



The Keystone Modeler

Pennsylvania Railroad Technical & Historical Society


No. 110

Autumn 2019

Inside:

- PRR at Chicagoland RPM
- Building an F&C X37A Boxcar
- Day at Cincinnati Union Terminal
- 2019 Annual Meeting Models 2





The Keystone Modeler

Pennsylvania Railroad Technical & Historical Society

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FRONT COVER

(From Top) HO-scale G29 gondola #358928, completed from a Sunshine Models kit and moderately weathered on display at the Chicagoland RPM. (Bob Chapman photo) • A completed HO-scale Funaro & Camerlengo PRR X37A boxcar kit. (Steve Hoxie photo) • It's 9:00 a.m. in 1954 at Cincinnati Union Terminal and from left to right we see a New York Central J-1e Hudson with the departing *Chicago Special*, Louisville & Nashville E6 diesel with the departing *Pan-American*, Pennsylvania E8 diesels with the arriving *Cincinnati Limited*, and New York Central E8 diesels with the arriving *Ohio State Limited*. (Bob Chapman photo)

The Keystone Modeler

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I hope that some of my readers did encourage a young potential model railroader by taking him or her for a ride on a tourist train. Perhaps it was just a Santa train during the holidays.

Now it is time to run trains with that young person. Wherever that layout is located, under the Christmas tree or on a platform, you can encourage by example, showing that adults are also interested in trains. It may be that the only part of the hobby that is dying involves old guys like me who favor trains of the post-WWII era. Of course, those young folks who like steam might be interested in 40' boxcars, but other youngsters might prefer today's trains with intermodal containers and the specially-built cars that handle them. It doesn't matter, as long as it involves trains.

You might also consider social media where other young people may be showing what they are doing. It always seems that people younger than I are more at home with social media and know how to operate in that environment.

In case you missed it, one of the outstanding modelers among us has recently had his layout appear in a major print publication. John M. Johnson's transition-era layout was featured in the November 2019 *Model Railroader*.

For our fall installment of *TKM*, we have two pieces by Bob Chapman: one about PRR models at an RPM meet and the other about Cincinnati's art deco station back when several railroads served the city. We also have Steve Hoxie's article about building an X37A. Finally, there are the rest of our photos of the models at our 2019 annual meeting.

Jim Hunter, Editor

Pennsylvania Railroad Technical & Historical Society

The purpose of the Pennsylvania Railroad Technical & Historical Society is to bring together persons interested in the history and modeling of the Pennsylvania Railroad, its subsidiaries and its acquired companies. Our goals are to promote the preservation and recording of all information regarding the organization, operation, facilities, and equipment of the PRR.

The Society's quarterly illustrated journal, *The Keystone*, has been published continuously since 1968. Each issue of 64 or more pages contains illustrated original authoritative articles about locomotives, cars, other equipment, facilities, and operating practices of the PRR. The Society also publishes its own thoroughly researched books and other materials concerning PRR history. *The Keystone Modeler* is also a quarterly special 30-plus page online publication of the Society.

The Society meets annually, usually during a weekend in early May, providing an opportunity for its members to get together and learn more about the PRR. Local chapters around the country also provide members and guests with regular meetings that feature PRR related programs.

Information about our Society may be found on our website – www.prrths.com. To join the Society, send \$40.00 to:

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PRRT&HS Interchange

Selected Society Merchandise of Interest to Modelers

PRR EQUIPMENT DRAWINGS ON MICROFILM

Copies of PRR equipment drawings are available from the Society's microfilm collection. To order drawings, you must know the drawing number and title. Ordering information and lists of arrangement drawings are available on the Society's website. Go to www.prrths.com, select National Society, and then The Interchange. If you require a printed copy of this information, please send your address and a check for \$2.00 made out to PRRT&HS to:

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PRR Product News

ATLAS MODEL RAILROAD CO.

<https://shop.atlasrr.com/>

PRR AS-10ms (Alco RS-1) Diesel Road Switcher—HO and N



(Atlas artwork)

Atlas will close the Pre-Orders in the First Quarter of 2020 for these runs of the HO and N scale RS-1. In HO, the model will be offered in DC and DCC with sound. In N, the model will be offered as DC only, not DCC ready.

BOWSER MFG.

<https://www.bowser-trains.com/>

PRR GF-25 (GE U25B) Second Generation Diesel—HO Scale



(Bowser artwork)

Bowser announced a new version of this popular diesel, this time with Phase III details. It will be available as DCC ready and DCC with Loksound sound. It is expected to be available in the fall of 2020.

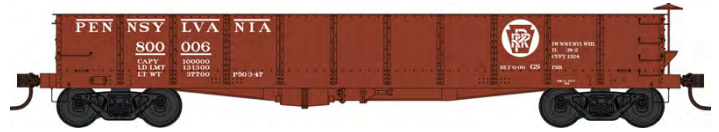
PRR GLA Hopper—HO Scale



(Bowser photo)

This run of the popular ready-to-run HO GLA from Bowser is expected to be available in the fall of 2020.

PRR GS Gondola—HO Scale



(Bowser artwork)

Bowser will be producing another run of the GS class gondola in various paint and lettering schemes. These ready-To-run models are expected in stores in the fall of 2020.

PRR F30A Flat Car—HO Scale



(Bowser artwork)

Bowser's next run of the HO F30A flat car is expected in the fall of 2020.

Flat Car and Gondola Loads—HO and N Scale



(Bowser photo)

Bowser has developed a line of flat car and gondola loads using 3D Printing. Besides the HB4 container load shown here, various loads are offered including a World War II Sherman tank, full and empty coils, wheels on racks, and a hopper-mounted ice breaker. Sold through English's Model Railroad Supply, the items are currently available. (The GS gon is shown for display and is sold separately.)

BROADWAY LIMITED IMPORTS

<http://www.broadway-limited.com/>

PRR EF-15a A/B (EMD F7A/B) Locomotive—HO Scale



(BLI photo)

In addition to the F3 cited in the last issue, **BLI** is bringing out an F7. Both A and B units will be available, powered with the Paragon3 system. The company says both the F3 and F7 are now expected in March 2020.

PRR Streamlined K4s Steam Locomotive RTR—HO Scale



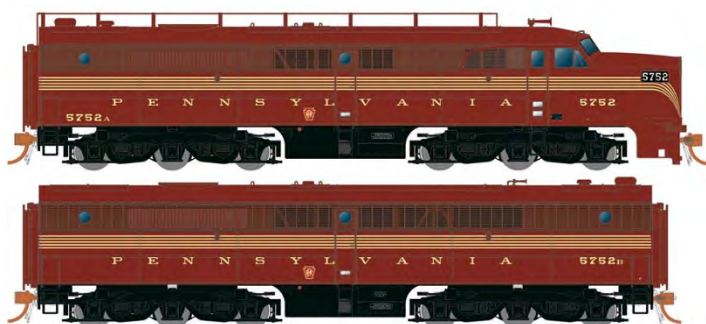
(BLI artwork)

BLI is planning to have 3768 in its streamlined configuration available in the Spring of 2020.

RAPIDO TRAINS

<https://rapidotrains.com/>

PRR AP-20 (Alco PA-1/PB-1) Passenger Diesel – HO Scale



(Rapido artwork)

Rapido has in development models of the iconic PA/PB-1 passenger Diesel in the Tuscan red with five stripes scheme. It will be offered only with DCC and sound. TCS will be providing the sound decoder. Delivery is expected sometime in the fall of 2020.

SCALE TRAINS

<https://www.scaletrains.com/>

PRR EF-36 (EMD SD45) Freight Diesel—HO Scale



(Scale Trains photo)

Scale Trains is new here, but they have built a solid reputation providing locomotive and freight car models from the

modern era. Now they are backdating their efforts a bit with the SD45. It will be available in their Operator (DC and DCC ready) and Rivet Counter (DCC Sound) versions. Their estimated arrival date is July 2020.

Upcoming Events

January 9-11, 2020 Cocoa Beach, Florida
Prototype Rails

<http://www.prototype Rails.com/>

March 26-29, 2020 Malvern, Pennsylvania
Railroad Prototype Modelers Valley Forge

<http://www.rpmvalleyforge.com/>

March 27-28, 2020 Savannah, Georgia
Prototype Modelers' Meet

<http://www.savannahrpm.com/>

April 5, 2020 San Bernardino, California
Western Prototype Modelers Meet

<https://ppw-aline.com/pages/so-cal-meet>

April 30-May 2, 2020 Marion, Ohio
Central Ohio Railroad Prototype Modelers Meet

Contact dblake7@columbus.rr.com for more details

May 2, 2020 Portland, Oregon
Bridgetown Railroad Prototype Modelers Meet

<https://www.brpmm.com/>

May 13-16, 2020 State College, Pennsylvania
PRRT&HS Annual Meeting

http://www.prtrhs.com/conventions/PRR_Annual.html

May 29-30, 2020 Farmington, Connecticut
New England/Northeast Railroad Prototype Modelers Meet

<http://nerpm.org/index.html>

Advance Planning

July 12 -18, 2020 St. Louis, Missouri
NMRA National Convention and National Train Show

<http://www.gateway2020.org/>

July 31-August 1, 2020
St. Louis Railroad Prototype Modelers Meet

<http://www.icgdecals.com/stlrrpm/>



PRR Modeling Featured at Chicagoland RPM

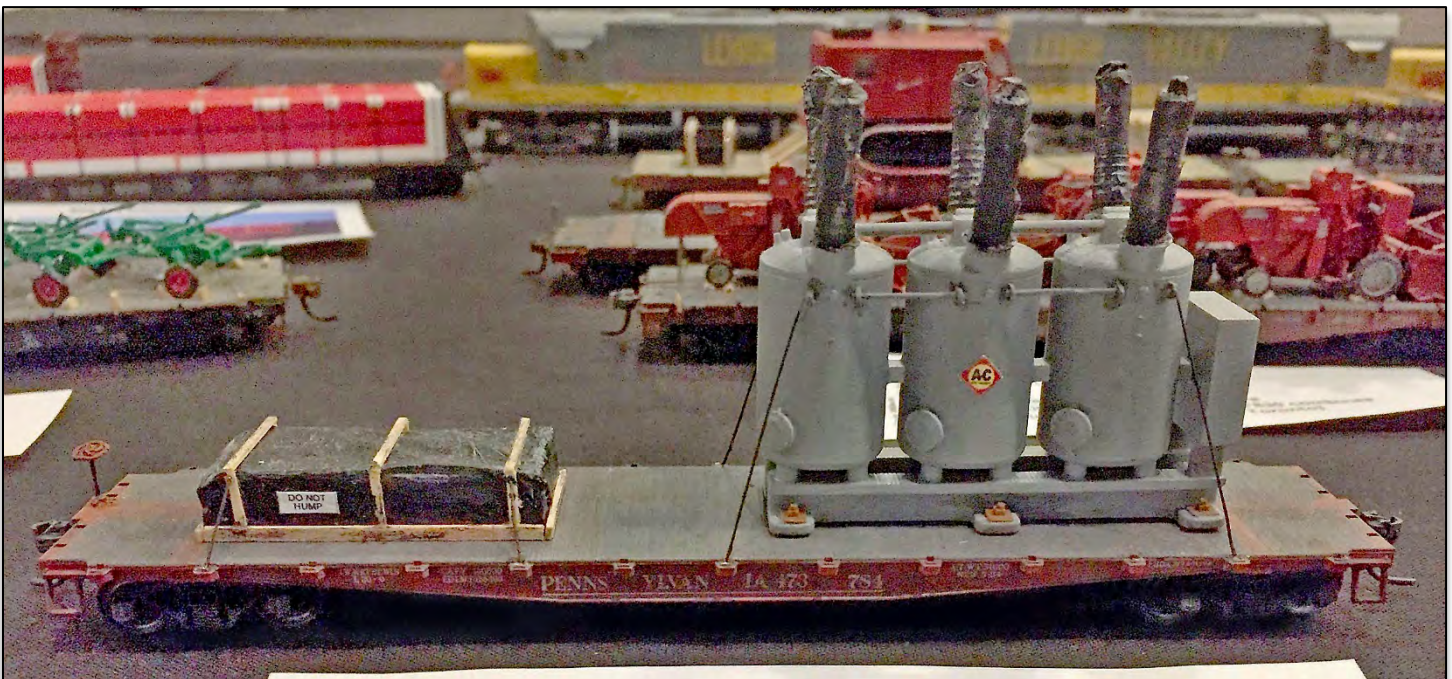
by Bob Chapman – Photos by the author



Pennsy modeling was featured both among the clinics and the display models at the Chicagoland 2019 Railroad Prototype Modelers meet. Among the clinics were Paul Strubeck covering *LIRR Intermodal Bogies* (TOFC cars of the 80s), Bob Hanmer with *Train Communications in the 40s*, and a pair of

clinics on *Open Loads* by Craig Wilson and Ed Rethwisch/Jerry Hamsmith featuring several loads on PRR rolling stock.

Among the models displayed (all HO scale) were seven PRR examples, shown below.

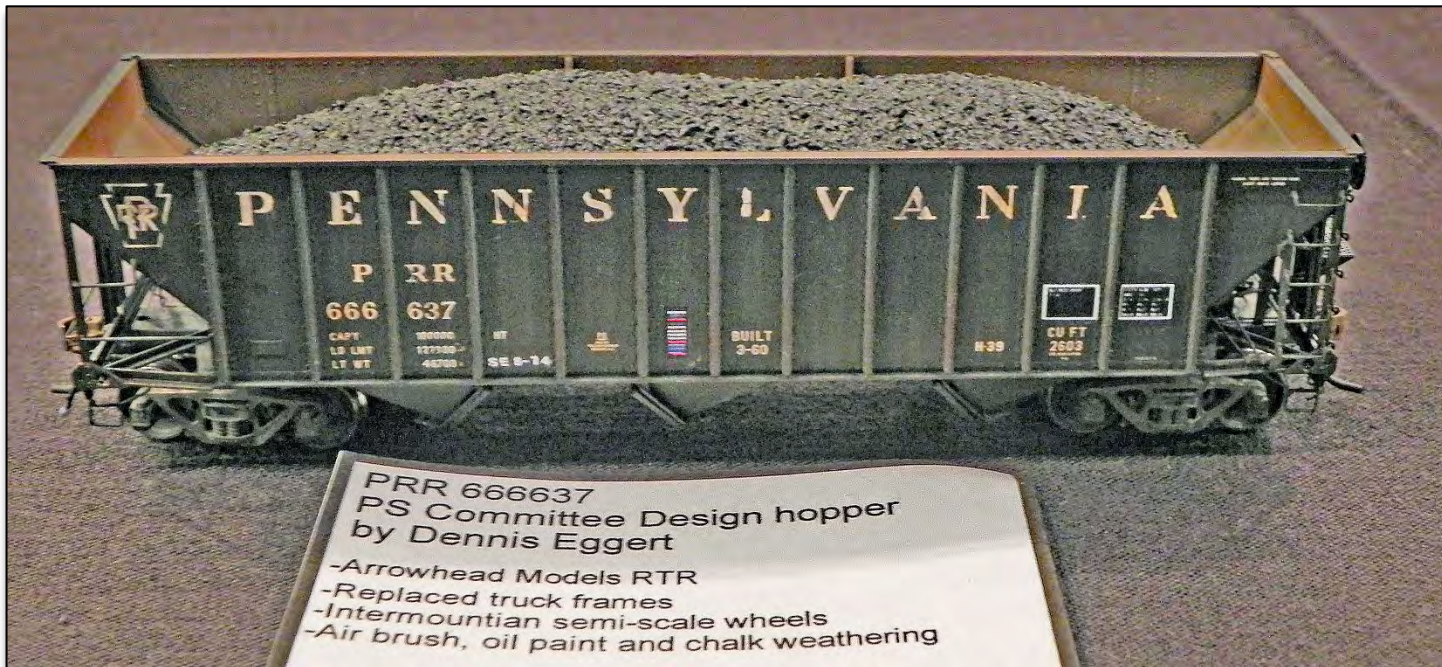


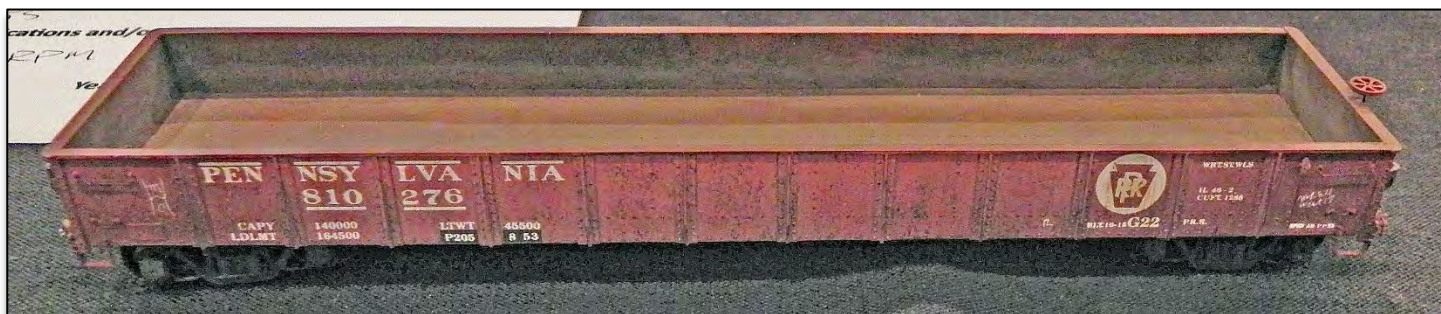
In his clinic, Craig Wilson highlighted an Allis Chalmers B20-HV oil circuit breaker in a late 50s prototype photo, which he modeled with a 3D-printed piece from Multiscale Digital, available from Shapeways or eBay. F30 flatcar #873784 is from Bowser.



▲ Craig's Bowser X31F was modified with one door open and interior wood sheathing for this unloading scene. The tractor is a Ferguson from Wiking, modified with Ford details.

▼ Dennis Eggert modeled H39 hopper #666637 from an Arrowhead ready-to-run offering, replacing the truck side frames and weathering with airbrush, oils, and chalks.

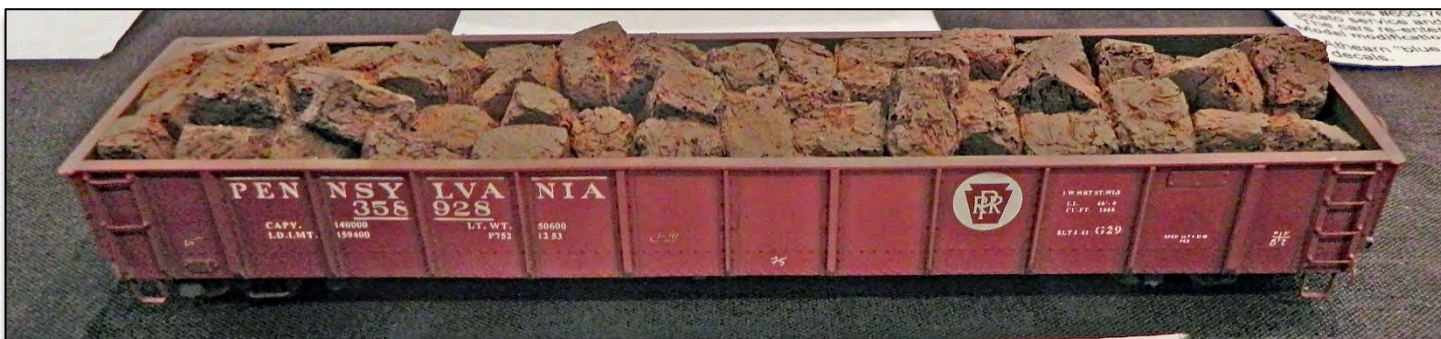




Ryan Mendell's nicely weathered G22 gondola #810276 was completed from a kit dating from Westerfield's brittle cast resin era.



FM flat #473292 began life as a Funaro & Camerlengo kit, which Ted Culotta upgraded with enhanced details and Bowser 2D-F8 trucks. Decals and chalk marks are from Speedwitch Media.



Bob Chapman showed G29 gondola #358928, completed from a Sunshine Models kit and moderately weathered.



Also from Bob is a GLCA hopper, built from a Funaro & Camerlengo kit and lightly weathered.



Building a Funaro & Camerlengo X37A

By Steve Hoxie – Photos by the author

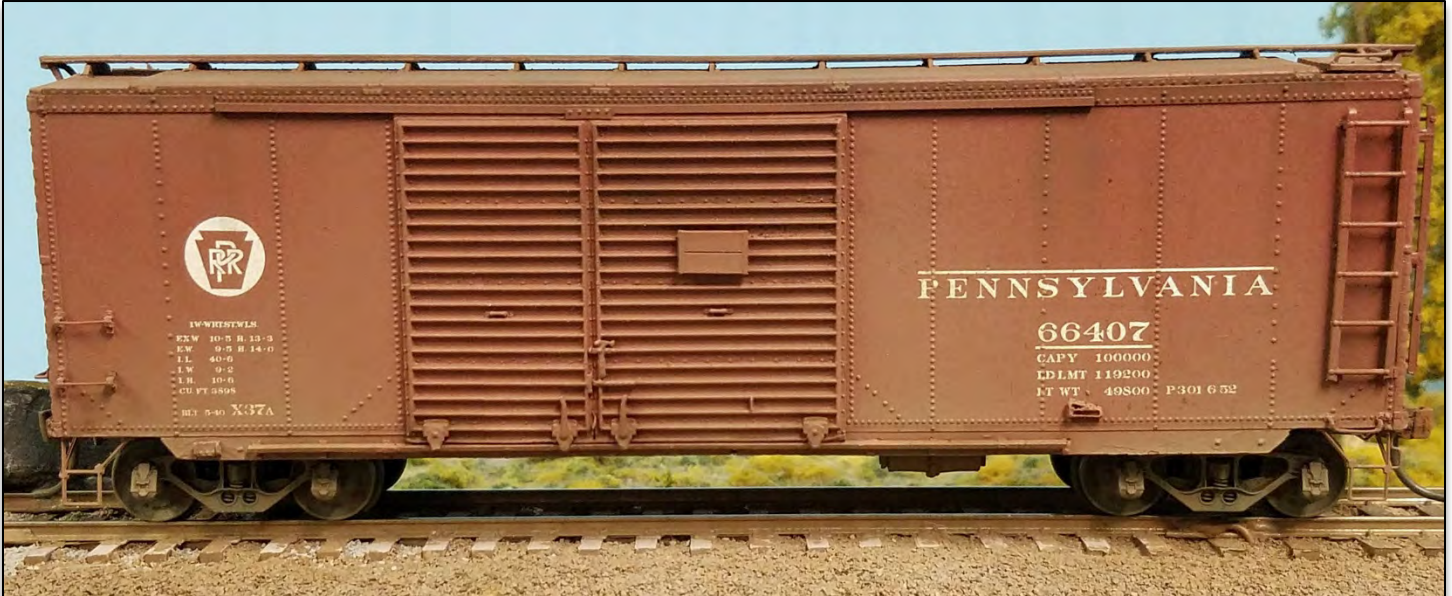


Figure 1 – The finished X37A.

A friend who regularly attends the Timonium train show obtained for me Funaro & Camerlengo X37 and X37A kits. When the PRRPro group decided on the X37 series as the next project, I was ready. I had known for many years that these cars needed to be seen here in 1953 on the Susquehanna Division, and now I finally had gotten around to it.

As I gathered up the prototype information that I could find, I discovered some contradictory info on one of my main data hubs, "Rob's Pennsy home page". On the X37 page, in the "Types of trucks used" section, X37A in series 66400 to 67299 are shown with National Malleable trucks, while X37A in series 67300 to 67399 are shown with Young trucks. The problem is that all the X37A class is in 66400 to 66899, just 500 cars. This was correctly displayed later in the "Cars on the PRR roster" section, which I verified in the 1955 Official Railway Equipment Register (ORER).

I always try to model a particular car for which I have a prototype photo. I have been spoiled by lots of high-resolution freight car photos that I can display on my computer monitor, but when I looked for X37A photos, I was disappointed. The print builder's photo of 66400 would have to do. This photo appears in *The Keystone* Vol. 14, No. 4, and is poorly reproduced in F&C's instruction pages. I had earlier obtained from Speedwitch Media an excellent set of decals for the X37 series. When I opened the data sheet, I found that this

same photo of 66400 had been included, but helpfully reproduced slightly over-exposed to better show the underbody and truck details.

Construction of the model is straight forward. Although I chose to follow my own order of assembly rather than the instructions, definitely do read the instructions first. I had built resin house cars from several manufacturers before as well as open and covered hoppers from F&C, but this is my first boxcar from F&C. The row of "vent sprues" on each side of the interior threw me at first, but I eventually figured out that they all had to be removed.

When the floor is ready to be installed in the body, don't forget to add the necessary weight. Not on this model, but I have done that on other models! Also, after the floor is installed, it must be even with the bottom of the car end. If it is not flat across the end and floor, the coupler box will not be parallel to the rail.

After I installed the floor, I drilled the truck and coupler mounting screw holes, followed by test fitting and adjusting trucks and couplers. I have found it best to do this "heavy-handed" work before moving on to adding details. Kadee 567 or 568 National Type B-1 trucks seem to be a close match for the required 2D-F20 trucks. My coupler preference is Kadee 158 scale head couplers with whiskers. (See **Figure 2**.)



Figure 2 – Underframe of model, trucks, and couplers.

Now on to installing details. Except for the metal grab irons, F&C molded all the details in resin. In many cases I found that the details could be improved. Over the years I have accumulated a good stock of all sorts of detail parts from plastic kits. Also, available excellently-cast plastic details meant that I could forego the tedious filing and sanding of mediocre resin parts. For the underbody brake details, I used a brake cylinder, reservoir, triple valve, and levers from my accumulated parts. I did discard the soft green wire in exchange for different sizes of brass wire for the piping and brake rods.

I am still unsure how the kit's lower door rail is intended to go on. Instead of the resin castings provided, I used Evergreen 2" x 3" scale styrene strip which provided edges that are straighter and sharper than is normally cast in resin. (See **Figure 3**.)

I found in my stash plastic ladders with rung spacing matching the prototype. They only needed to be trimmed to

proper length and mounted on short bits of .010" styrene, simulating the attaching brackets. These are probably Intermountain parts, or maybe Branchline (now Atlas), and are much more finely cast than resin. Both companies have made a variety of 7 and 8-rung ladders for their boxcars and reefers. Grab irons are from Kadee, #2250 or #2251, which are the gold standard for detailing freight cars. Because Kadee does not use glue on their fine line of freight cars, the grab irons are manufactured with two attaching prongs on each end. I found that slicing off one prong on each end still allows sufficient support for use on non-Kadee plastic and resin cars. The single prong makes it much easier to locate the grab iron on the car side properly.

On the B end (the end with the brake wheel), brake rod/chain/gearbox, retainer and pipe, and brake step and supports from Intermountain were available so I used those. Kadee manufactures six different brake wheels which are accurate and the best we have to choose from. I used the #2021 Equipco wheel. (See **Figure 4** next page.)



Figure 3 – Model with side details installed.

► **Figure 4** – Details on the “B” or brake end of the car.

The corner sill step, or stirrups, used on the X37 and X38 classes are unusual. F&C of course provided resin castings, but again there is a better way. Yarmouth Model Works, <http://www.yarmouthmodelworks.com/index.php>, has produced a variety of photo-etched stirrups to replace overly large or broken plastic stirrups. Their YMW-220, intended for the Tangent GSC tank car, is perfect for the X37 series if a simple modification is made. The modification involves the removal of one leg and is described here: <http://elgincars.blogspot.com/search?updated-max=2017-07-31T16:16:00-04:00&max-results=7>. I think you will find these are exquisite parts and add considerably to the model.

For the running board and latitudinals, my preference was to replace the resin “wood” parts with later steel parts, but I could find no information on what style running board was used when replacement was necessary. There has been discussion of some X37B's having the Alan Wood style, newly produced by Plano, but there is no indication this style was ever used as a replacement on the X37A cars. I chose to use the kit's resin parts simulating wood. (See **Figure 5**.)

When a model needs painting, thorough cleaning is essential. After I had removed flash from the larger parts, using a soft toothbrush, warm water, and OxiClean™ Laundry Stain Remover, I gave the parts a mild scrubbing, followed by a second washing using Dawn® dish detergent. All this to remove mold release and any other nasty stuff remaining from the

casting process. Once the model had been assembled, it was given a gentle but thorough scrubbing with Dawn and warm water to remove any fingerprints and skin oils. This process has proven very effective. Using Scalecoat I and II, I do not have adhesion problems.



Figure 5 – View of roof and side detail.

On this model I used Scalecoat II PRR Freight Car Red, S2081, thinned with Scalecoat II Paint Thinner, sprayed with my trusty Paasche H3 at 20 psi. Priming is not necessary and was not done. Once painted, the model was set aside in a place with plenty of air circulation. I left it alone for about two weeks. Only after it passed the sniff test—no perceptible paint smell—did I move on to decals. I use Scalecoat I exclusively on brass. It can and should be baked after applying, shortening the drying time. However, I have found no process that moves Scalecoat II along any faster. The best practice is to have another project in work on the bench. Both Scalecoat I and II provide an excellent surface for decals without an additional gloss coat.

I found the decals provided in the kit to be adequate. However, Speedwitch D189 is exquisite. It includes data and dimensions for all three X37 type cars: X37, X37A, and X37B. The information is accurate, and the decals are easily applied. My process for Speedwitch is straightforward. After trimming the decal, it is briefly placed in distilled water. After removal from the water and placing the decal on a paper towel, I then brush on a small amount of Microscale's Micro Set (blue label) at the desired location on the model. If the decal is large

enough, I will pick up the decal, still on its backing, and hold it approximately in place with one hand while gently sliding the decal onto the model. Smaller decals are simply slid off the backing, moved to the model, and put in place. My primary tool for all decal work is a 6" stainless steel bent tweezers that I acquired from a dentist many years ago. The Micro Set allows a little time to precisely position the decal. Once satisfied it is positioned correctly, leave it alone. When it is nearly dry, any air bubbles can be pierced with a sharp needle and treated with a little Walthers Solvaset on a small brush. I do not use the red label Micro Sol. Once the decals are thoroughly dry, a cotton swab dipped in distilled water is used to clean up any decal glue residue. Application of Testors® Dullcote is next. (See **Figure 6**.)

After the Dullcote I airbrush highly thinned Testors® Model Master 2124 Earth Brown, a paint I adopted after the demise of Floquil Grimy Black, onto the trucks/wheels, underframe, and lower sides. I also use this on the ends, being sure to make visible grime thrown up from the wheels of adjacent cars. (See **Figure 7**.)

After the airbrush it is all up to the PanPastels®.



Figure 6 – The X37A before weathering.



▲ **Figure 7** – After airbrush weathering.

► **Figure 8** – After PanPastels® application.



▼ **Figure 9** – The finished car.



A (PRR) Day at Cincinnati Union Terminal

By Bob Chapman – photos by the author



The restored Cincinnati Union Terminal as it looks today.

As a young railfan growing up in Cincinnati, one of my favorite places was Cincinnati Union Terminal. Its architecture was unique and was regarded as one of the world's outstanding examples of the Art Deco style.

Approaching from a long boulevard, CUT's majestic "world's largest half-dome" would command one's full attention. As one drew closer, details would emerge – the large clock with hands neon-lighted at night, the carefully terraced waterfall between the split driveways circling in front, and the two curved arms extending from the central structure, as if in a welcoming embrace to arriving travelers.

Upon entering, one would find himself immediately in the rotunda under that half-dome. Straight ahead in the floor's center was a circular information booth with its lighted digital clocks, a rarity in those days. But the show was above, with a lengthy mosaic mural on either side, one depicting the

history of transportation and the other of Cincinnati. Best of all was the ceiling, with its wonderful Art Deco hues of gold and orange curving around the dome's contours.

Past the rotunda was the concourse spanning CUT's sixteen platform tracks. Along each side were train gates designated by track number, spaced by more mosaic murals showing Cincinnati's various industries such as soapmaking and piano manufacture. A quick check of the arrivals and departures boards would show which trains were in the station, and the choice of a ramp or stairs would lead one to trackside.

CUT was completed in 1933, with financing shared equally by its seven owning railroads – Baltimore & Ohio, Chesapeake & Ohio, Louisville & Nashville, New York Central, Norfolk & Western, Pennsylvania, and Southern. The project was designed as the ultimate railroad passenger solu-

tion for the city, combining five separate railroad-owned facilities into one union station, and destroying a sizeable local hill to raise all of CUT's trackage by 16 feet, above the Ohio River's flood stage. Trackwork and an integrated new set of support facilities for engine and train servicing were meticulously designed to provide a capacity for 216 arrivals and departures per day – a number approached during the war years of World War II.

CUT IN 1954

As modelers, many of us like to model memories, and in my case, it should be no surprise that I selected Cincinnati in 1954 as my choice. Not to play favorites, I elected to model Cincinnati as a location, with all seven of its "fallen flags" represented. Cincinnati Union Terminal would be the layout's centerpiece, where the seven railroads converged and connected.

CUT was still a vibrant facility in 1954, with 82 passenger trains originating or terminating, and another six on the B&O passing through. Steam could still be found on the trains of all the roads except the Southern, which had just completed its dieselization. CUT's diesel power was colorful, and often diverse with such oddballs as Pennsy's passenger sharks and frequent callers from Fairbanks-Morse and Alco.

B&O took top honors with a total of 24 trains per day, closely followed by NYC with 20; Pennsy was respectable with a dozen:

CUT Arrivals/Departures Summary – 1954

| Railroad | Originating/ Terminating Trains | Through Trains |
|------------------------|------------------------------------|-------------------|
| Baltimore & Ohio | 18 | 6 |
| Chesapeake & Ohio | 6 | |
| Louisville & Nashville | 14 | |
| New York Central | 20 | |
| Norfolk & Western | 6 | |
| Pennsylvania | 12 | |
| Southern | 6 | |
| Total | 82 | 6 |

This array of trains presented the fun challenge of accurately modeling each train's consist with the correct arrangement of head-end cars, coaches, sleepers, diner, and lounge. In a few cases consists were purchased, but in many cases getting the exact cars needed required construction of "craftsman kits," kitbashing, or scratchbuilding. With this approach I've been able to model most of Cincinnati's premier passenger

trains, and I am well along on representatives of the secondary trains and locals. No – I'll not be modeling all 88 trains!

The model CUT offers interesting operating possibilities, covered in the April 2019 issue of *Railroad Model Craftsman*. Connecting trains of different roads would swap sleepers, consists would need to be turned, and locomotives serviced. Our PRR-focused article here will point out some of these possibilities.

THE PENNSY IN CUT – 1954

PRR's train board in 1954 listed a dozen trains, six to/from New York and six to/from Chicago:

Pennsylvania Railroad CUT Traffic in 1954

| Time | Arrive/ Depart | Train # | Name | To/From |
|------------|-------------------|---------|------------------------|---------------|
| 6:45 a.m. | Arrive | #33/203 | St. Louisan connection | New York |
| 7:20 a.m. | Arrive | #200 | Southland | Chicago |
| 8:30 a.m. | Arrive | #41 | Cincinnati Limited | New York |
| 8:30 a.m. | Depart | #215 | Red Bird | Chicago |
| 1:00 p.m. | Depart | #204 | Manhattan Limited | Pittsburgh/NY |
| 3:15 p.m. | Depart | #207 | Union | Chicago |
| 5:15 p.m. | Arrive | #216 | Red Bird | Chicago |
| 5:15 p.m. | Depart | #40 | Cincinnati Limited | New York |
| 5:40 p.m. | Arrive | #205 | Gotham Limited | Pittsburgh/NY |
| 9:45 p.m. | Arrive | #208 | Union | Chicago |
| 11:20 p.m. | Depart | #202/32 | St. Louisan connection | New York |
| 11:55 p.m. | Depart | #210 | Southland | Chicago |

Part of the fun of modeling a union station such as CUT is discovering which trains were in the terminal at the same time. For example, the Central's and Pennsy's Cincinnati flagships, the *Ohio State Limited* and the *Cincinnati Limited*, both arrived from the north virtually side by side at 8:30 a.m. And there were handoffs, such as sleeper exchange between Pennsy's westbound *Cincinnati Limited* and L&N's southbound *Pan-American*.

For the remainder of the article, we'll show an hour by hour look at PRR's passenger train activity at CUT, with representative locomotives and consists as they might have existed in 1954. As we do this, we'll try to capture some of the shared-trackage fun of the other trains in the terminal at the same time as the Pennsy activity. We've done some heavy saving and loaded our camera with Kodachrome 10 – let's go!

THE CUT MODEL



Scratchbuilt from original architect's elevations, the model CUT serves as the centerpiece for the layout.

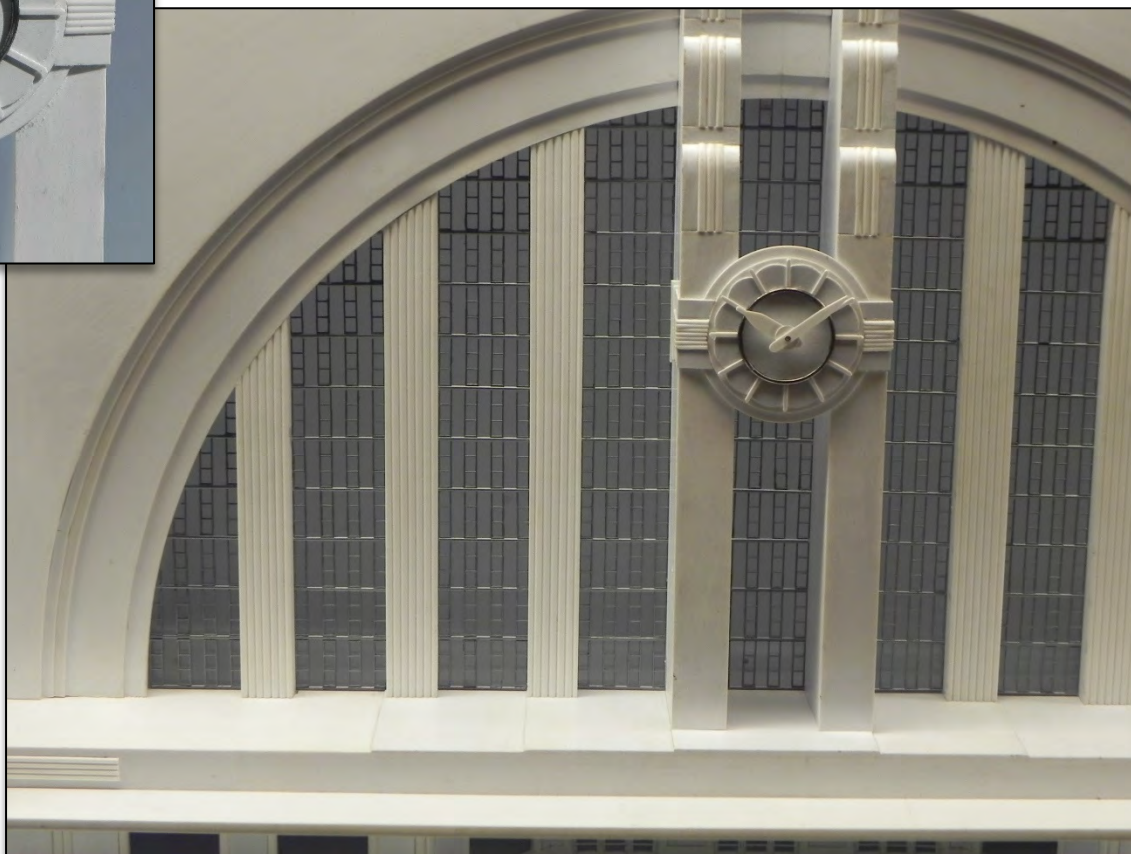


The front arch takes shape, scratchbuilt from styrene sheet and strips.



The neon-lit hands of CUT's iconic 16-foot clock keep travelers on time; on the model, the time is always 10:10....

Above the model's marquee are 1452 window panes, the same as the prototype. Sheer luck!



Even the platform's umbrella roof supports were Art Deco; CUT's 16 tracks were selectively compressed to the model's eight due to space constraints. Sadly, that's not the layout's scenery.

A PRR DAY AT CINCINNATI UNION TERMINAL



6:45 a.m. – Just in on Tracks 3 and 4 are CUT's earliest daily southbound arrivals at 6:45 a.m. -- #33/203, PRR's Columbus-Cincinnati *St. Louisan* connection, headed today by a pair of AS-16ms's (RS3's), and NYC's *Ohio Special* from Detroit, still steam powered with class J-1d Hudson #5280. A bit early on Track 2 vs. her scheduled 6:55 arrival is B&O's Detroit local #57 with dark blue President-class P-7c 4-6-2 #5308 on the point. In the background on Track 5 are the coaches of L&N's northbound local #2 from Montgomery, Alabama, also arriving at 6:45. The day at CUT has begun.



7:20 a.m. – On Track 6, it's Tuscan red BP-20 passenger shark #5778, arriving southbound from Chicago on the *Southland* (#200) at 7:20 a.m. As CUT's morning rush begins, she has a lot of company. N&W's *Pocahontas*, in from Norfolk at 7:05, unloads its passengers on Track 3; her steam power, class J 4-8-4 #611, has yet to achieve her excursion service fame. Just arrived northbound at 7:15 on Track 4 is NYC's #438/410 Chicago local, and on Track 5 B&O's Cincinnati flagship, the *National Limited* (#1), headed by 1938-vintage class EA diesel #51 -- the world's first slant-nosed E-unit.



8:30 a.m. – Arriving virtually side-by-side at 8:30 and both headed by E8's are two of CUT's New York to Cincinnati flagships – NYC's *Ohio State Limited* on Track 2, and Pennsy's *Cincinnati Limited* on Track 3. Despite their identical arrival times, Pennsy's limited has made the trip 1:25 faster by virtue of its shorter route across the Alleghenies. Headed by E7 #4020 on Track 4 is NYC's *James Whitcomb Riley*, ready for its 8:30 departure for Chicago. In the background is the consist of Pennsy's *Red Bird*, boarding a final few passengers for its scheduled Chicago departure, also at 8:30.



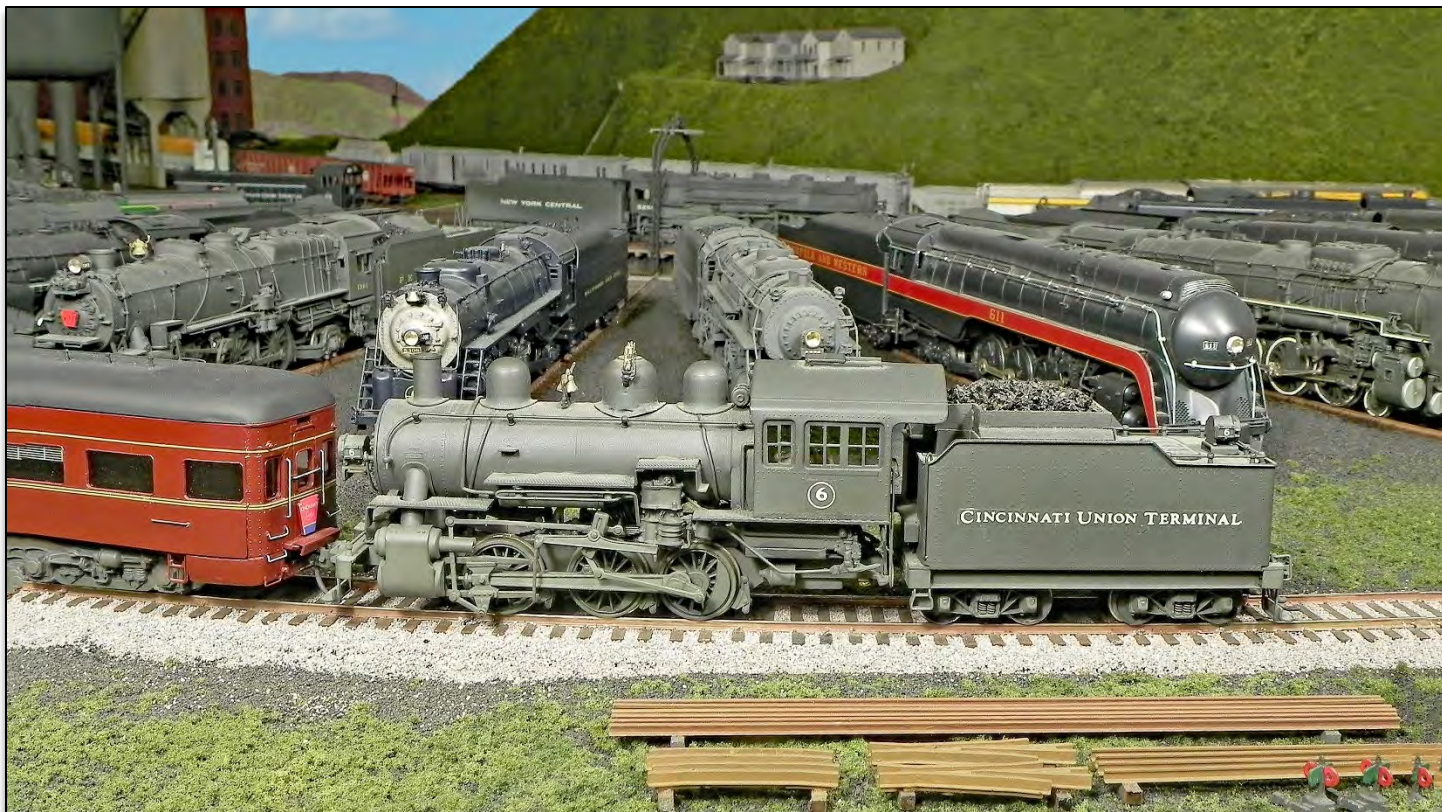
8:35 a.m. – A quick walk to the other end of the platform reveals the classy observation cars of the *Ohio State Limited* on Track 2 and Pennsy's *Cincinnati Limited* on Track 3. Freshly arrived and replacing the just-departed *Riley* on Track 4 is L&N's *Flamingo*, a bit late vs. its scheduled 8:15 arrival from Atlanta. Revving up on Track 6, a bit tardy vs. its 8:30 departure is Pennsy's *Red Bird*, headed by EP-20 (Phase 2 E7) #5840 for its sprint to Chicago. CUT's dispatchers were kept hopping at 8:30 – a very busy time at CUT!



8:50 a.m. – One of CUT's unique 750 horsepower Lima-Hamilton switchers will switch a pair of sleepers (New York-Memphis, New York-Nashville) from Pennsy's *Cincinnati Limited* to L&N's *Pan-American*. To better match Pennsy's consist over the majority of its interline route, L&N painted three of its sleepers in Pennsy colors – Tuscan red with gold stripes and Pennsy-style lettering; only the roadname betrays their L&N ownership.



9:00 a.m. – It's 9:00; with the sleeper transfer complete, L&N E6 #753 prepares to depart Track 4 for New Orleans with #99, the *Pan-American*. Adjacent on Track 3, Pennsy's *Cincinnati Limited* completes unloading its passengers. On Track 2 NYC's *Ohio State Limited* readies itself for a trip to CUT's coach yard, while on Track 5 class J-1e Hudson #5328 awaits its 9:30 departure with NYC's *Chicago Special* (#415). On Track 6 the consist of NYC's Detroit-bound *Queen City* awaits its northbound 9:00 departure.



10:00 a.m. – With a mid-day lull at CUT, we'll hop a trolley bus for the short ride to CUT's locomotive servicing facility. With the diversity of motive power from six of CUT's seven tenant roads (all but SR), visits here are always interesting. The *Cincinnati Limited* consist has been pulled by one of CUT's ex-NYC 0-6-0 switchers to the turning loop which conveniently encircles CUT's roundhouse and ready tracks. Sadly, the 0-6-0's were gone by 1951, replaced by CUT's Lima-Hamilton diesel switchers, but our "modeler's license" time machine brings #6 back to 1954 for one last curtain call. Following a trip through the loop's car washer, the *Limited* will retire to the coach yard for cleaning and provisioning for her 5:15 departure.



11:15 a.m. – It's 11:15, and the hostler has moved K4s #1361 to the turntable. She has already had her ashpan cleaned, lubricants topped, boiler wiped, and inspection completed. After a stop at the coal dock and water plug to top off her fuel and water, she'll be ready for her 1:00 departure with Cincinnati-Pittsburgh local #204, the *Manhattan Limited*. Diesels will soon replace steam on #204, but #1361 will survive for display at Horse-shoe Curve and subsequent excursion operation.



12:50 p.m. – In 1954, steam was still amazingly strong in CUT, evidenced by this lineup at 12:50 pm. Just in at 12:50 on Track 4 from Detroit is B&O's #54, the *Cincinnatian*, headed by streamlined class P-7d Pacific #5304. Next door on Track 5 for a 1:00 departure is Pennsy's #204, the *Manhattan Limited* bound for Pittsburgh and New York; headed by K4s #1361, she and her westbound partner are Pennsy's last steam-powered trains serving Cincinnati. Close by on Track 3 departing at 1:15 is #204's direct competitor for Cincinnati-Pittsburgh business, B&O's #238 headed by P-7e Pacific #5314. Hampered by twice as many stops, reduced-speed secondary trackage, and train consolidation switching in Wheeling, B&O's train will make the Pittsburgh run 2½ hours slower than Pennsy's. Far over on Track 6 is B&O's local #64 just in from Louisville, headed by class P-5 4-6-2 #5222.



3:15 p.m. – Pennsy often ran minority-builder units into CUT on its Cincinnati-Chicago secondary trains, evidenced here by Fairbanks-Morse FP-20 (Erie-Built) #9472 departing Track 4 with the *Union* for Chicago at 3:15. To her left on Track 3 is NYC's *Cincinnati Mercury*, still steam powered with class L-4b Mohawk #3135 for her 3:30 Cleveland departure. On Track 5 awaiting a hostler to move her E8's for servicing is C&O's *FFV*, a bit late from Washington D.C. vs. her scheduled 2:40 arrival. Visible on Track 6 is the consist of NYC's #405, the *Sycamore*, ready for its 3:30 departure to Chicago.



5:14 p.m. – Ready to depart at 5:15 p.m. for New York on Track 4 is Pennsy's *Cincinnati Limited* (#40), headed by EP-20 (E7) #5877. On Track 3 is the home-built observation car of B&O's *Cincinnatian* (#53), in from Detroit at 4:50. Also in at 4:50 on Track 6 is L&N's local #8 from Birmingham, headed by Pacific #245. On Track 5 one can glimpse a trailing coach of Pennsy's *Red Bird* (#216), just arriving from Chicago at 5:15.



5:15 p.m. – We again do a quick run to the south end of the platform for a look at BP-20 passenger shark #5776 on the *Red Bird* (#216), just in from Chicago at 5:15 on Track 5. Observation *Samuel Rea* carries the markers of the *Cincinnati Limited* (#40) on Track 4, while on Track 3 streamlined class P-7d #5304 leads B&O's *Cincinnatian* (#53). On Track 6, the consist of L&N's Birmingham local awaits its trip to the coach yard.



5:40 p.m. – Something different! With her unique skyline casing, K4s #1188 arrives on time on Track 5 at 5:40 with #205, the *Gotham Limited*, from Pittsburgh and by extension from New York. In earlier years, T1's could be found in CUT, initially powering the *Cincinnati Limited*, and later occasionally heading #204 and #205; sadly, by 1954 they were gone from CUT. Northbound on Track 4 is NYC's *Cincinnati Special* (#416) just in from Chicago at 5:35, and on Track 3 B&O's *National Limited* (#2) unloading passengers from a 5:30 arrival.

EPILOGUE

With daylight failing, the Kodachrome nearly exhausted, and stomach grumbling, we'll say farewell to CUT. We'll miss Pennsy's night trains –the *Union* (from Chicago, 9:45 p.m.), the *St. Louisan* connection (to Columbus and New York, 11:20 p.m.), and the *Southland* (to Chicago, 11:55 p.m.). It's been a good day.

APPENDIX

Following is a list of PRR model locomotives photographed for the article. Each of the prototype classes was known to have visited CUT during the period represented. The models were painted by the author.

| Road Number | Class | Type | Model Manufacturer |
|-------------|---------------------------|---------|--------------------|
| 1188 | K4s | 4-6-2 | Custom Brass |
| 1361 | K4s | 4-6-2 | Pacific Fast Mail |
| 5776 | BP-20 (Baldwin DR-6-4-20) | A1A-A1A | Alco Models |
| 5778 | BP-20 (Baldwin DR-6-4-20) | A1A-A1A | Alco Models |
| 5794 | EP-22 (EMD E8) | A1A-A1A | Oriental Limited |
| 5840 | EP-20 (EMD E7 Phase 2) | A1A-A1A | Oriental Limited |
| 5877 | EP-20 (EMD E7) | A1A-A1A | Oriental Limited |
| 8591 | AS-16ms (Alco RS3) | B-B | Key Imports |
| 9472 | FP-20 (FM Erie-Built) | A1A-A1A | Redball |



2019 Annual Meeting Models – Part 2

By The Keystone Modeler Staff – Photos by Tim Garner

Here is the second installment of models on display at the 51st PRRT&HS Annual Meeting in Lancaster, Pennsylvania. It was a challenge to get them all photographed in the time allot-

ted. The *TKM* staff especially thanks Ron Hoess for his assistance during the photography process this year. We'll share the remaining models in the next issue of *TKM*.



Tim Nielsen displayed this HO-scale Kato model of EMD SD40 (class EF-30a) #6088. He added a Lok Sound decoder, speakers with custom enclosures, LED lighting for the numberboards and cab lights, and finished with Floquil paints and Microscale decals.



Robert Meier displayed a model of #6071. The make of the ready-to-run model isn't specified. He added lift rings and changed the factory mu receptacles with ones from Detail Associates, changed the unit number, added a Lok Sound decoder and light weathering.



Robert brought his HO model of EMD F7A (class EF-15a) #1482 as it looked in the late 1960s. The manufacturer isn't specified. He added nose side grabs, added material to the pilot and lifting lugs, cut off the Trainphone equipment and left the bases of the antenna in place. He change the decoder from QSI to Lok Sound.



Neil Campbell brought an under-construction model of the EMD F7A (EF-15a) using a Highliner shell kit, Cal-Scale Trainphone antenna supports and lift rings, Tichy wire, a Stewart chassis, and TCS decoder. Neil wanted a version of the model not currently on the market.

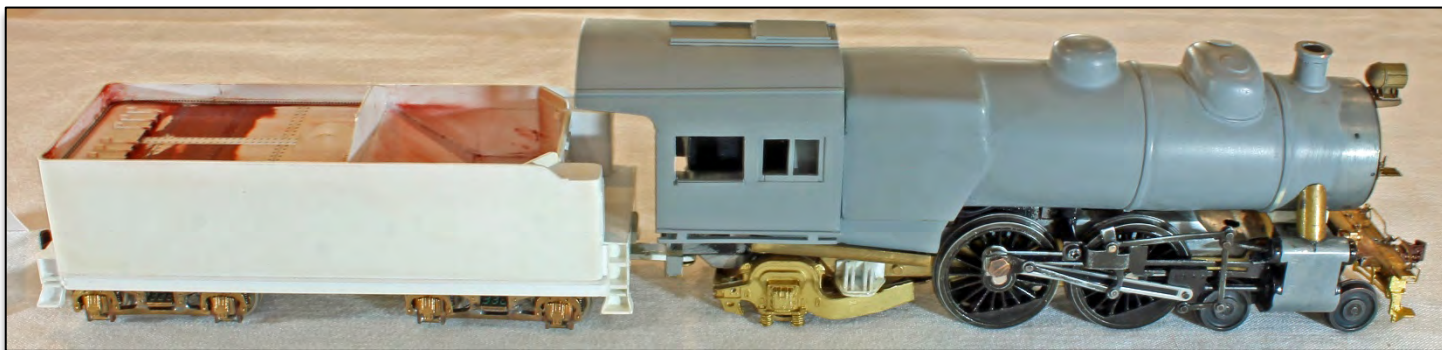
Ivan Frantz kitbashed this set of Baldwin RF16 (BF-16) freight sharks in HO scale as they looked around 1950. The A-unit is a Model Power shell with an upgraded Hobbytown drive. The B-unit has the body from an Alco Models brass shell. He added enough weight that the set can pull 30 cars up a 4.5% grade.



Ivan also displayed this A-A set of Alco PA-1 passenger diesels in HO. The bodies are original Hobbytown white metal castings with wire handrails, MU hoses, original Hobbytown brass horns, and Cal-Scale Trainphone antenna supports. Decals are by champ. With DCC, the set can pull a 20-car passenger train up a 4.5% grade.



S-modeler extraordinaire Bill Lane showed off some EMD Geeps. At the top is GP7 (class ES-15ms) #8553 decorated as it looked in service on the Pennsylvania-Reading Seashore Lines in 1956. He started with an early brass model, reduced to the shell, with everything else reworked. He made a new drive, added torpedo air tanks, and Trainphone equipment. It has a TCS decoder, LED headlights, Scalecoat paint, and Microscale decals. Below it is GP9 #7006 (class EFS-17m) as it looked on the PRR in 1956. Bill started with an American Models plastic model, added a can motor, new handrails, many pilot details, and Trainphone. It also has a TCS decoder, LED headlights, Scalecoat paint, and Microscale decals.



Bill is working on an S-scale model of PRR E6s Atlantic #460 as it looked in service on the PRSL in 1956. It started as a 4-6-2 Pacific by a deceased friend of Bill's and he is finishing it in his honor. The scratchbuilt tender shell and the Dolphin tender trucks are by others. This is Bill's first use of Archer rivet decals. The 460 numberplate is a custom brass casting.

Russell Yeakel had this model of Pullman 16-single roomette “Nocturne” – one of two cars of this type built for PRR service. He painted the Rivarossi cars as they looked in 1937. Decals were applied one letter at a time.



Ivan Frantz did the bottom two cars in HO scale. The “Union League Club” is a kitbash of the Pullman Plan #3989 8-section buffet-lounge. The prototype was converted to maintenance-of-way service in 1959 and resides at the Railroaders Memorial Museum in Altoona. The model started as an AHM (Rivarossi) 12-1 Pullman. He redid all the windows using New England Rail Service parts. He added wire grabs, diaphragms, underbody details, and new trucks. Decals are by Champ over Floquil paint. Business car #7504 “Quaker City” is a Class Z74 model built from an Alco Models plastic kit. He added wire grabs, brake hoses, steam lines, and scratchbuilt the roof antenna using Evergreen styrene. The business car striping and lettering are Champ decals.

Bill Millham brought a collection of postal cars. The first is an unfinished model of MB70N #5239, the "Robert E. Hannegan". He kitbashed this car from a Rivarossi RPO. He plans to add grab irons, steps, correct trucks, and the correct roof profile.

Bill's M70B #6550 is from a Bethlehem Car Works kit. He added mail-catching arms, end grabs, Walther's diaphragms, BCW 3C-P1 trucks, and brass wire drip edges.

Bill's BM70N #5239 is a ready-to-run Walther's model. He added the car numbers with the supplied decals.

Bill's BM70NB #6529 began with a Rivarossi RPO core. He replaced the roof with one from Bethlehem Car Works, added diaphragms, Eastern Car works roof vents, BCW baggage steps, and drip strips. He used Microscale decals. He plans to add more grabs and roof details.

Bill's BM70K #5318 is a Bethlehem Car Works kit. He added a Cal-Scale mail-catching arm, end grabs, Walthers diaphragms, and Eastern Car Works vents. He used BCW and Microscale decals and BCW 3C-PI trucks.



Bill's BM70M #6590 is a Walthers model to which he added decals. Bill notes that the manufacturer neglected to include drip strips above the doors.



Bill's X42 mail storage car #2541 was a ready-to-run, factory-painted brass model by Precision Scale. Bill questions whether the paint is too dark.

John Sanders brought a collection of PRR equipment from the 1900-1920 era. These pieces were built by Charlie Schaefer in the 1970s and 1980s. Most locomotives use commercial parts. Some cabs and tenders are from old Altoona Works brass etchings.

B4 is Model Die Casting with an Arbour Models cab and Life-Like tender.

A3 is an Arbour Models kit.

A4 is a Mantua model with an Altoona Works cab.

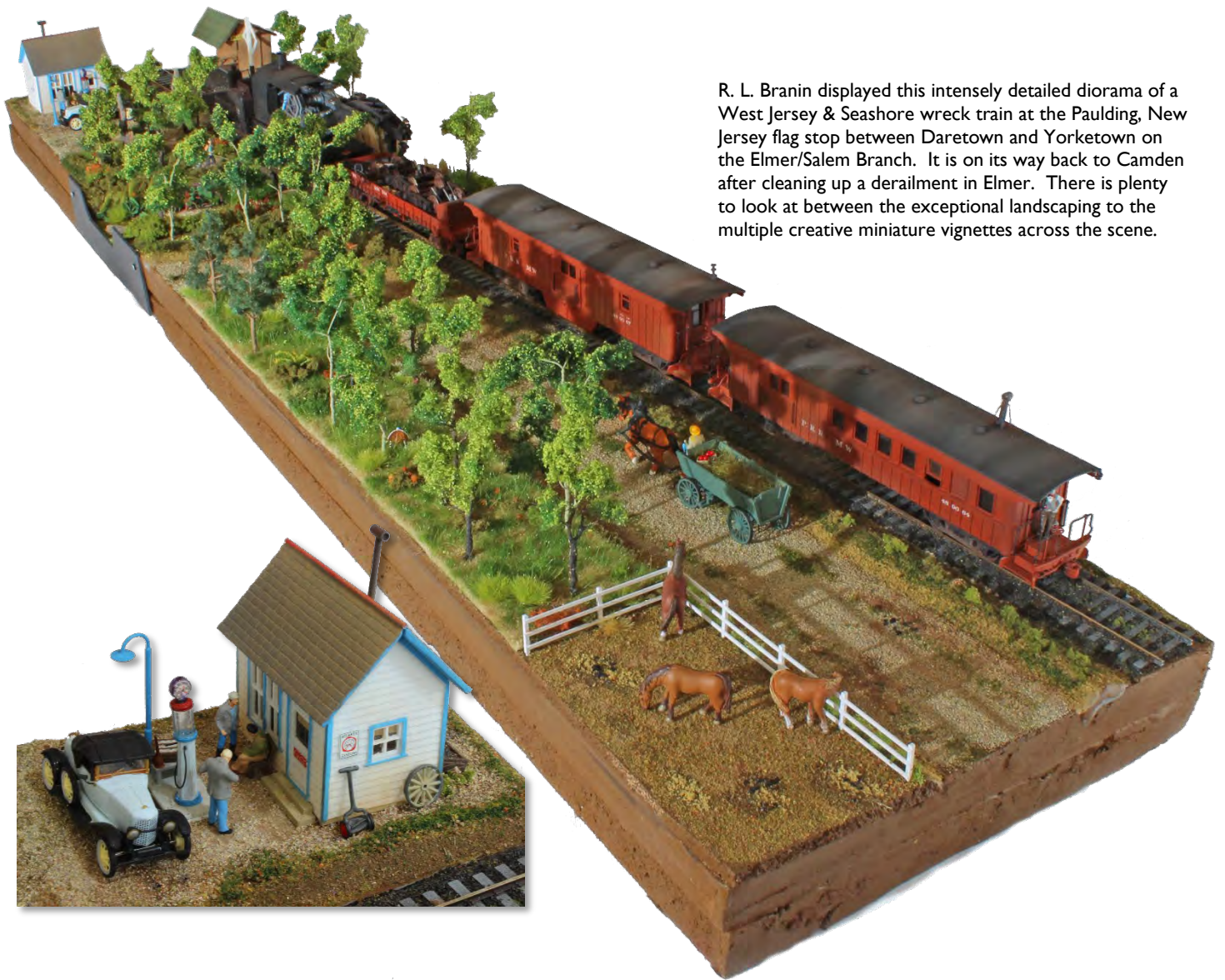
H8 is a Penn Line mechanism, MDC boiler, and Mantua tender.

K2 from a Cary boiler, Altoona Works cab and tender.

The E2A is a modified Alco Models brass E5s.

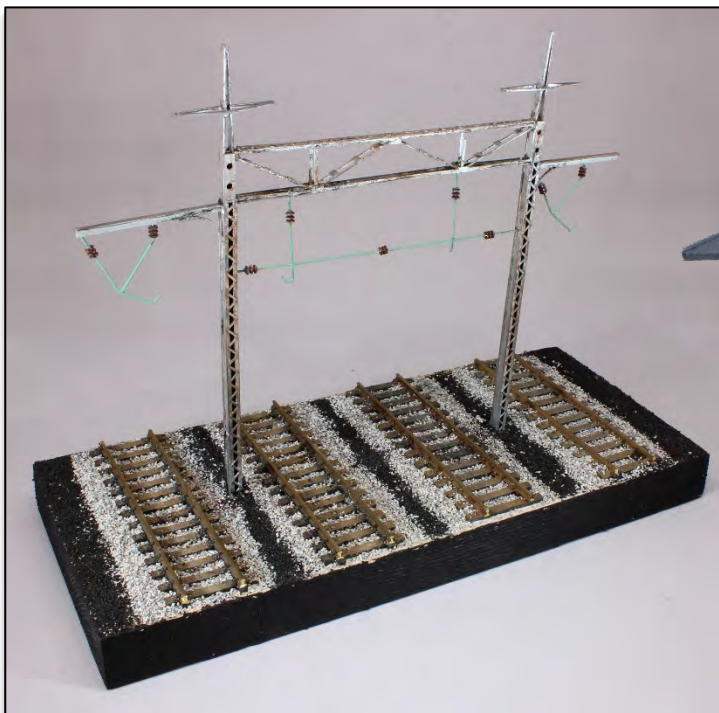
D16A converted from a brass Gem D16SB.

Donald Becker scratchbuilt this diorama of a wood trestle crossing a stream. He used Microlux paints and stains with Woodland Scenics Turf.



R. L. Branin displayed this intensely detailed diorama of a West Jersey & Seashore wreck train at the Paulding, New Jersey flag stop between Daretown and Yorketown on the Elmer/Salem Branch. It is on its way back to Camden after cleaning up a derailment in Elmer. There is plenty to look at between the exceptional landscaping to the multiple creative miniature vignettes across the scene.





Charles scratchbuilt this HO-scale model of a catenary structure over the New York-Pittsburgh Subway near "ZOO" junction in Philadelphia. It includes over 60 individual parts by K&S, L&T, Tichy, and Central Valley.

Charles Chandler displayed this HO model of the North Philadelphia interlocking tower. It is a 3D-printed model by Steven Smith offered through Shapeways. Charles painted it with acrylics and weathered it with chalk powders.



Charles presented this 1950s-era model of "ZOO" Tower in Philadelphia. It was 3D-printed by Shapeways. Charles added a chimney, bathroom vent, gutters, downspouts, window glass, and shades. Painting and weathering are with acrylics. He is planning to add an interior and lights.



Charles scratchbuilt this model of "ARSENAL" tower in Philadelphia as it looked in the 1950s. He built it from plans which he reduced approximately 20% for a better fit on the layout. He used Walthers brick sheet, Tichy window and doors, JTT roof shingles, and Evergreen styrene. He has started the interior with an interlocking machine, desk, and a model board matching his layout's track arrangement.

Bill Lewis showed off this 9-car N-scale Con-Cor Aero Train model.

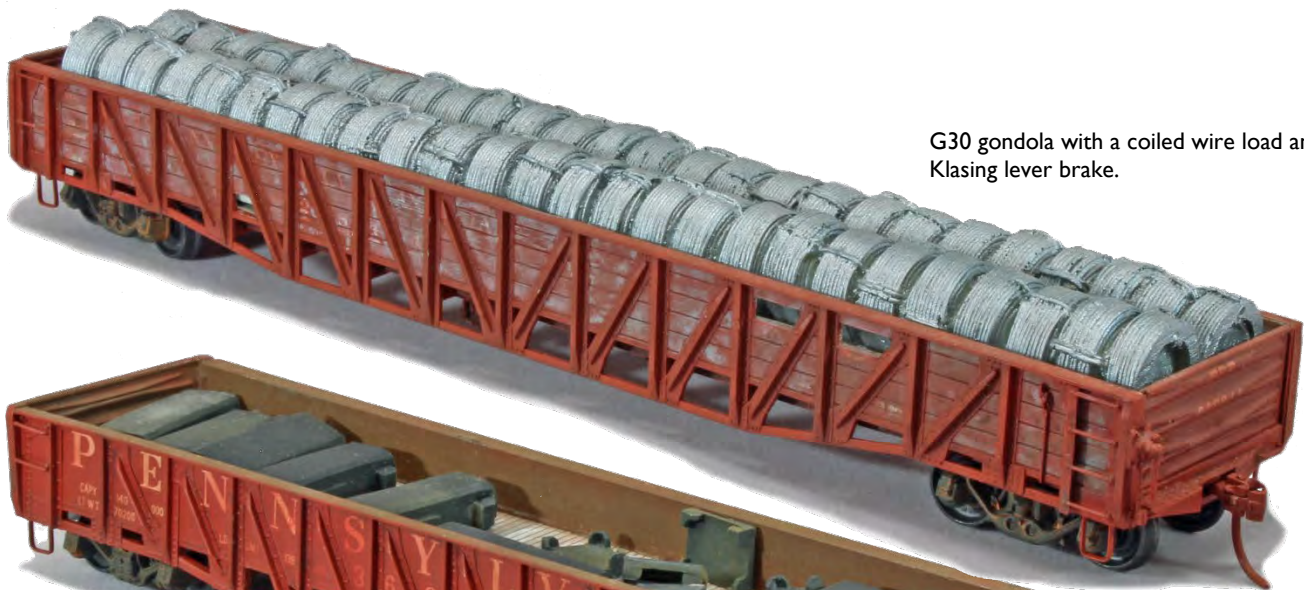
Doug Nelson displayed an N-scale 1950's mail and express train, but unfortunately our photo of his 11-car train pulled by a BLI T1 was not useable.

Mike Foster displayed this late 1940's passenger train of Bachmann Spectrum cars pulled by an HO-scale Broadway Limited Imports model of the as-built T1 Duplex.

Elden Gatwood gave a talk about the variety of brake equipment used on PRR freight equipment. To illustrate his points, he displayed a fleet of freight cars. This is a TM8 tank car with Superior brake gear.



Elden's H31C is equipped with Universal brakes.



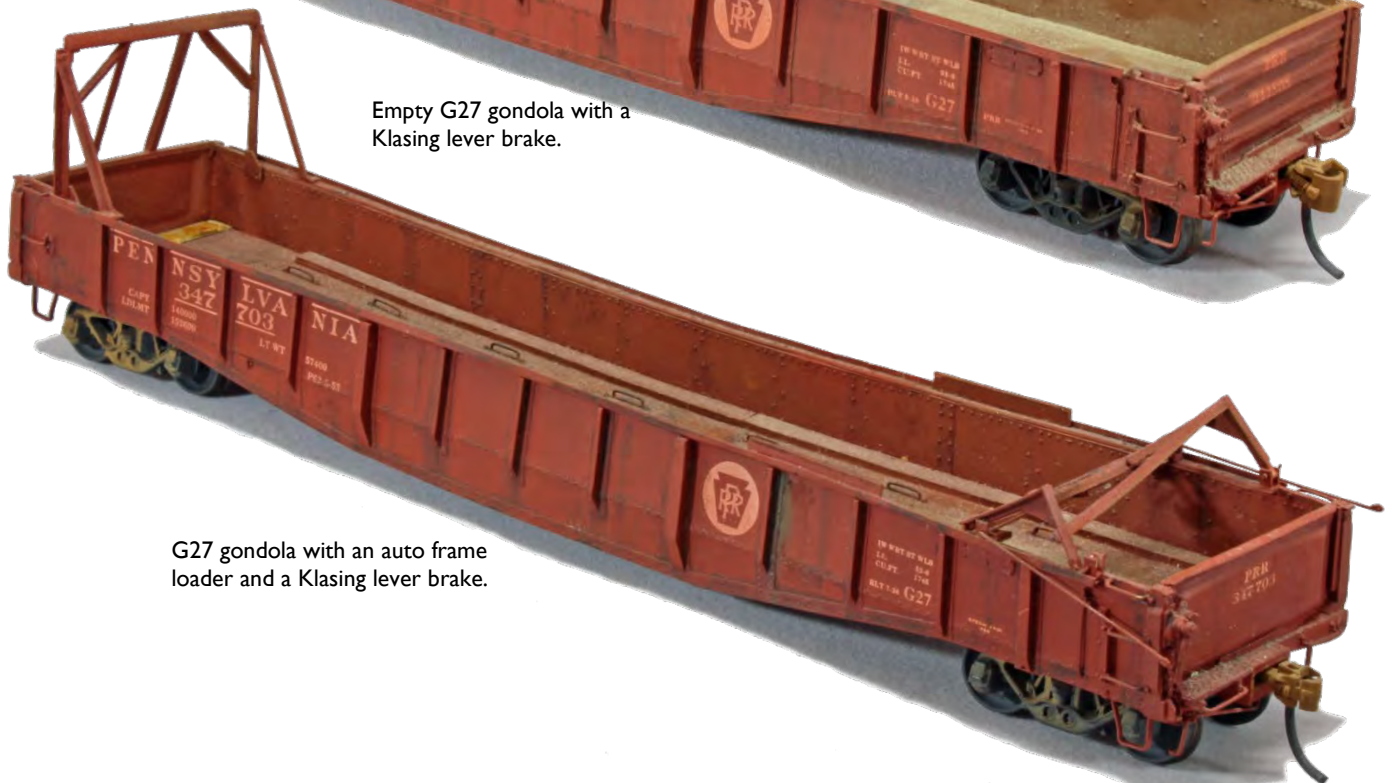
G30 gondola with a coiled wire load and a Klasing lever brake.



G30A gondola with an Equipco lever brake.



Empty G27 gondola with a Klasing lever brake.



G27 gondola with an auto frame loader and a Klasing lever brake.



Yellow G22 gondola in maintenance-of-way service. It has an Ajax brake replacement.

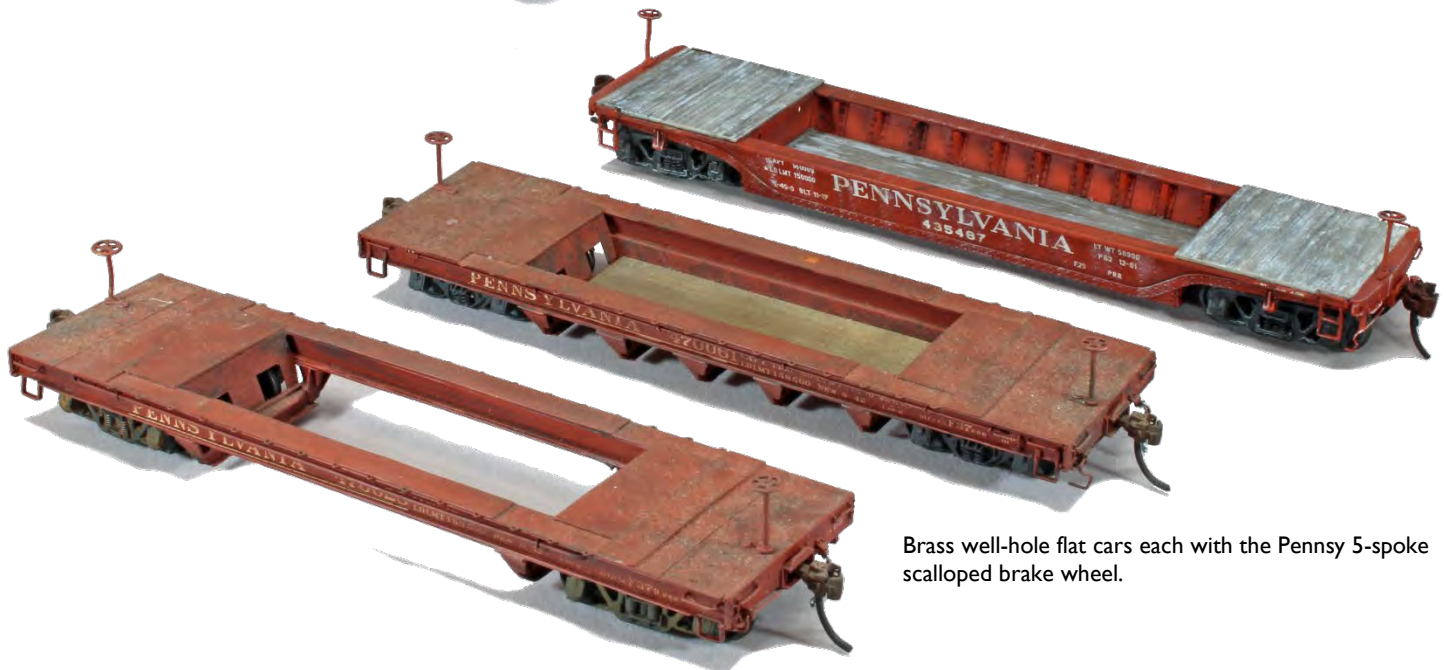


This GS gondola has a 5-spoke scalloped brake-wheel and interior folding stake pockets.



Brass F31A flatcar with the Pennsy 5-spoke scalloped brake wheel.

F22 gun flat with the Pennsy 5-spoke scalloped brake wheel.



Brass well-hole flat cars each with the Pennsy 5-spoke scalloped brake wheel.



G36 gondola with Ajax brake wheel.



F30A flatcar with Pennsy 5-spoke scalloped brake wheel.



F47 flatcar with outside-equipped drop brake wheel.



G22 gondolas with containers and resin 5-spoke Pennsy brake wheel.



G31 gondola with Equipco brake equipment.



G25 gondola with pivoting brake in down position.



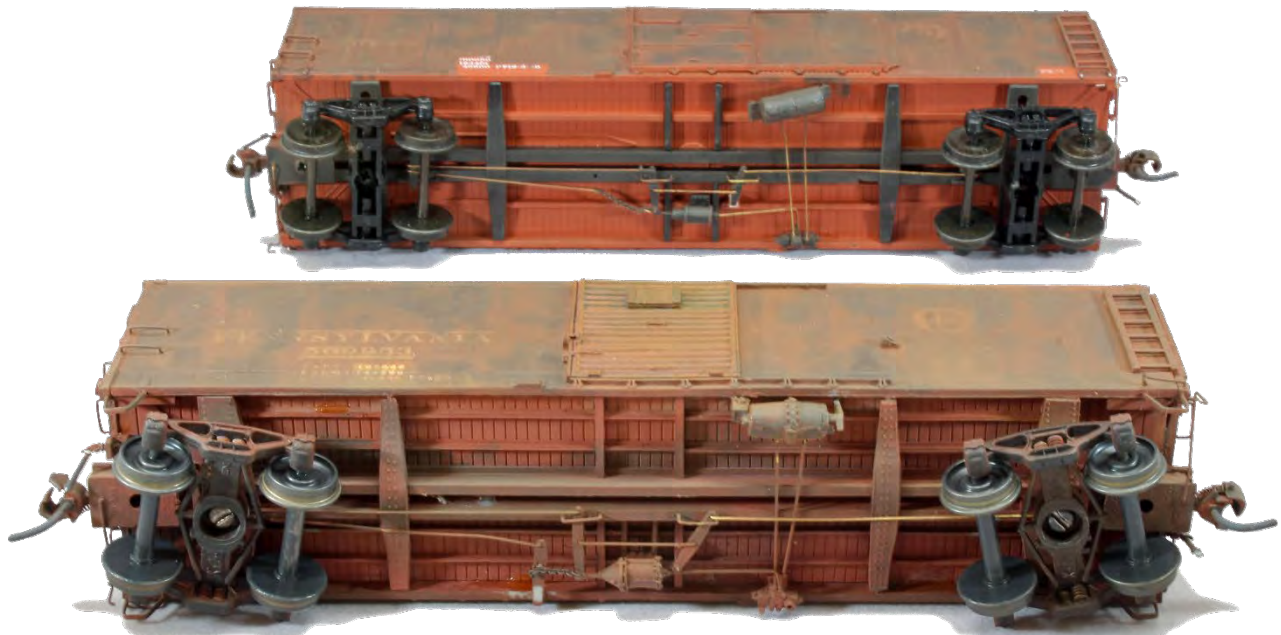
G25 gondola with PRR 5-spoke scalloped brake wheel.



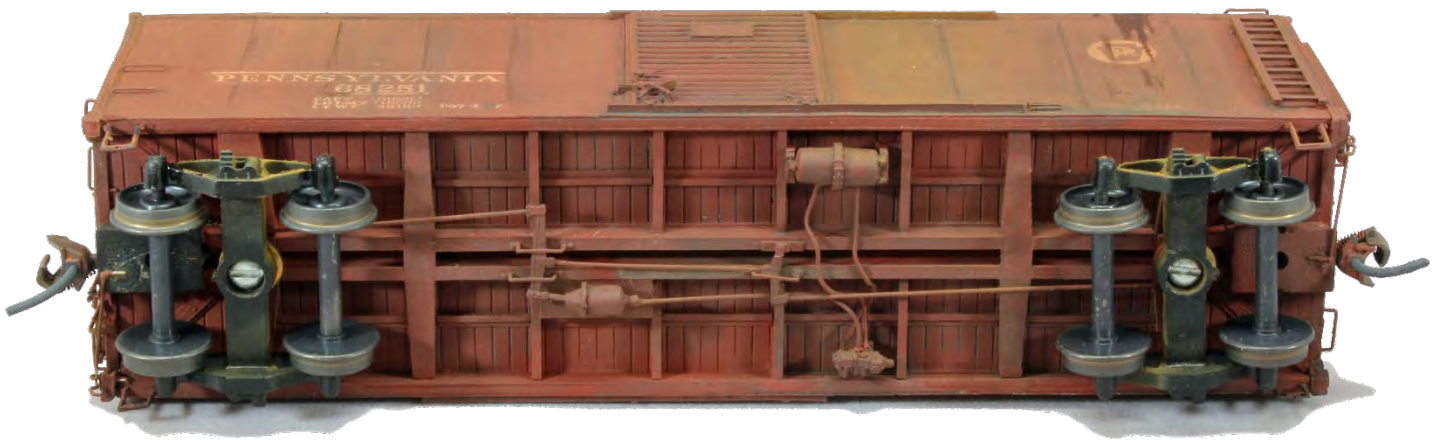
G24 gondola with Ajax brakes.



G29 gondola with Ajax brakes.



X29 boxcars with AB brake conversions.



Underside of X31 boxcar with longitudinal reservoir brake system.



X58 boxcar with Hydra cushion underframe.



X31F boxcar with Ajax brake gear.



P&WV boxcar with late Equipco brake system.



GS gondolas with PRR 5-spoke brake wheel.

