

CNJ at Mauch Chunk

H0 prototype modelling in the UK

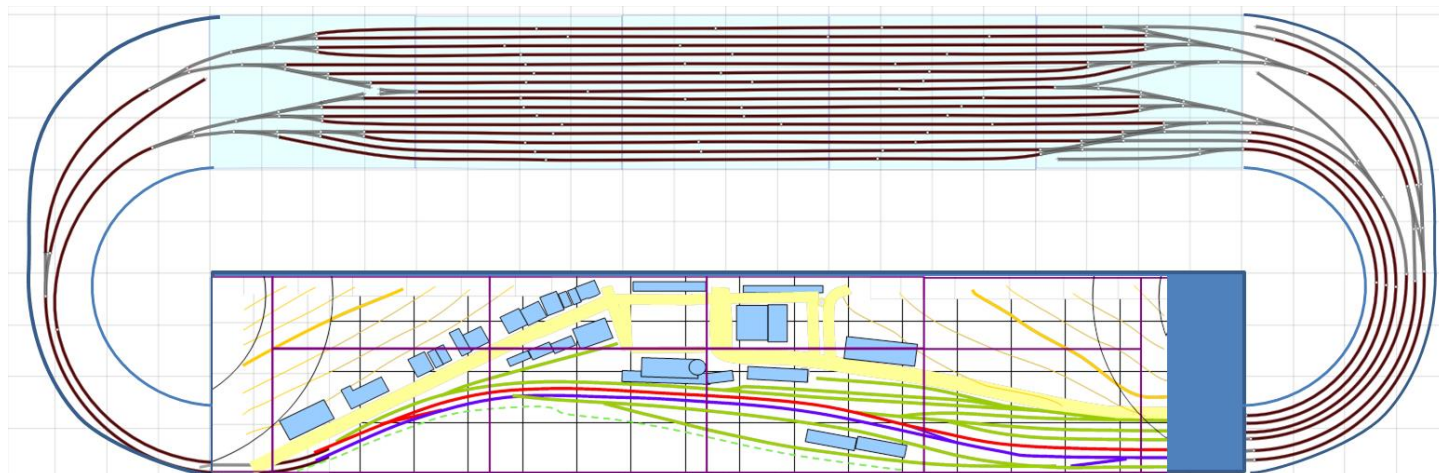


Layout Information

Mauch Chunk PA

(available for exhibition from April 2016)

Scale/Gauge:	HO 1:87 (3.5mm/ft.) – 16.5mm track gauge
Location/Period:	Mauch Chunk, Pennsylvania, USA – era 1940s and 1950s Operated through those decades over approx 2 hour blocks CNJ (Jersey Central) railroad Carefully modelled from the prototype location
Layout dimensions:	27ft x 9ft (8.2m x 2.74m)
Space required:	33ft x 13ft (10m x 4m) allowing 2ft each end for operators and 4ft at rear for tables and 'fettlers' (requires a clear height of 8ft 6in for lighting pelmet)
Layout:	Viewed from the front (scenic section in middle front) Operated from the ends and hidden centre well At least one (pref. two) tables also required at rear for 'fettling'
Insurance Value:	Value: approx. £15,000 (as at 01-04-2015) - no single item in excess of £500
Electrical:	One 13 amp socket is required. All electrical components are PAT tested. Layout has own lighting
Number of operators:	5
Transport arrangements:	Luton Van with tail-lift (hire + mileage) and one car (mileage)
Accommodation:	No Hotel accommodation required for trips of less than 1h 15mins (by Google Maps) from Birkenhead, Wirral CH41 7AJ.
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The Prototype

Mauch Chunk is a town on the Lehigh River in Pennsylvania, USA. Its name means 'Bear Mountain' in the local Indian dialect. In 1954 the town was renamed 'Jim Thorpe' in honour of a famous athlete. Our model is set in the 1940s and 50s.

Passing through Mauch Chunk was the Central Railroad of New Jersey (CNJ) which carried commuters, longer-distance travellers, freight and coal between stations in New Jersey and Pennsylvania.

Mauch Chunk was the first point downriver with enough land for a railroad yard. This is located off-scene to the right of our model. The yard mainly handled the coal from the nearby mines, but also local freight. The passenger station was used as a terminus as well as a through station. In the usual American way, passengers crossed the track to get to their coaches.

The CNJ was notable for its use of 'camelback' steam locomotives right into the 1950s, when most other railroads had abandoned steam. The CNJ eventually introduced diesels including some unusual Baldwin 'babyfaces' and 'double-enders'.

Unlike most US towns, Mauch Chunk has many beautiful 19th century buildings still standing. This makes it an interesting and rewarding subject to model.

The Model

We have not compressed the centre of the model much, so it very much resembles the prototype. CNJ enthusiasts and local residents supplied us with track plans and we used 'insurance' and other maps to lay out the buildings.

The buildings have been scratch-built to represent the originals as closely as possible. Drawings were prepared from photographs and scaled to size from the maps. All the buildings are of plasticard with some brass etching for details - mainly window frames.

CNJ locomotives are a mixture of brass and plastic. A time sequence is followed for operations from 1940-60. Norfolk and Weston articulated steam and diesel are also run for a further period.

Points are controlled with Big Bear computer software; Locomotives operate under digital command control (DCC). Trackwork is mainly Peco Streamline Code 75 with hand-built turnouts on the front.

