

1933 — 35TH ANNIVERSARY YEAR — 1968

RAILROAD MODEL

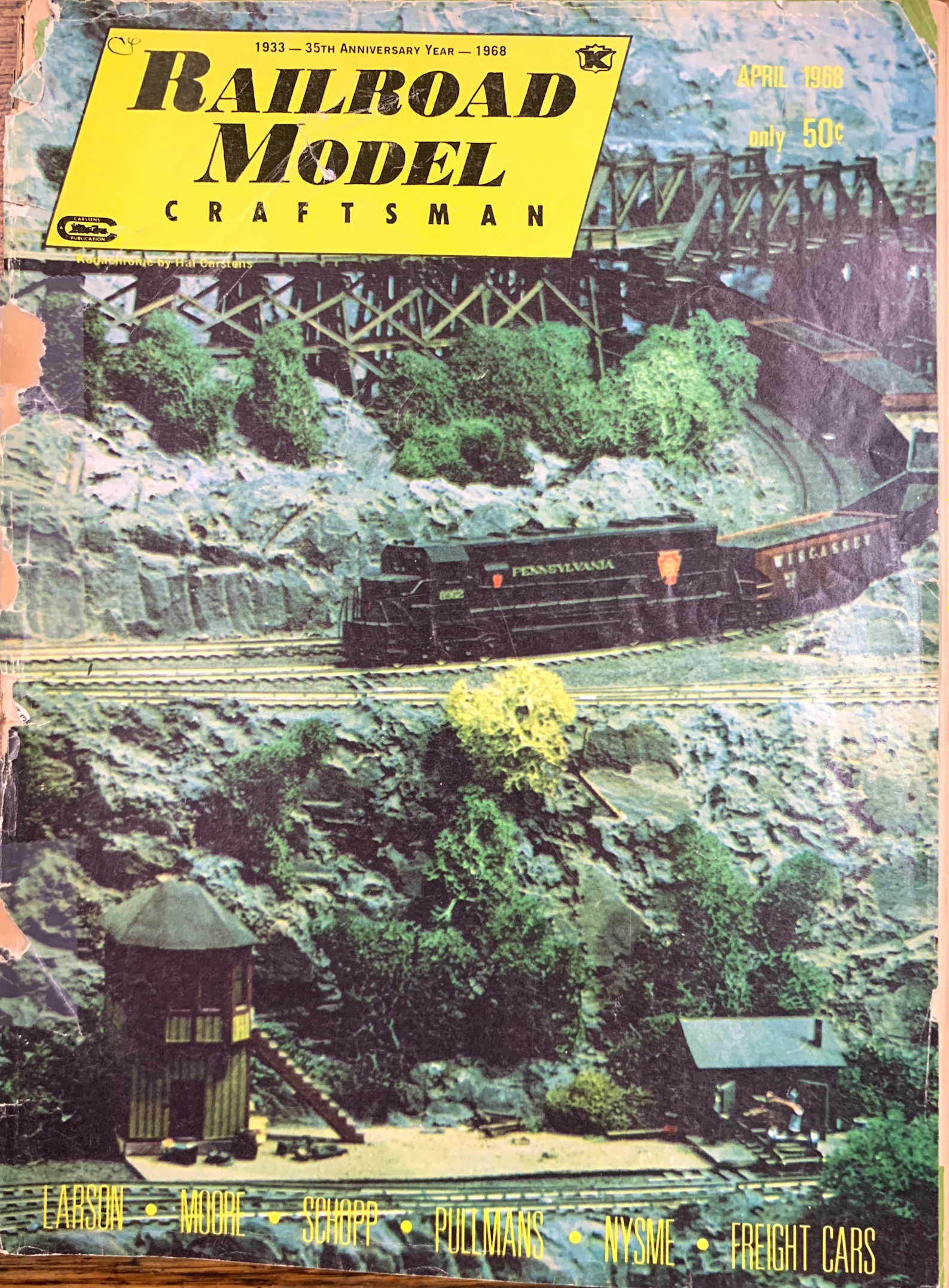
CRAFTSMAN

APRIL 1968

only 50¢



Model made by Hal Carstens



LARSON • MOORE • SCHOPP • PULLMANS • NYSME • FREIGHT CARS

The present Union, Hoboken & Overland Railroad is the fourth and largest pike to bear the name; features 1500 ft. of track, 175 switches, operating hump yard, simultaneous 25 train operation.

The Union, Hoboken & Overland Railroad is the fourth railroad of that name to be built by the New York Society of Model Engineers, Inc., and the largest. It shares space with its famed big brother, the O scale Union Connecting Railroad (RMC March 1968) in the NYSME's own building at 341 Hoboken Road, Carlstadt, New Jersey; a bare twenty minute car or bus ride from midtown Manhattan through the Lincoln Tunnel.

The UH&O is a composite of the many railroads linking the Pennsylvania and New York mining and resort areas with the New York and New Jersey Port Area. For ease in operating, due to the size and multi-room nature of the UH&O, the pike is broken into three operating divisions: New York, Philadelphia, and Allegheny.

When completed, the UH&ORR will have about 1500 feet of track, 175 switches, an operating hump yard, complete passenger and freight yards, many industrial sidings, and a complete single track mountain division.

Seven operators will be required to keep the UH&O fully operational. As many as 25 trains will be operated simultaneously, and a complete run of the main line will take from 5 to 7 minutes. An electrified division will be equipped with overhead wire feeders.

All track is laid with Atlas nickel silver rail mounted on tie strip. Turnouts are custom built in the NYSME's completely equipped shop, using the same rail, and are thrown with rotary switch machines. Track feeds are through relays which are operated from the control board. Section control is used. The club is experimenting with a silicon diode system of power to augment and supplement the existing power generator. A train detection and signal control system is also under construction.

The first time visitor to the UH&O is treated to a visual thrill rarely seen on any model railroad, and rivalling in splendor the Delaware Water Gap once a famed feature of the NYSME's UCON layout in the former Lackawanna Terminal layout. Visitors enter through a hallway to see spread before them a miniature version of the famed Palisades.

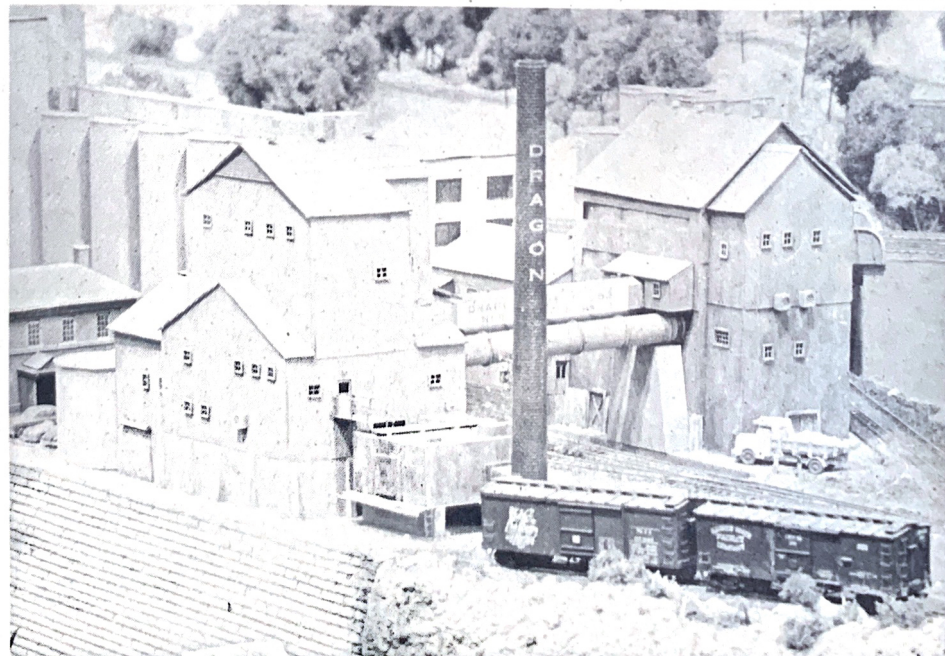
The Palisades effectively divide the UH&O into two segments and also provide a hiding place for the giant yard built under the Palisades, where a dozen eastbound or westbound trains can be held.

The main passenger terminal at Man-RAILROAD MODEL CRAFTSMAN



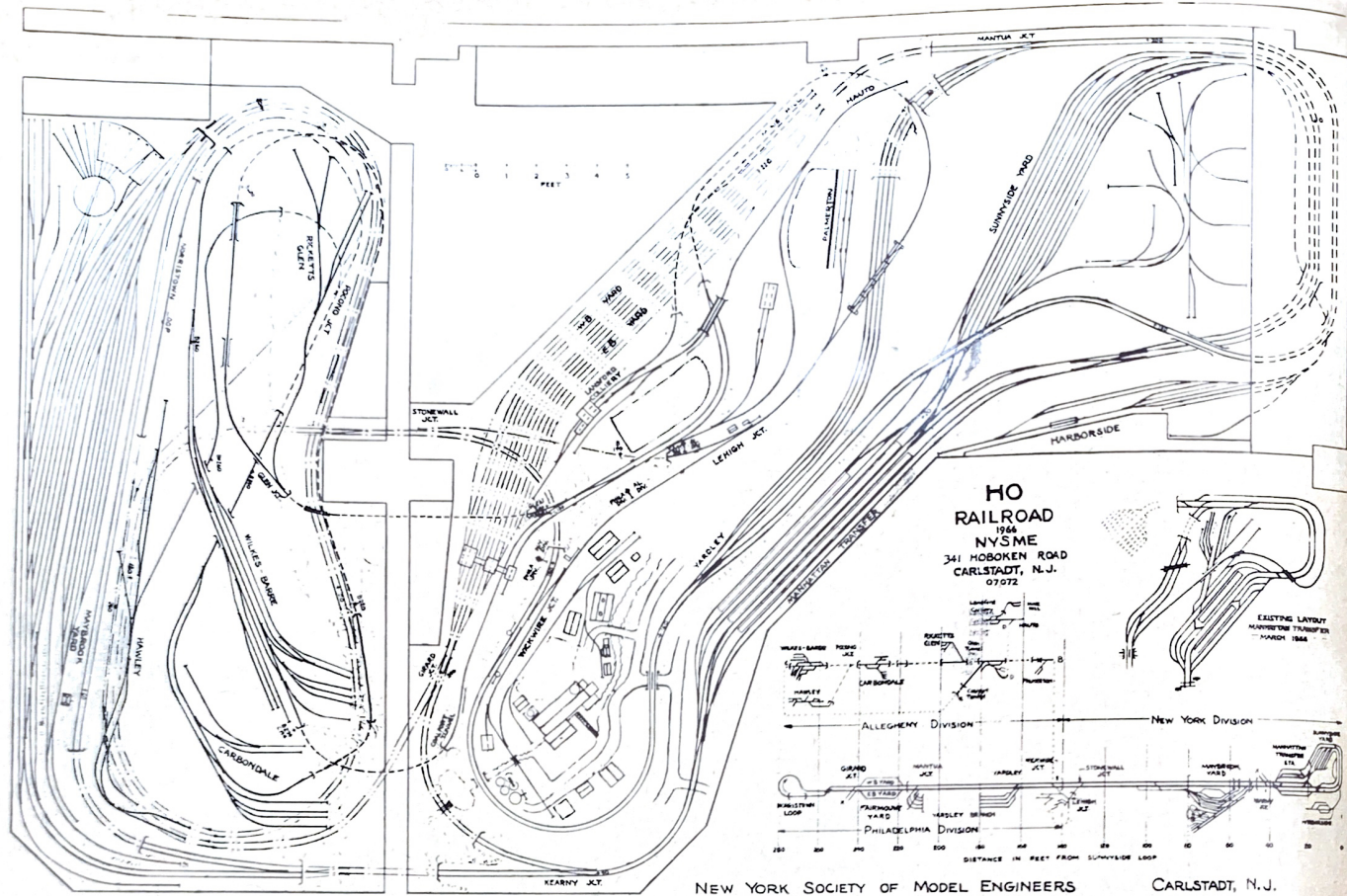
◆ Spaciousness is the word for the UH&O's big yard in Maybrook; in itself larger than most layouts. Tower in foreground marks crest of operating hump yard. Cars are automatically slowed and stopped by air jet retarders. The UH&O uses Kadee Magne-matics as standard coupler although other types are seen. Cobweb duster up in the hills at Ricketts Glen is Vito Matti.

◆ Despite the work crew at the bottom part of the photo, the trackage at Halley is typically backwoods branchline, but don't be fooled by the appearance. Trains move in and out of this area with ease. Tracks lead to Dragon Cement Company, built by Greg Gutsell, shown in view below. ◆



NYSME'S HO LAYOUT





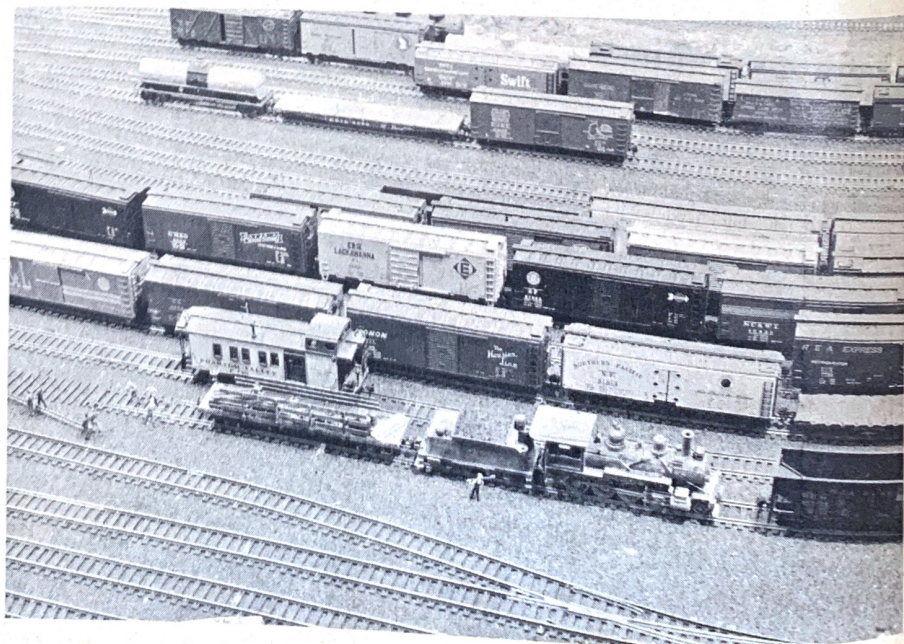
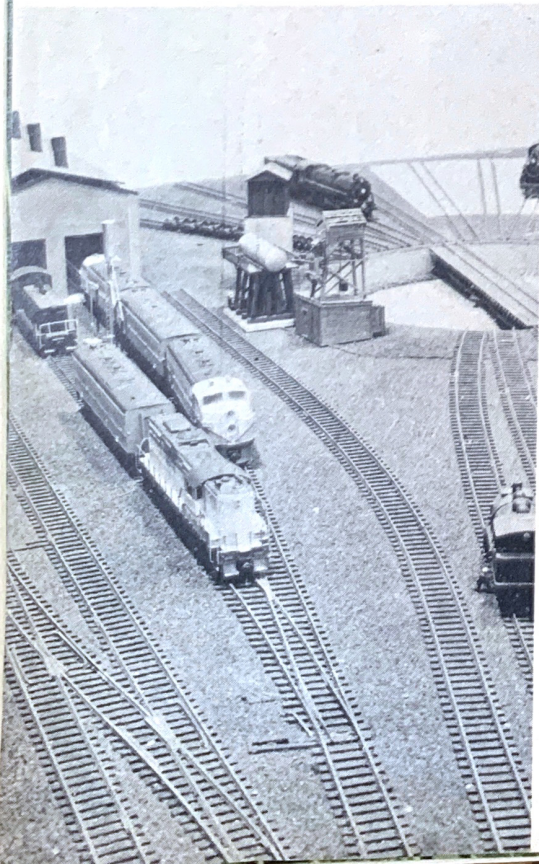
Diesel shops at Maybrook Yard are further advanced than the steam engine facility shown in the same view to the right. Atlas nickel silver rail and tie strip is used on the UH&O, as well as in the custom built switches operated with rotary switch machines. Track feeds are through relays panel fed. Rolling stock shown lower right encompasses a mixture of plastic, metal, and wood cars from all makers. A few cars date back to the early days of HO scale.

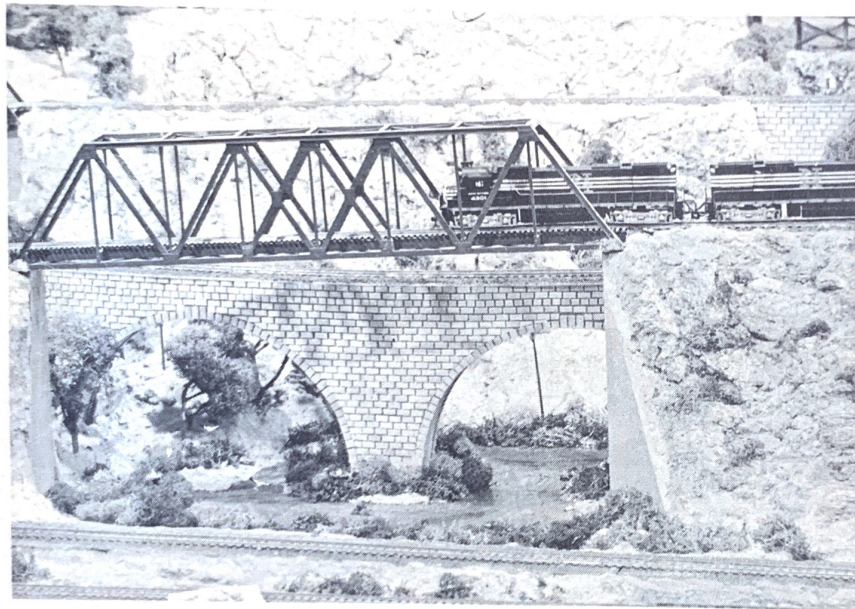
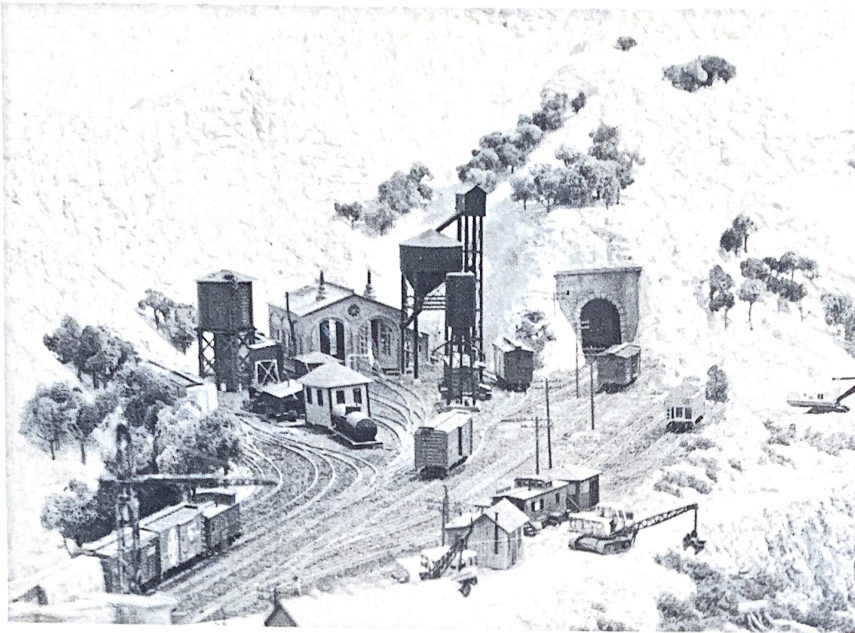
hattan Transfer is a six track through type terminal, supplemented by the main passenger car yard at Sunnyside. A little Pennsy influence does sneak in now and then. Main lines vary from a busy stretch of three track (shown as four track on the plan) to a skinny and wobbly, but accurately gauged, branch on the western end up in the mountains.

The big Maybrook Yard features an operating hump yard with compressed air retarders set into the track at angles to slow and stop the cars. Kadee magnetic couplers are standard on the UH&O, although other types are to be seen.

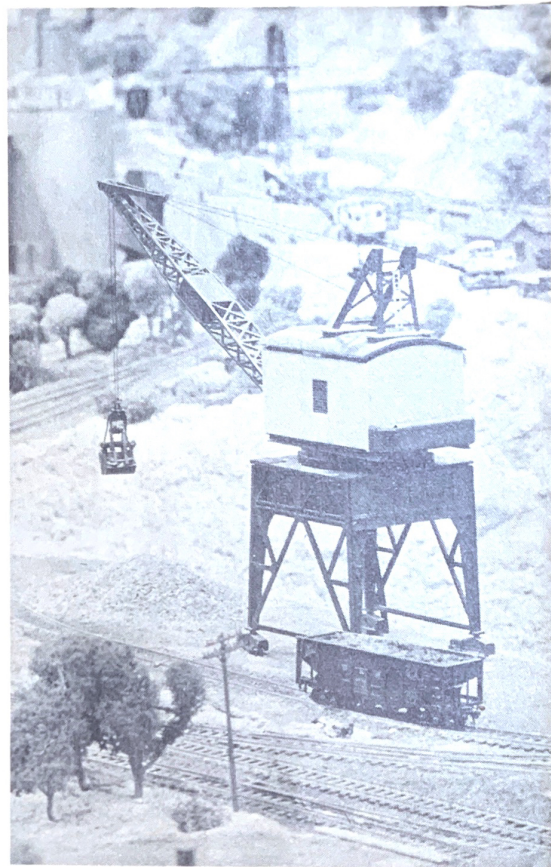
OPPOSITE PAGE: A- Engine terminal and yard at Wilkes Barre are complete and compact. Track into tunnel leads to eastern portion of layout mountain division. B- Lashup of two Alco hood units by Tyco with a heavy freight drag rolls down the steep grade from Wilkes Barre enroute to Carbondale. C- Some roads are ripping up surplus yard tracks but the UH&O is installing new ones.

The UH&O is surrounded on three sides by a wide walkway, on the other side of which is the NYSME's giant O gauge Union Connecting Railroad. Its not unusual to see HOers working the O gauge pike and vice versa.



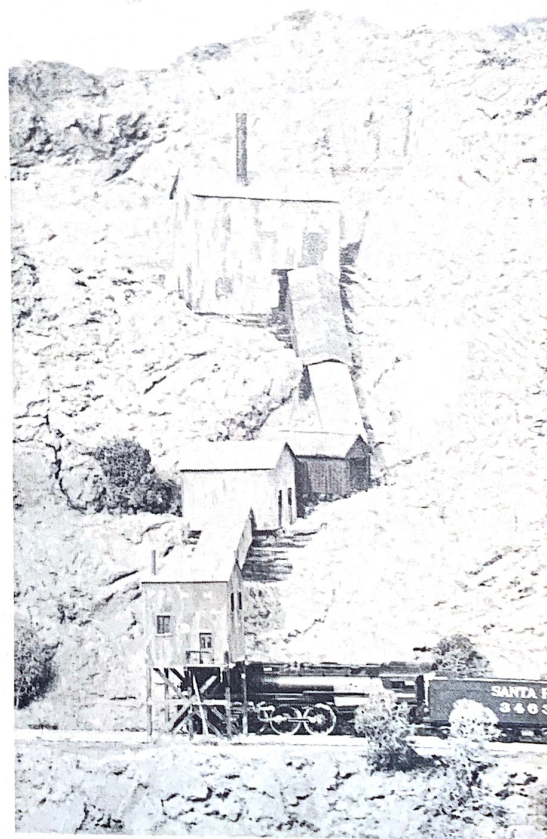


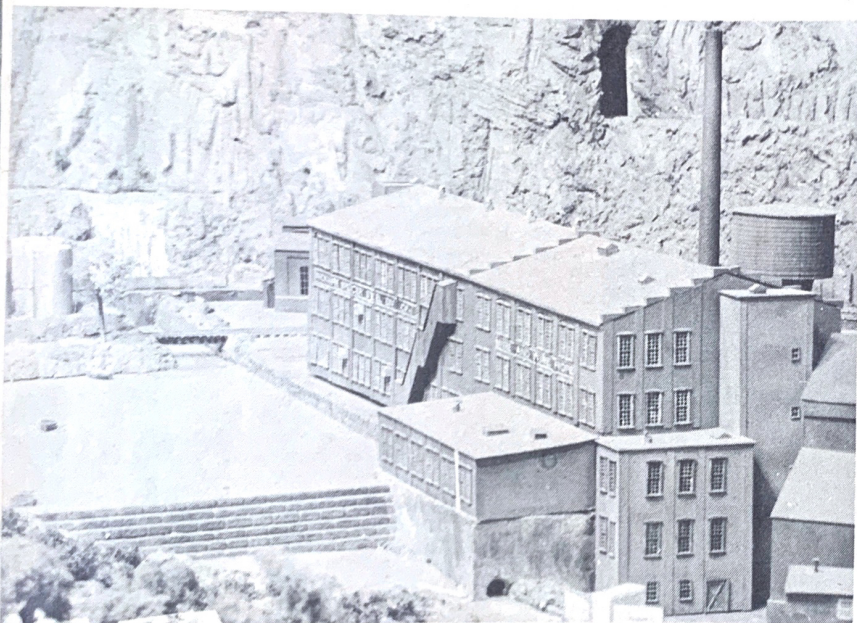
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➤ The giant Carbondale coal crane above was built from a Revell kit by Howard Georgs.

➤ Eastward from Wilkes-Barre, through the Coal Port Tunnel, the tracks pass the Lansford Colliery, converted from a Revell kit by Louie Ramm.





UPPER LEFT: Vito Matti's PFM Tenshodo Hudson roars past Lehigh Jct. with a string of heavyweigh cars enroute to Wilkes-Barre. CENTER LEFT: Steelwire factory adjacent to reservoir is major revenue producer at Wickwire Jct., was built by Greg Gutsell. LOWER LEFT: Last car of a through passenger rumbles across the overpass at Yardley. UPPER RIGHT: An 8 car passenger uses the local track on a three track mainline under a hefty wooden truss bridge spanning the main near Palmerton. BOTTOM RIGHT: Hopper cars are plentiful on the UH&O because of the many mines.

