mill:

(Bottom level)

The saw mill is made out of one piece of wood. The original basswood board was 6 feet long x 5 inches wide x 3 inches thick (a section of the original board is displayed). Half of the wood was lost in sawdust during the first cut to create the thickness of miniature lumber board needed to build the building. A miniature table saw was used to cut the width of each board.

Building Design: The building was designed to show the transition from circular saw to band saw cutting. To design the building, Carl Pate visited different saw mills and factories in NY, VT, NH and ME to come up with the final design. The roofs are made out of different material to show the different types of roofs that were used.

Inside Detail - The Main floor work area has two cutting runs followed by a plaining area. In the next section, boards are trimmed to board length desired as they drop to the first floor. On the top floor is a repair area for working on equipment.

Inside the building it shows the transition from circular to band saw. The new band saw would cut twice as much wood. The inside of the entire building is detailed – Cutting, Trimming, Repair area and drying shed.

Loc. #18 / Green Mountain Yd:

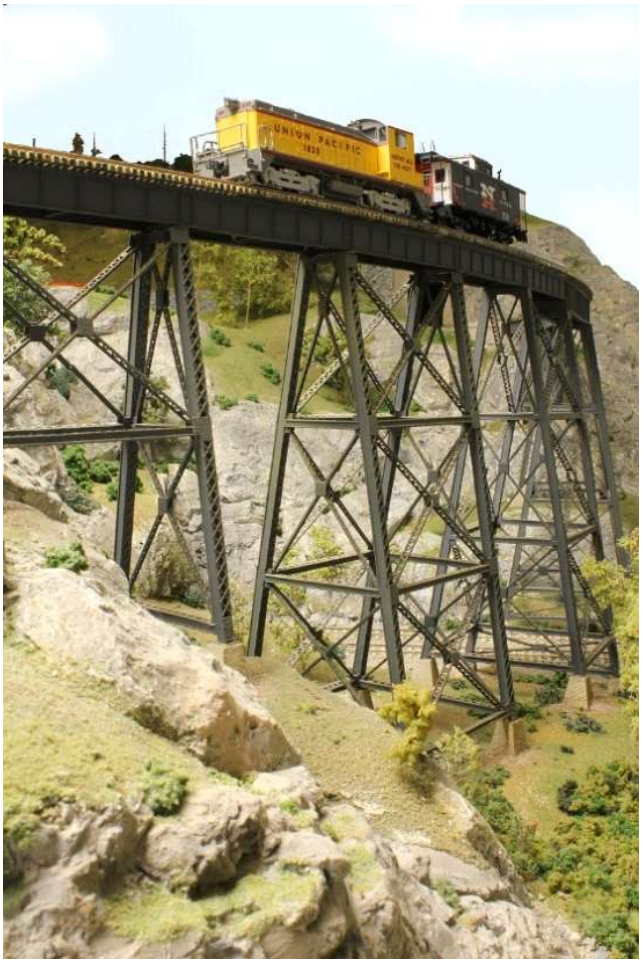
Location #18 Green Mountain Yard and Main Loop

Around the freight yard is the reversing loop for the eastern end of the railroad. Trains that travel from Green Mountain station to Sheffield Yard, travel around Green Mountain freight yard and go over a large trestle.

Because the tracks are high in the mountains, you can see the start of fall with the change of the leaves, constructed in summer of 2018. Below the trestle is a small swimming club constructed by Gene Ferguson. There is a sauna using a small train shed and then repurposed a small train water tower to hold drinking water. For extra revenue, the club set up a zip line for the individuals that like extreme sports … There are 7 participants climbing up to use the zip line as a ride passes under the train trestle.

When planting trees, it can be hard to find the holes that you have drilled to “plant” a tree. Behind the left trestle tower, you will find an orange toothpick that was missed by the member when planting the fall trees. There are 12 deer near the summer swimming club.

Bottom track / siding - Carlton Lumber Mill... a large lumber mill constructed out of one board (bass wood) that was 6' tall, 5" wide and 3" thick. The wood was cut with two table saws (large and small) to create scale size lumber and half of the wood was lost in sawdust. The building is copied after three different mills in VT, NH and Maine. It is showing the conversion from Circular to Band sawing. Inside the building has full detail ... including sawdust from milling.



Location # 18 Green Mountain Viaduct

Loc. #19/Main Entrance and Exit:

Tracks - In the *Back* of the scene is Krulish Junction where three tracks from Shore **#6** and Port **#13** connect. The double tracks in the Middle are different because the railroad used concrete ties to connect Carlton Loc. **#15** to Dell Loc. **#21**. The single tracks on each side of the middle tracks are the entrance and exit to the Hyde yard under the scenery at location **#11**.

Location #18 / Fall comes to Green Mountain (2017)

Backdrop - The scenery at location #19 is made up of many picture images that were printed on picture stock

and then stitched together. A collage of pictures was glued in place starting with the back layer and then placing other layers on top for the closer items. When the images were not high enough, paint was applied to ease the transitions. Because of the length of the scene between **# 18** and **#20**, two separate image strings had to be used. First the hills in the back were sketched and painted with 2 to 3 colors to give the haze effect of distant hills. In the foreground building flats and building images were used to make the space look deeper than it is. The view is of a long train bridge in Nicholson, PA.

Location #18 / Swim Club and Extreme Sport

LOCATION #19 / ENTRANCE & EXIT

Main Stairs – This is the entrance and exit to the Pacific Southern Railroad. From this position you can see down a large valley in the fall season.

The front dual main line tracks on the slope are made with cement ties to reduce track maintenance (Western side of Central divide). The tracks on each side of the main tracks are part of the flying junction for entry and exit from Hyde Tower (hidden under location #11). The back tracks are main line tracks on the eastern side of the central divide. Two tracks are to and from Shore tower and the third track is from Kruish Jct to cutoff and Hyde Jct. (Hidden)

Loc. #20 / Krulish Tower:

Behind the siding tracks the back drop scenery and some structure pictures were selected to fit in with the building flats in place. The valley view was migrated to hills by continuing the use of many pictures and multiple layers from far to near. A new grain supply company was constructed but the kit had to be altered to make the structure bigger and to fit into the narrow space … The construction and weathering of the storage, drying and distribution buildings was done in 2018 by ***Francis Treves***.

Krulish Yard – Against the outer wall is a small freight yard to service industries off of the western main line. Eastward there is also access to Thomas yard in another area.

The front tracks (4) consist of two main line tracks and the flying junction entrance to the Eastern end of Hyde tower and the small community ...

Location #19 / Farm in the Valley

Location #20 / Krulish Yard.

Location #20 / Factories at Krulish Yard

Loc. #21 / Dell Tower:

The main line tracks in the LaPorte Station area are now controlled by the Dispatcher, not a Dell Tower operator.

This location is where visitors used to exit the basement by an outside stairwell when tracks were removed at the end of a show. When the addition was added in 2003,

Dell tower was moved here. Though the tower is no longer staffed, it was left in its original state to show an example of the second-generation tower that was used on the Pacific Southern. With the use of push buttons, operators had a lot of flexibility. The board now allows manual control of and the allocation of power. (see Tower Boards)

To the right of the tower is the outskirt of a large city. The backdrop view is made up of three layers of pictures. The background scene shows the skyline of Cleveland, OH. Images of different apartment buildings were added to the scene to represent a residential area that is part of the city.

Dell Tower – Historical Tower Panel ... In the 1970's and 1980's ... Central Cab Control (Left) with push button control power assignment to track. Power allocation of power designed by the club was used by a club member at work (satellite construction for redundancy). **LaPorte Station** is a small station on main line loop.

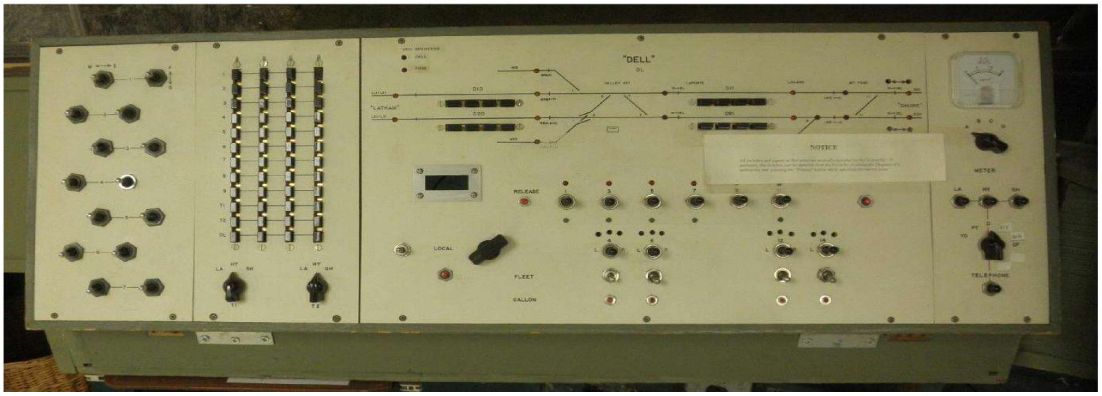
Tower Boards

First Version Tower Board

Loc #3-4 First version of tower board

When the layout was constructed in the early 1960's, the members first used cables and plugs on towers to assign power to the tracks … Beside the main line power, there was local power to move items locally. Club found that use led to plug failures due to use.

Second version tower board



Location #21 / 2nd Version of Dell Tower (using DC Power);

- 7 Main Line Power
- Power assign
- Main Tower Panel Tracks

- Meter
- Cabs

- Allocation
- Switches,
- Local Power, Phone

Now controlled by Dispatcher.

In the second tower board version, changes were made to solve the previous issues … The main power sources were put on motors with switches to change speed and direction. Push buttons were added to power source and buttons on track blocks.

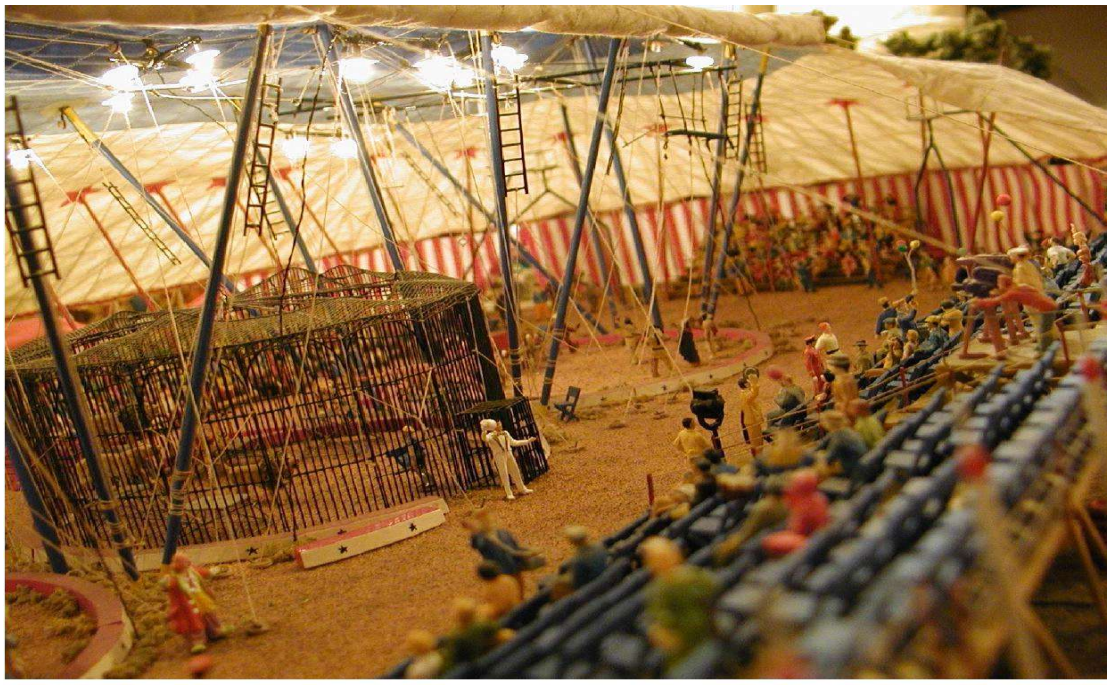
The Pate Bros Circus Display:

This is the fourth location on the Pacific Southern Railway that the Pate Bros circus big top has been located just like the real circus, they never stay in one place too long …

From 1973 to 2002 the big top, menagerie tent and a merry-go-round were located on the top of Green Mountain opposite Nassau Tower Loc. #23). You can see green tiles on the floor that mark where the old layout edge was located.

In 2003, with the new addition still under construction, the circus big top diorama was placed on a table in front of

location #10 before the island in the room was completed. In 2004, the big top and a Ferris wheel were at location # 14 on a field where a warehouse is located today.



Inside the Pate Bros Circus Big Top

In 2018, a new portable display area was created for the Pate Bros Circus tent diorama that was constructed in 1979 so it can be moved to different locations.

Loc. #22 / Thomas Yard:

This freight yard is accessed by tracks from Wilson City tower. The freight cars service many of the city businesses. Because of home foundation under tracks,

some of the switch machines for the freight yard tracks are located behind the factory building flats, above the layout. One of the linkages between switches is located on the ground surface and is visible.

Location #22 / Thomas Yard (2016)

To give the scenery more depth, three layers of images were attached to the wall backdrop. The back scene is the NY city skyline. The clouds in the sky took two members 4 hours to paint using sponges and brushes. The colors used were white, black, gray and brown in many mixes on a pan palate …

Thomas Yard – Smaller freight yard and a number of factory buildings that service Wilton City. Access to main line rail service is through Wilson city (#24) eastern end of **Nassau Tower** (#23). Some of the original buildings were relocated in the renovation and additional track storage was added.

With the addition of backdrops and flats the edge of the railroad disappears.

Location # 22 Nassau West and Thomas Yard

Loc. #23 / Nassau Tower:

Nassau Tower services Wilson City with 4 passenger tracks and two through tracks in the center … The station was built by Bob Latham in the 1970's and there is a picture of it on the layout fascia to the right of Wilson City tower. Years later, the station was renovated and upgraded by Francis Treves.

In the fall of 2016, it was decided that an additional siding and service track could be added to the outside of the Wilson City passenger station. The sidings to the right of Nassau tower are controlled by Wilson City and they are for baggage and mail delivery.

In 2017, a project was started to improve the backdrop of the city. To create the backdrop, images of buildings were selected to improve the scene. Like other areas, multiple layers of building images were selected. (Here is a tip – the distance of a building can be estimated by the size of the windows.

Location #22 / Nassau Tower West (2016)

Location #22 Nassau West

NASSAU Tower – This is one of the 5 main line towers. Large train stations where individuals from Wilson City can catch trains east and west as well as trains running on a Branch line to Harpers Ferry (#7).
Center tracks for freight traffic have super elevation and easements while platform tracks at station platforms do not. Wilson City – Large city with a lot of passenger and freight traffic.

Loc. #24 / Wilson City and Nassau Convention Center:

To improve the image of Wilson City, the building behind Wilson City station was replaced with a hotel and convention center. Two hotel kits were purchased and then used to construct two sides of the larger hotel. A

back street was added to break up the block and a collage of building images and trees were planned to make streets appear to disappear. Flats of buildings were constructed of different shapes, styles and sizes. One of the buildings is made from left over parts from the Chopin Piano factory at location #14 in the town of Southport.

Loland – Small station stop on the lower dual main line tracks on the main loop. Nearby is the Dispatcher Booth (center of original basement room). Dispatcher issued train orders on cards to the engineers, switching on the main line tracks and interlock system east and west from Latham (#10) to Bank (#3) as well as switching for freight and passenger tracks in Hyde ***Tower***.

Loc. #25 / Loland Station:

Loland station and the freight siding is the lowest track on the Pacific Southern. The small depot was originally started in the 1980's but was never finished and there were no passenger platforms. In 2017, ***Ed Sproles*** took on the project – The construction of station platforms, landscape, a foot bridge and completion of the unfinished station.

Track Change - The Loland siding had to be adjusted when the main line tunnel was moved to the right to make more room for the Wilson City REA sidings. When the Loland siding was put back, the spacing of the ties was increased to save the railroad the cost of the extra ties

that were not needed. This is a common practice used by railroads to reduce costs.

The largest incline on the railroad is 2% and it is located on the single branch line track as it climbs from Wilson City up a hill to a wood bridge (Loc #25).

Loc. #25 / Dispatcher's Booth:

In the center of the original room is a booth for the dispatcher to monitor and set routes for main line trains. A model of the booth can be found on the railroad at the entrance to Harpers Ferry location #7.

The dispatcher is in charge of the train routing and has a wide screen monitor that shows the locations of all main line trains. The dispatcher sets the routes for trains based on the schedule being run.

On a normal club night, the dispatcher only controls the routes in the middle portion of the railroad. To reduce the number of operators needed to run trains during a show and allow more visitors, the main line trains during a show run using an Automatic Train Control System was designed by a club member, ***Geoff Green***.

Loc. #26 / James Yard Connection

Passenger and Freight trains heading east from Nassau can be switched to a single track to head to the small community of Rocky Hill, Harpers Ferry or split off to Beechview station and the James Island Yards. The James Island Yards is a modular switching area modeled after the New York Erie Freight yards in the 1904s and 1950s.

- Erie 28th Street Freight Exchange yard in NY in the 1950's.
- The amount of track in the James Island Yards are larger than the average model Railroad.
- There are 3 areas – Loc A is freight yard between 28th and 29th street; Loc B is Beechview station and 4 incoming and outgoing tracks.
- Connection to PSRY and Loc C is the Bernardis dock and wharf.

Location #26 / Hot Air Balloons

To hide a house sewer pipe, a hot air balloon event was created using different size (scale) balloons. To

increase the depth perception, different scale balloons were used. The red and blue balloons are **HO** Scale; the yellow and orange balloon is **N** scale: and the smaller balloon in the far distance is **Z** scale. The smaller an item, the farther away it appears.

Modules A, B & C / James Island Yards (2020/21)

The amount of track in the James Island Yards is larger than the average model railroad. There are three areas – **Loc. A** is the Erie Freight Exchange yard, between 28th St. and 29th street; **Loc. B** is the connection to PSRY that crosses James Avenue and includes 4 staging and

transition tracks that cross New Church Avenue under an elevated highway; **Loc. C** is the Bernardis dock and wharf area where there is a Municipal Terminal and other warehouses.

Freight cars arrive from across the river on barges or by train from the Pacific Southern Railway. Besides the 28th street yard, there are other warehouses that service the wharf area, different docks and a container operation to unload cargo from ships.

The Erie yard was serviced by small diesel locomotives.

Loc. / Module A – 28th Street Erie Freight Exchange Yard

The design of the main yard is based on the 1950's Erie 28th Street yard in NY City. The incoming freight cars are parked on one of 5 sidings and products are unloaded into the Erie Warehouse on 28th Street. The items are then transferred to trucks for local delivery. There are two other tracks for staging and unloading of bulk items from flatcars with a crane. On the 29th Street side of yard, trucks deliver products to a second warehouse for loading on to freight cars that will be shipped out by rail on the Pacific Southern or across the river.

Erie Railroad Warehouse is a 4 story 300' long narrow warehouse that is divided into 5 sections for fire

protection. The outside walls were constructed using over 90 Design Preservation Model wall parts and over 200 windows and doors. The base for the building is a piece of wood and the inside floor construction is made of Styrofoam panels (*Carl Pate and others*).

Loc. / Module B - Beechview Station and Transition Service Tracks

This module section is an extension off of Module A and it contains the incoming and outgoing tracks to the different James Island yard areas. The transition tracks service the 28th street yard, Bernardis wharf and a container dock area.

Freight and passenger trains that arrive from the Pacific Southern Railway travel across James Avenue to 28th Street. The tracks then branch out to 4 staging and transition tracks that give access to other James Island Yard areas.

In this section is a small station called Beechview. The station was scratch built by Jeff Bernardis in 2020 and it is named after the station where the builder grew up in PA.

Module C -
Bernardis Docks and Wharf Area

Freight cars arrive from across the river on barges. The unloading of the cars requires special movement to keep the barge load balanced.

The Eagle Warehouse and Storage, was constructed in 2021 (*by Francis Treves*) using two kits and many building accessories. The Lifschultz warehouse is constructed (***By Francis Treves***) from 4 models but the garage doors positions had to be modified for correct spacing.

The Eastern City warehouse #77 was scratch built in 2021 (***by Jeff Bernardis*****)** based on pictures of an expensive wood kit.

The Municipal Terminal on a pier is a kit that had to be expanded to twice the kit size. The parts for one side were from the kit while the pieces on the other side were built up with styrene and others were printed on a 3D printer.

The car barge (#26) is a Walters kit that was built ***by Jeff Bernardis*** and it will hold up to 14 freight cars.

Thomas Point Shoal Light:

Three Lighthouses have been built to mark the shoals extending out from the north side of the South River, four miles south of Annapolis, MD. The original was built in 1824. It was poorly designed and was replaced in 1838. The light remained until 1894. The present structure was built well out on the shoal and has stood since 1875. In the winter of 1877, the foundation of the new lighthouse and the lens were damaged by heavy ice flows and in 1899 a new model fourth-order lens was installed as was an ice breaker. By 1964 Thomas Point was the only manned lighthouse on the bay. In 1972 during a tropical storm Agnes, the light station was superficially damaged by 23-foot waves. It was the last screw pile lighthouse on the Chesapeake Bay and remains the lighthouse most recognized. On January 23, 1975 the light was declared a historic landmark.

*Bollinger Kit (Quincy, MA) constructed by **Jeff Bernardis** 2020 …*

In 2020, based on a request by Carl Pate, Jeff Bernardis built the Bollinger Kit and it was given to Anne Pate (who loves light houses). The structure was originally built in 1824. By 1964, Thomas Point was the only manned lighthouse on the Bay.
In January 1975 the light was declared a

historic landmark.