

## The continuing chronicle of extending the New York, Westchester & Boston Railroad

By Dick Karnes

Hi Bill --

Attached are three more photos of my NYW&B. The two port scenes (bridge, car float, float yard) are of Port Hudson, which is built on top of the four-track staging yard that you published in the April Roundtable. (Great job on the LVSG website!).

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

*The photo to the right is of a New Haven FL9 on the point of the same passenger train, on the opposite side of the wall tunnel. The track work in front of the loco, three turnouts and a crossing, is part of my latest accomplishment -- Linking my completed Troy, NY terminal with the main line. Troy is off-stage behind the camera. The ties at the right rear will contain the switching lead for Troy's coach yard. Vic Roseman built the New Haven FL-9.*



The photo with the tugboat in front of the bridge: The bridge is a Walthers HO kit, unaltered except for the S scale track. It was designed for modern double-stacks, and so has enough clearance for S scale. The tug and the barge are from Bob Christopherson's now-defunct Columbia Valley & Western. Two NYC Baldwin "sharks" are barely visible in the staging yard beneath Port Hudson.





In the photo with the lift bridge in the background, just to the right of the bridge is a tunnel through the wall of the room. You can see a passenger train disappearing into the tunnel. The float apron gantry is also from Bob Christopher's CV&W. The loco is a P&LE U-3k 0-8-0, which took first place, Master Craftsman Steam Locos, at last year's [2003] NASG Convention. The Cities Service tank car was built by Kent Singer. The watermelon car next to it was my first kit, built in 1952 when I was 13. The track in the foreground is the port's switching lead. Again, the staging yard is beneath the port scene. Dick Karnes

## Coming soon! ..... Bert Mahr's S Scale .....

### " Conrail and Eastern Railroad "

Travel along with us, as we move over to Bert Mahr's Conrail and Eastern S scale model railroad. A beautiful inside out, dog legged, two decked S scale pike. Knowing how Bert operates his model pike, the trains run at scale speed or else!

A great adventure is waiting for us, in a future issue of the ROUNDTABLE!

After loading all the Hoppers, "The Big Snake" then goes on a long haul to its main source of income, the mighty Metropolitan Edison power plant, just waiting for the coal to arrive so as to supply electricity to the Lehigh Valley area.



The BLACK DIAMOND MINE, one of the C & E main money makers. Watch the shifting of Hoppers as nearby, on the mainline, an express train roll's swiftly by, on it's way to the Eastern market.

