

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale



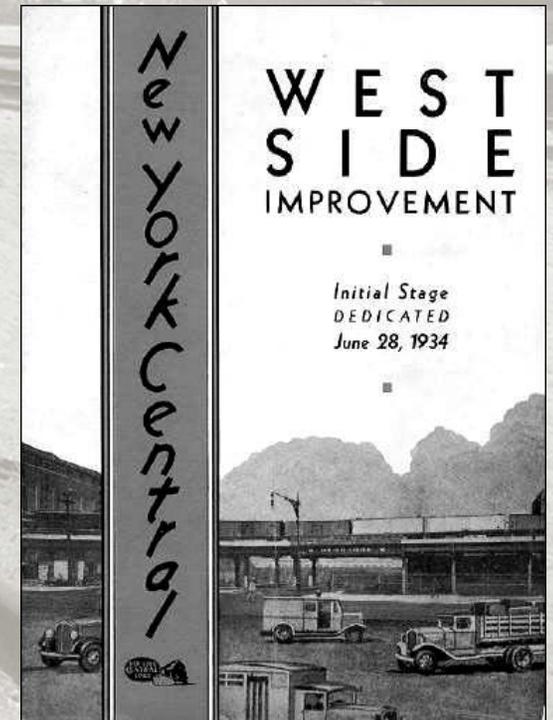
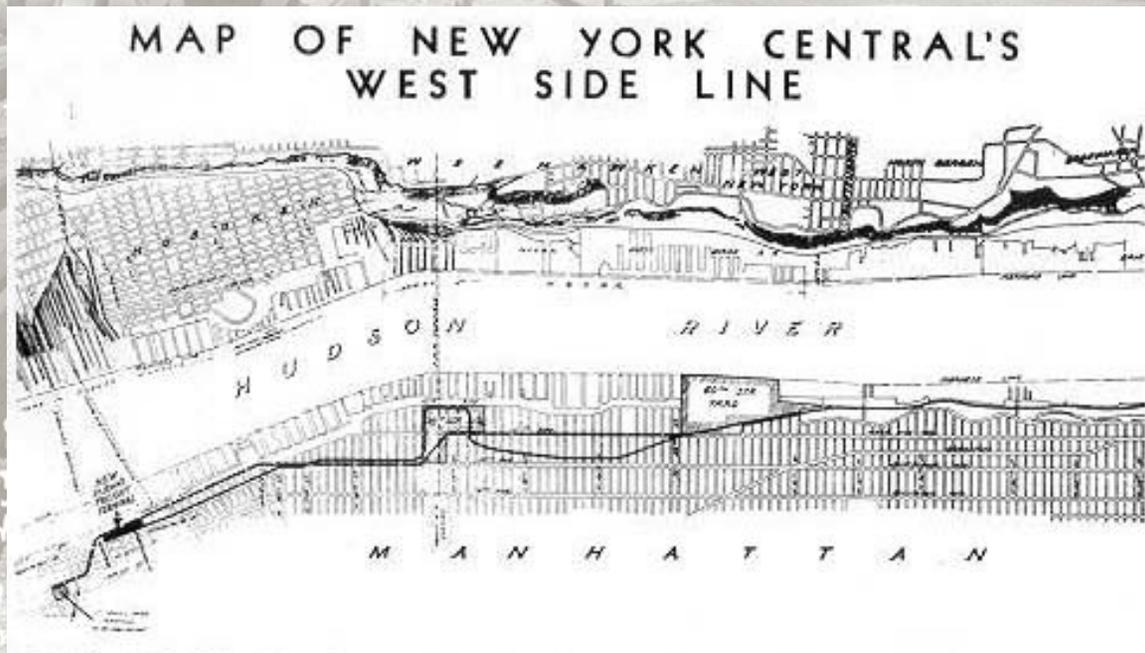
Presented By: David Ramos
May 17, 2014

Photo's From
Friend of the High Line
Mike MacDonald's Photo Bucket Site

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What is the High Line?

The “High Line” is the elevated portion of the 30th Street Branch of the New York Central Railroad in New York City. The Elevated portion of the 30th Street Branch or High Line begins its run at 33rd Street and heads south to St’ Johns Park Terminal. This was built as a grade elimination project as part of the West Side Improvement Project.



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The Beginning of the 30th Street Branch

Spuyten Duyvil pivot bridge.
The beginning of the New
York Central's 30th Street
Branch (2010 Photo Bing Maps)



The New York Central employed a
“Wye” at this location.

First tracks built in
September 29, 1849

Johnson's Ironworks 1853- 1924

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What was before the High Line?

Before the West Side Improvement Project the New York Central ran at street level through Manhattan from 72nd Yard to the original St. John's Park Terminal.



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N.Y.
N.Y. CENTRAL
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St John's Park Freight Terminal Late 1800's



As the city grew, the expanding warehouse district began to encroach on the neighborhood, and its seclusion was shattered in 1851 when the Hudson River Railroad ran tracks along Hudson St. Rich homeowners moved elsewhere, and St John's Chapel went into financial difficulty.

In 1866, Trinity parish sold the park to Commodore Cornelius Vanderbilt for \$400,000, who built a freight terminal on the site for the Hudson River Railroad.

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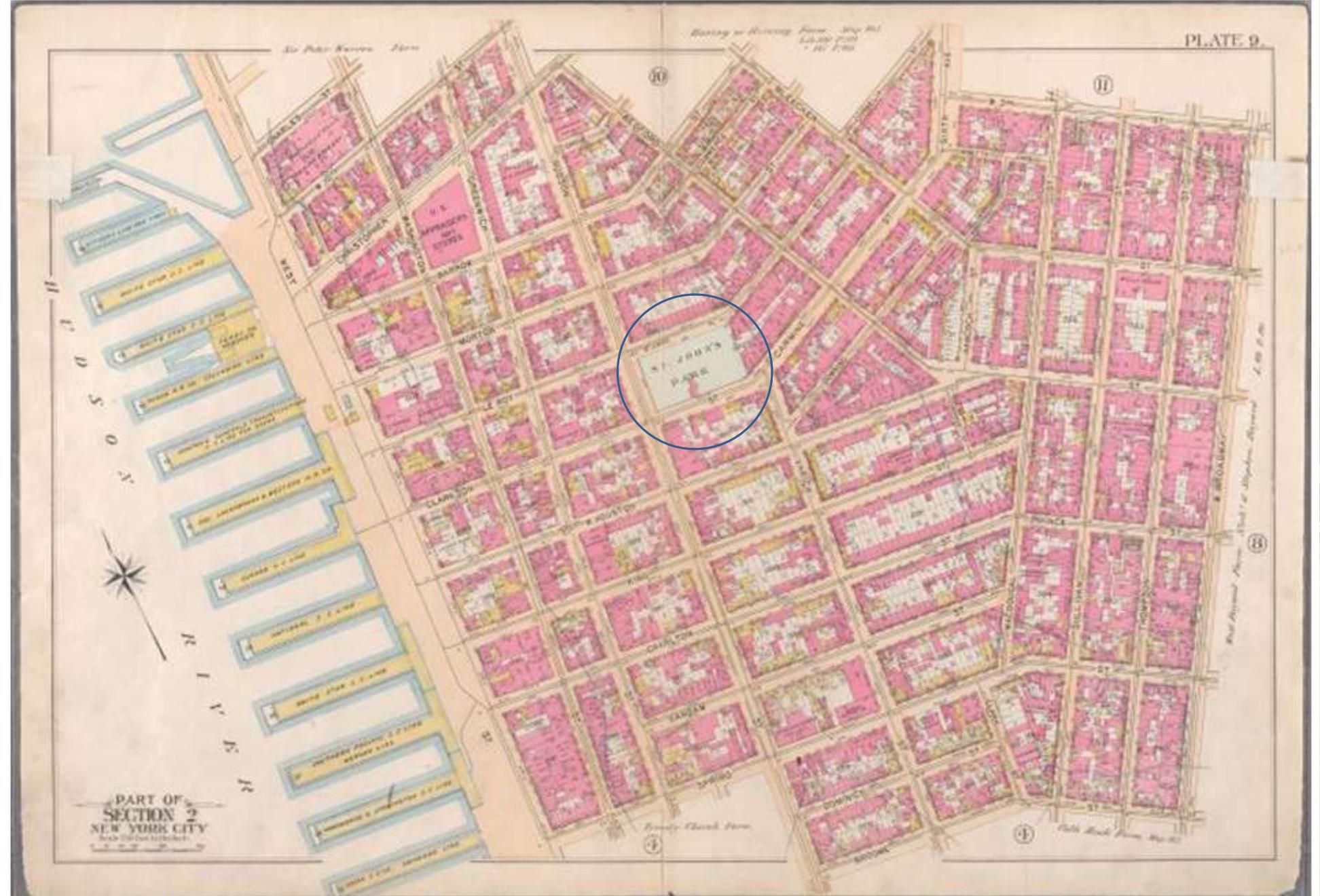


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Hudson River Railroad Passenger Station at Chambers Street Built 1851



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Original St John's Park Freight Terminal - 1920's



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Original St John's Park Freight Terminal



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Original St John's Park Freight Terminal



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Original St John's Park Freight Terminal

Here is a photo of the decorative relief along the top of St. John's Park. That is a statue of Commodore Cornelius Vanderbilt surrounded by symbols of his empire. At his feet is a plaque the reads "Erected 1868"



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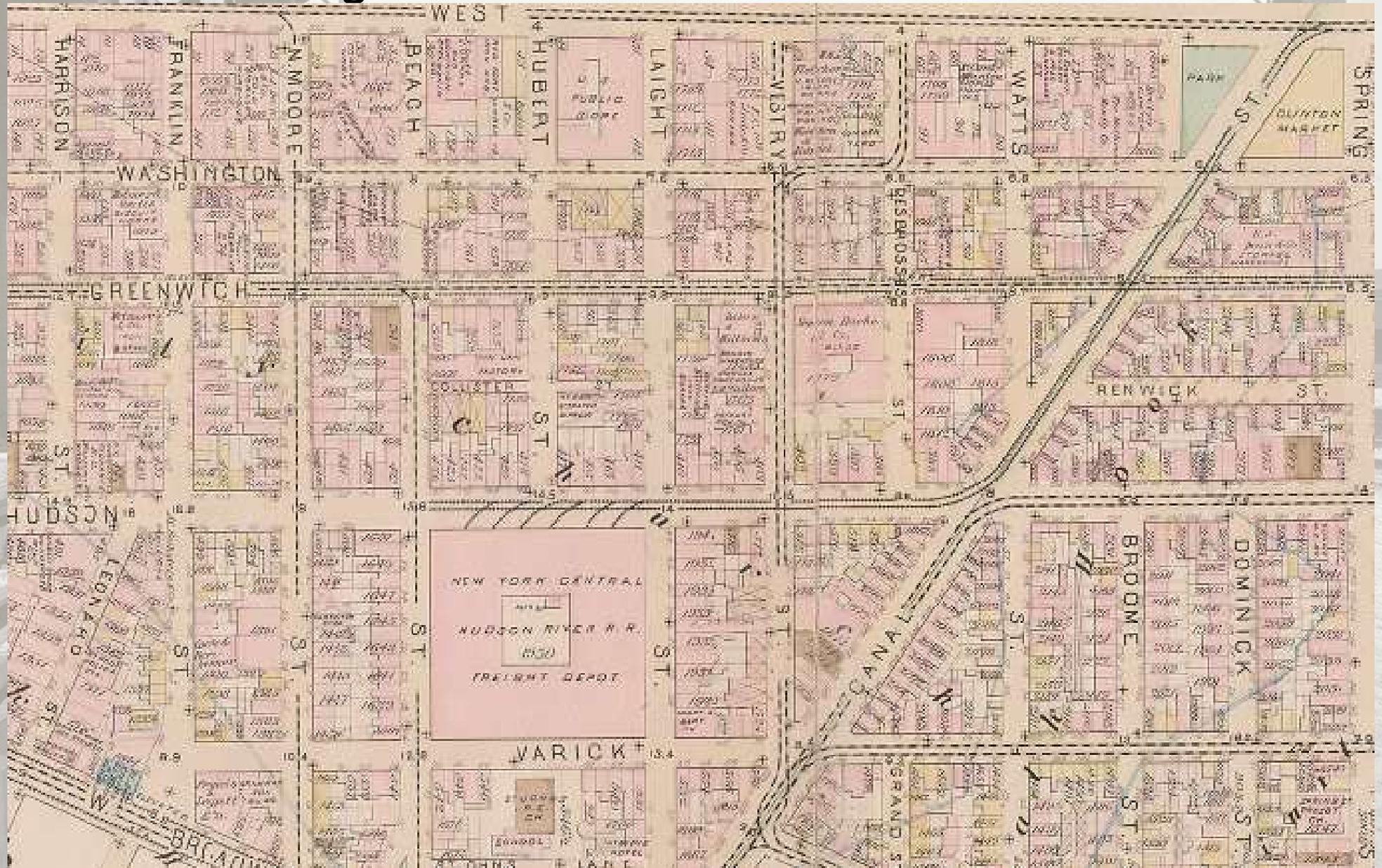
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Original St John's Park Freight Terminal Demolition



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Before the High Line.



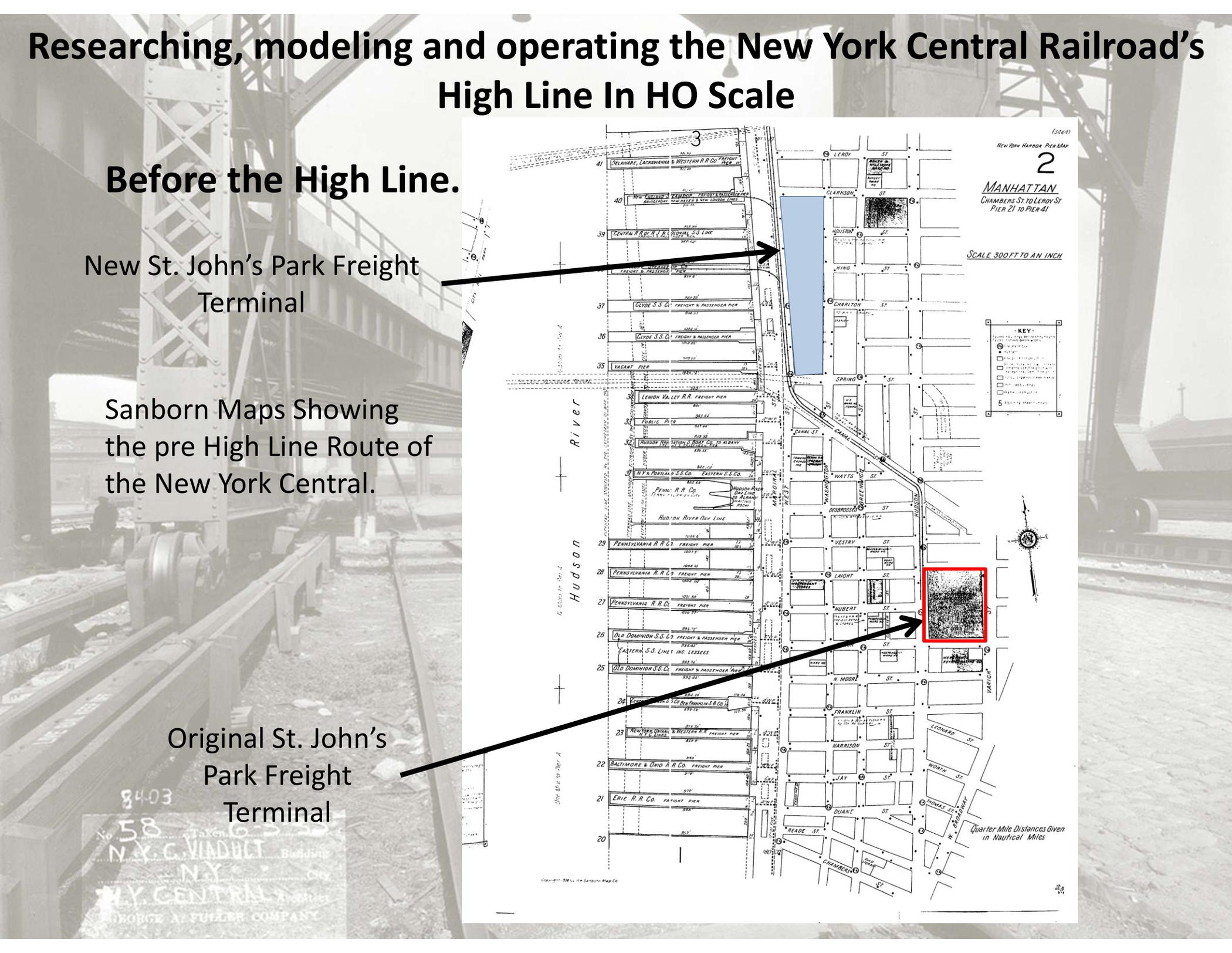
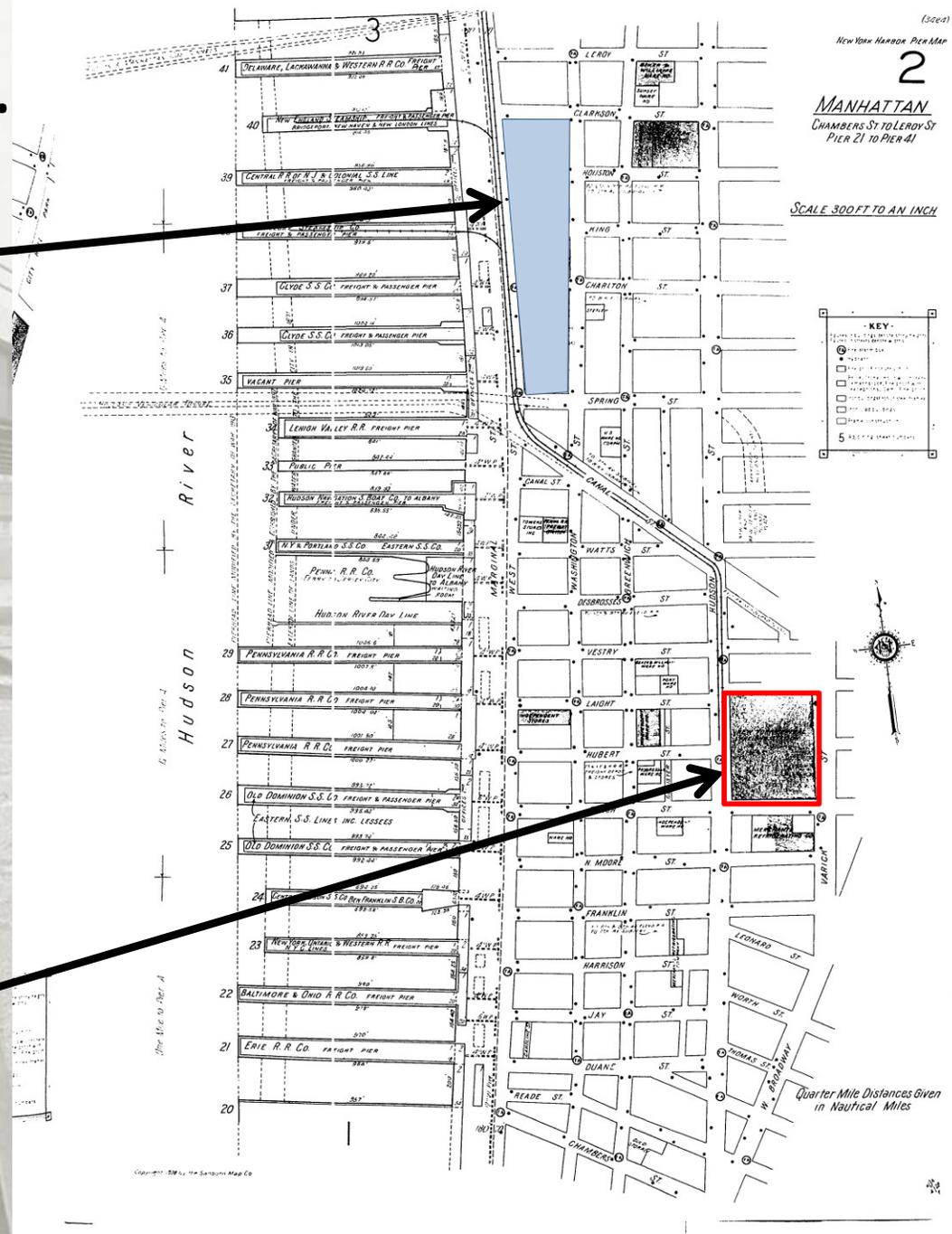
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Before the High Line.

New St. John's Park Freight Terminal

Sanborn Maps Showing the pre High Line Route of the New York Central.

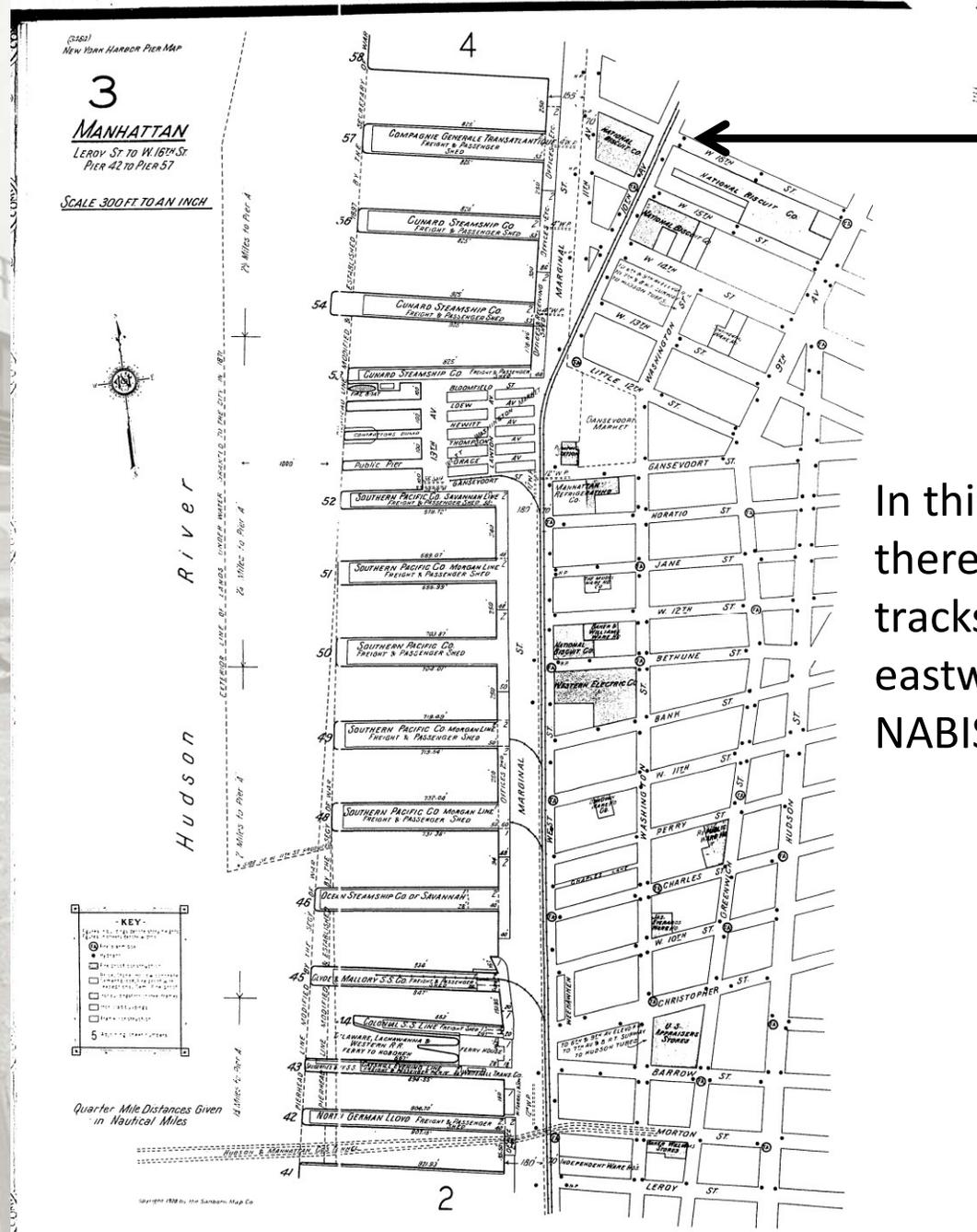
Original St. John's Park Freight Terminal



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Before the High Line.

Sanborn Maps Showing the pre High Line Route of the New York Central.

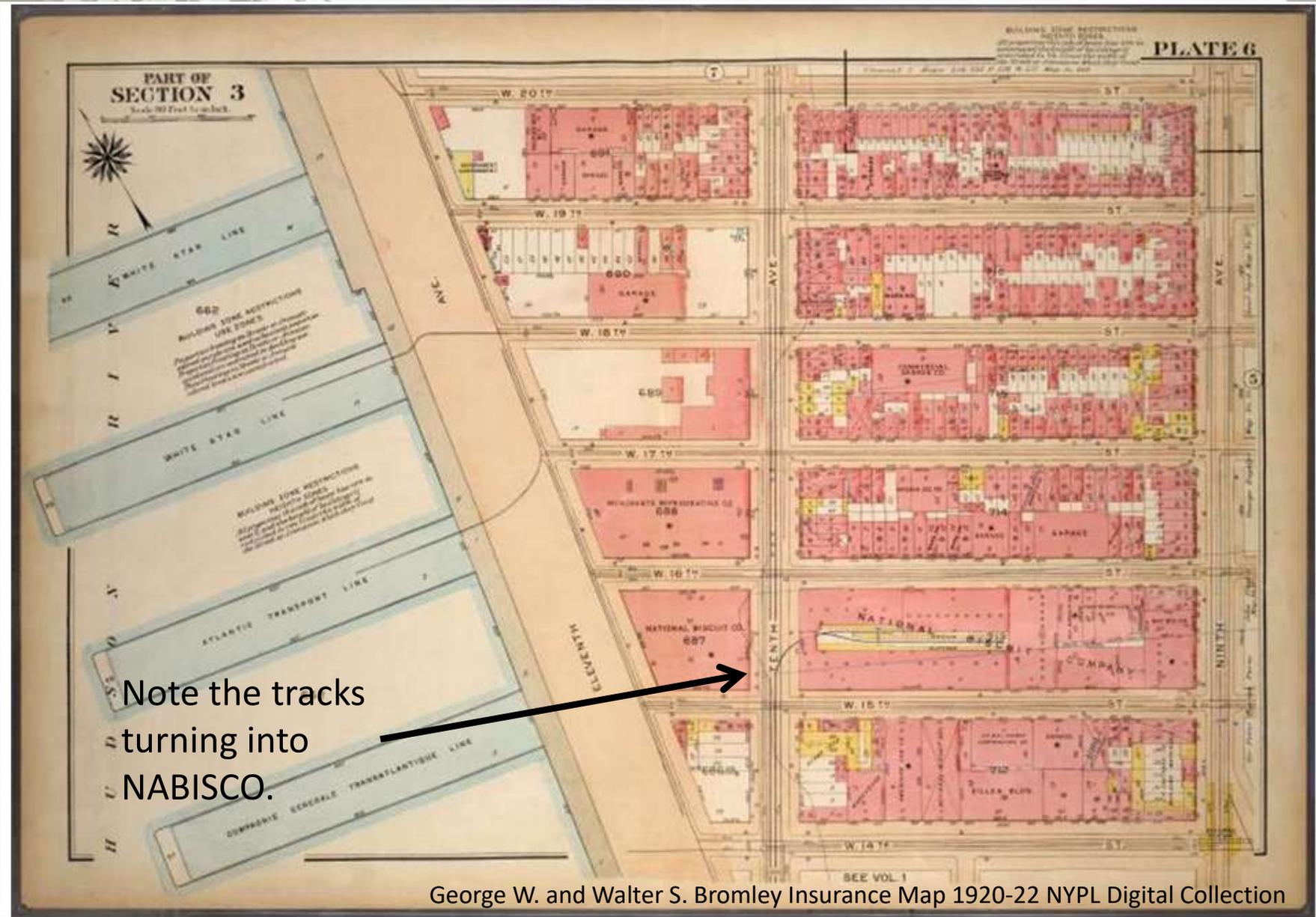


In this map there is no tracks turning eastward into NABISCO.

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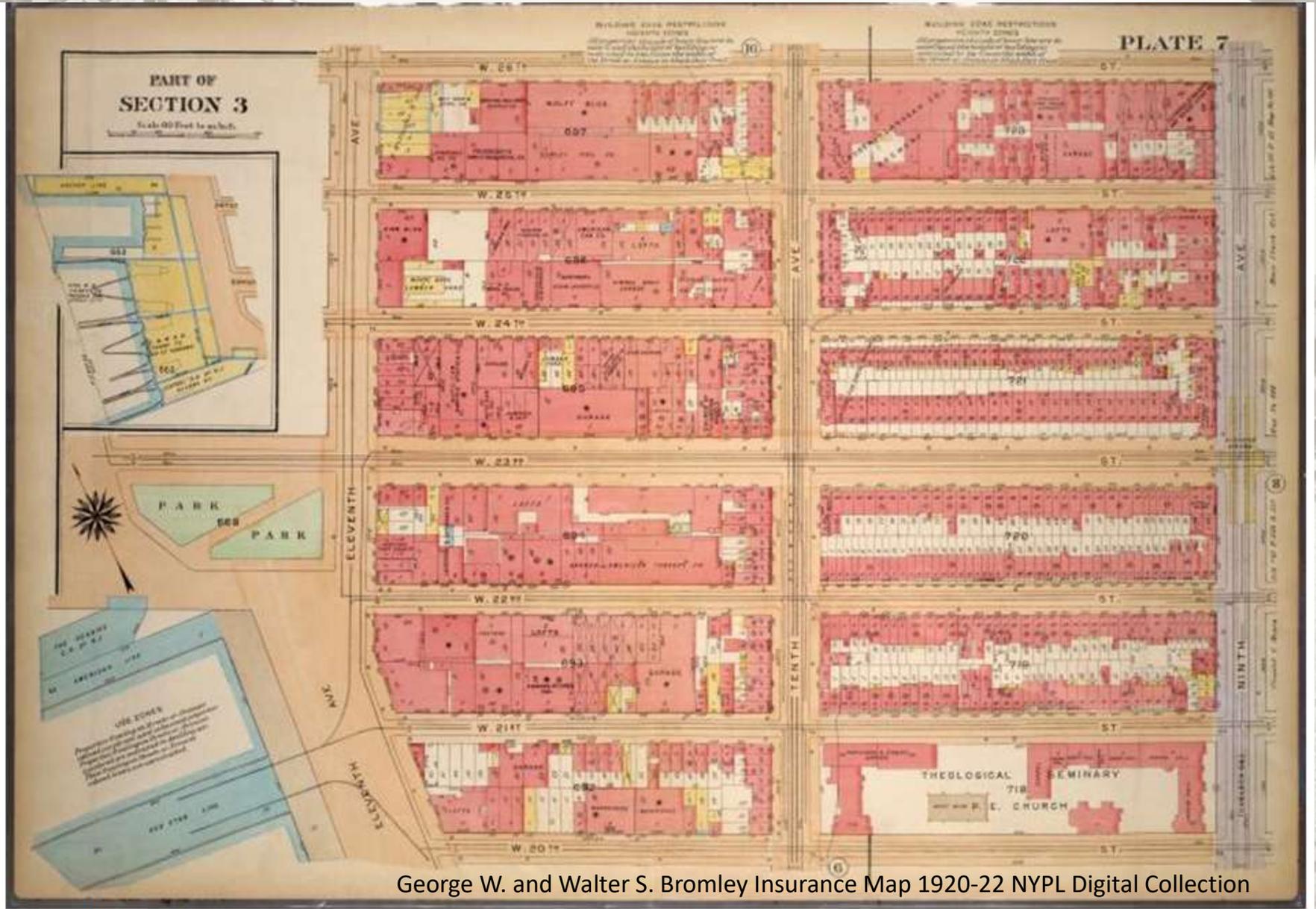
Before the High Line.



Note the tracks turning into NABISCO.

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Before the High Line.

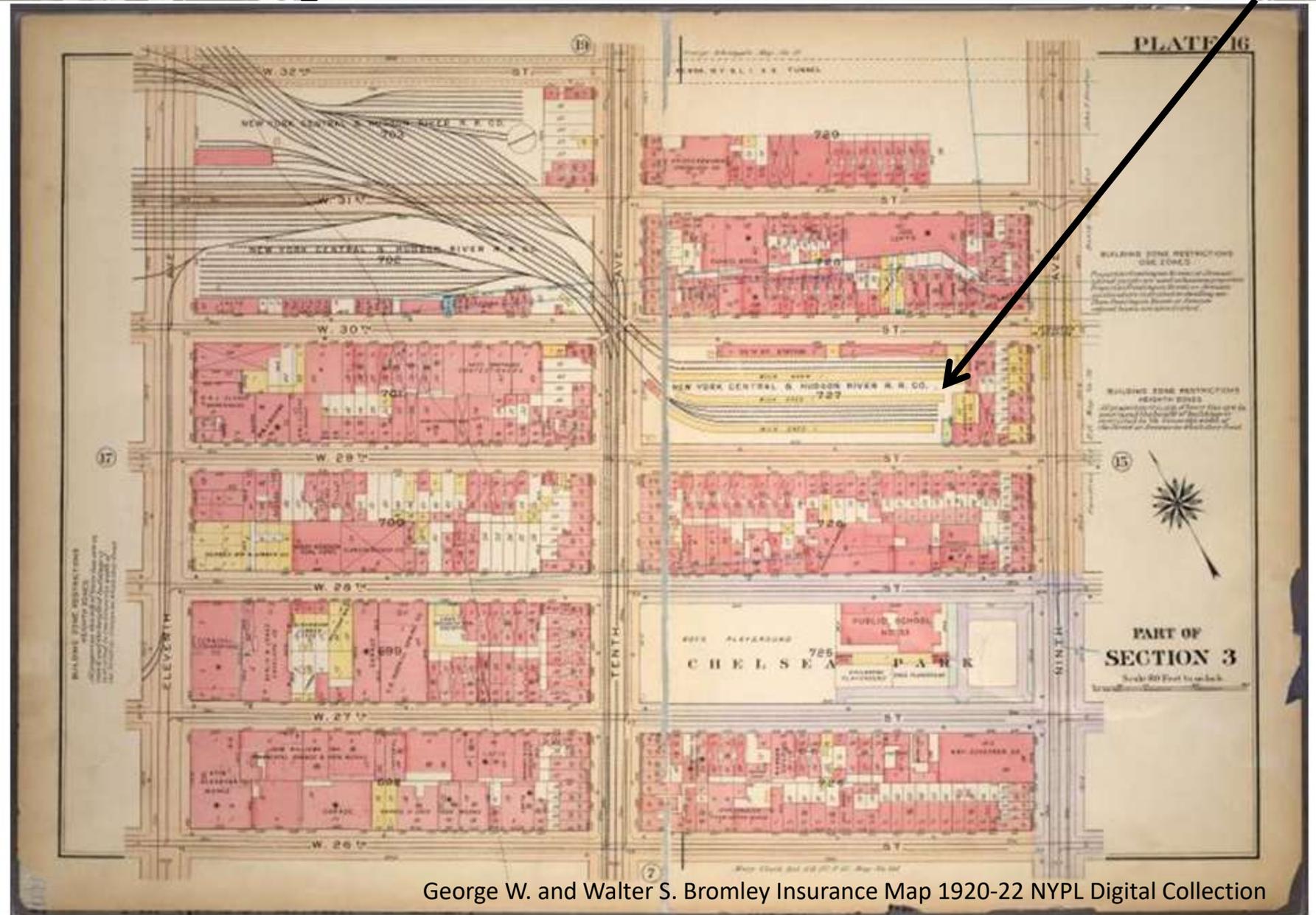


George W. and Walter S. Bromley Insurance Map 1920-22 NYPL Digital Collection

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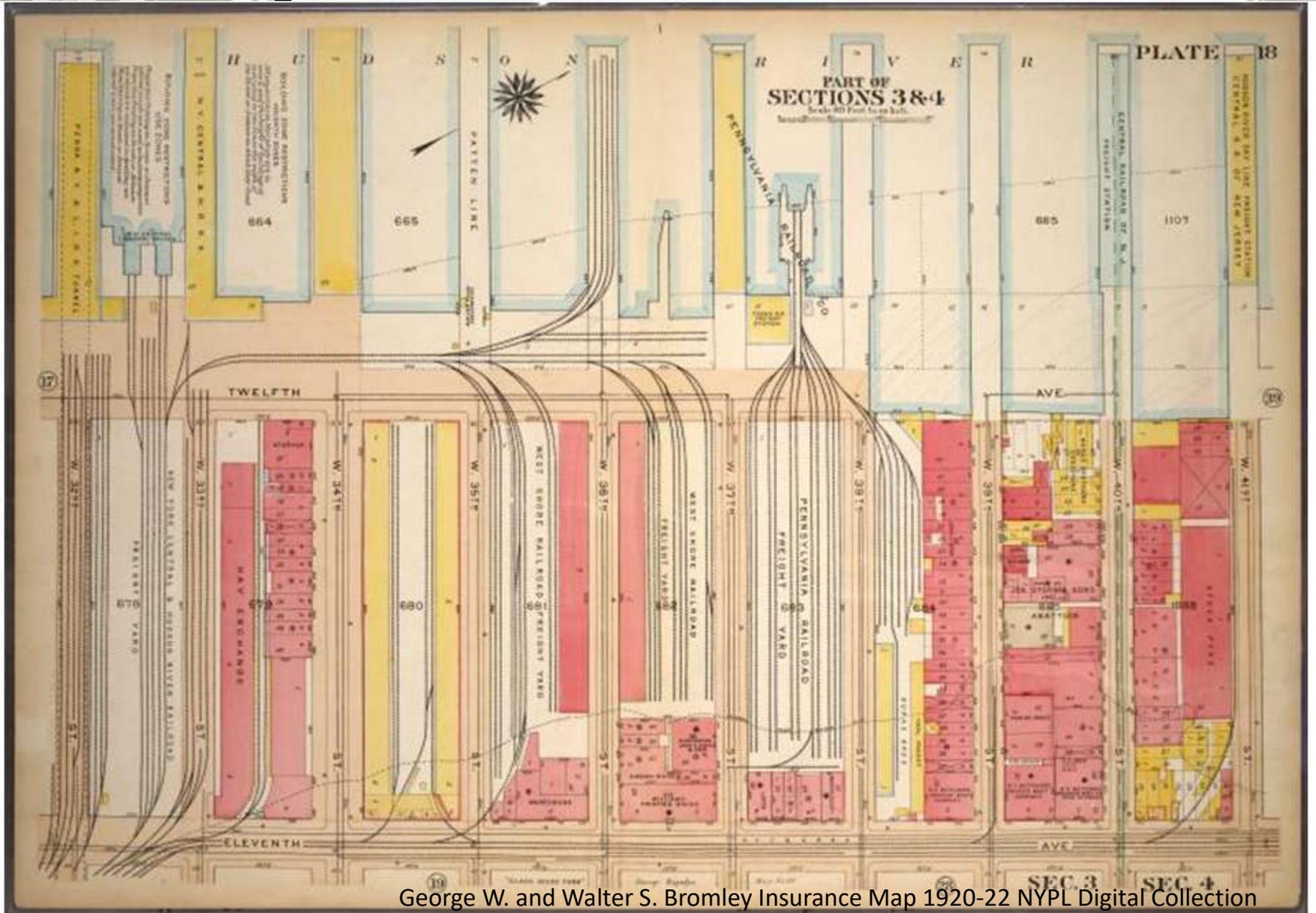
Before the High Line.

Milk Shed



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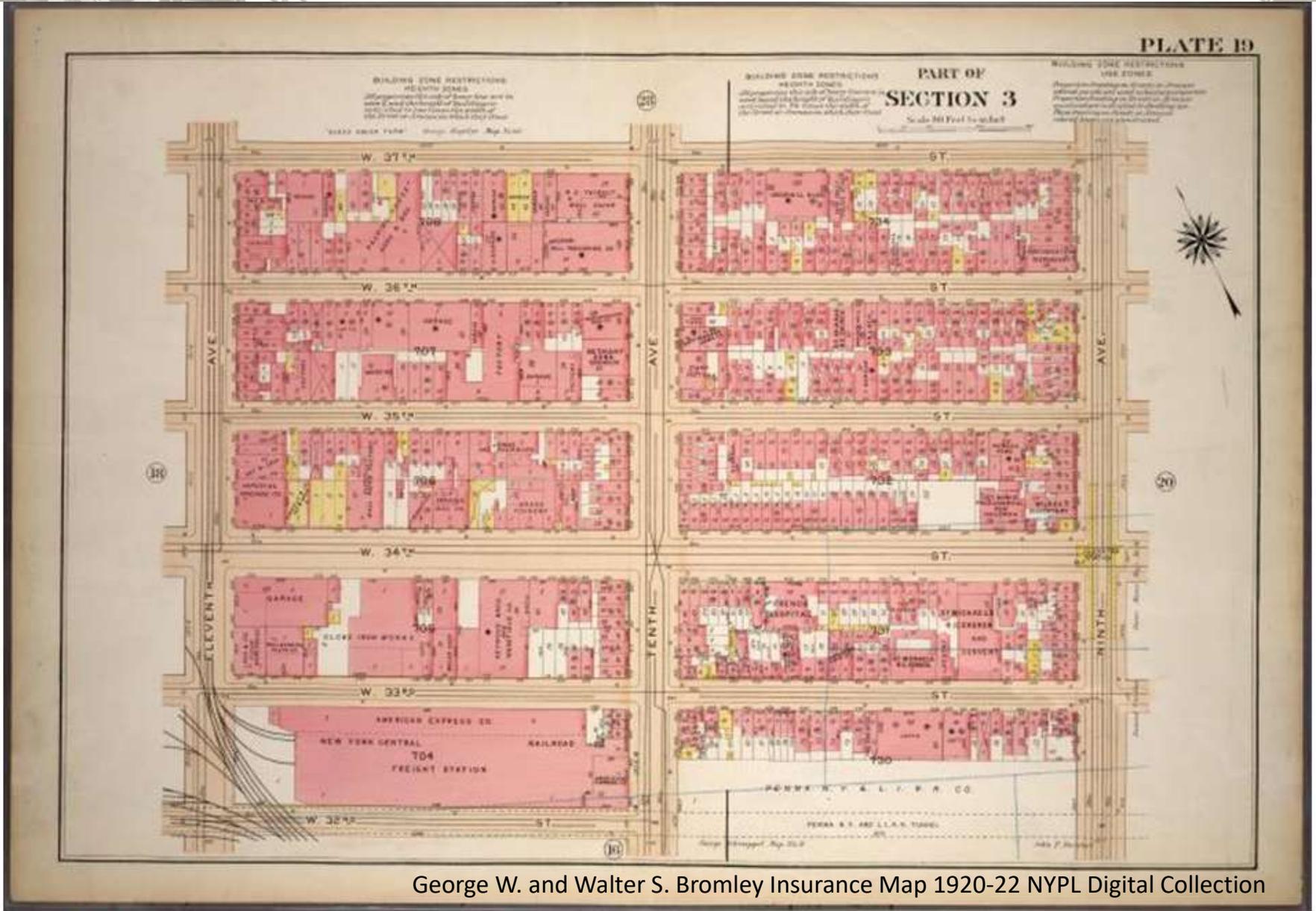
Before the High Line.



George W. and Walter S. Bromley Insurance Map 1920-22 NYPL Digital Collection

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Before the High Line.



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Before the High Line.

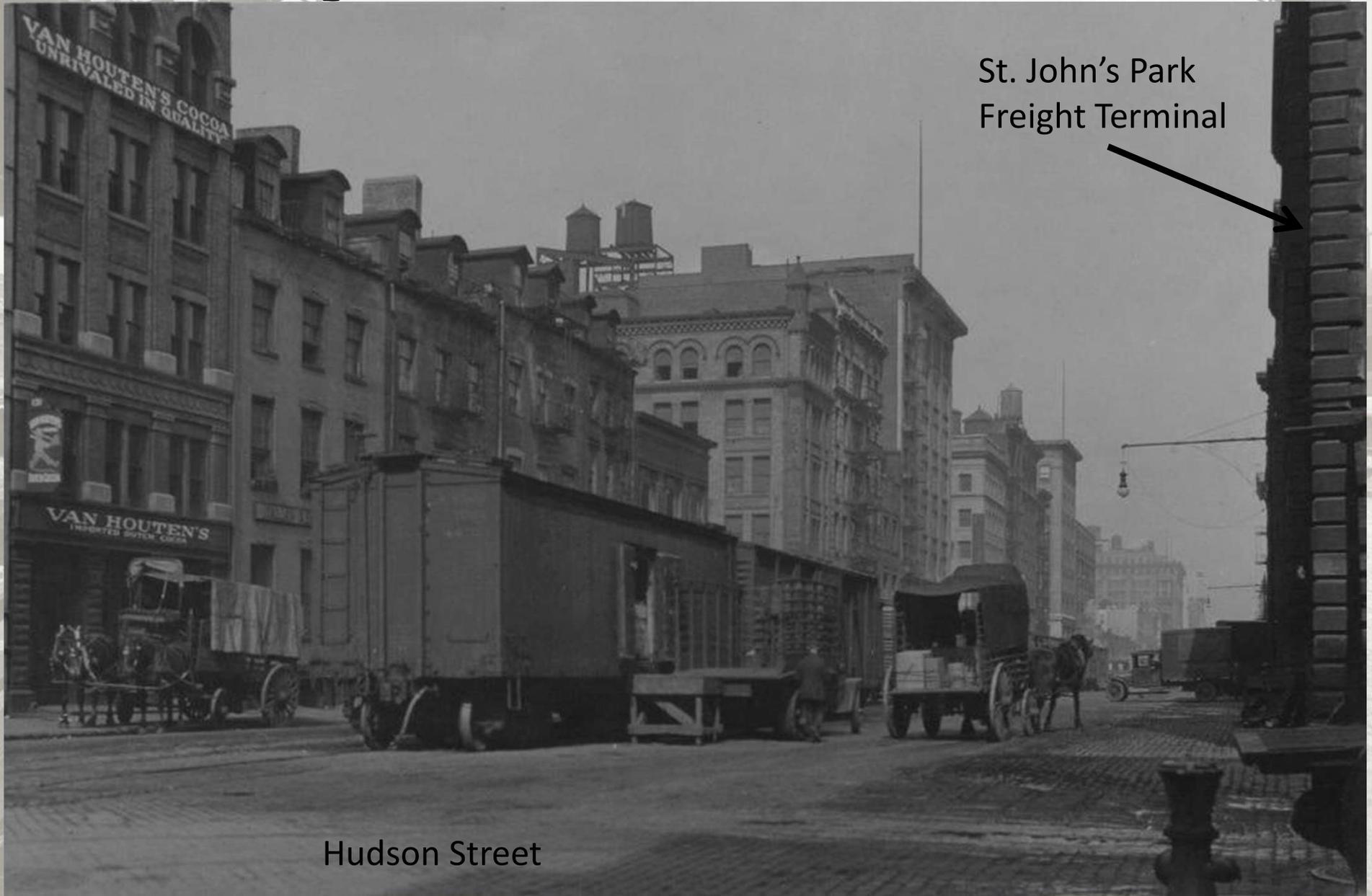


St. John's Park

Leaving St. John's Park

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Before the High Line.



St. John's Park
Freight Terminal

Hudson Street

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Before the High Line.



St. John's Park
Freight Terminal

Hudson Street

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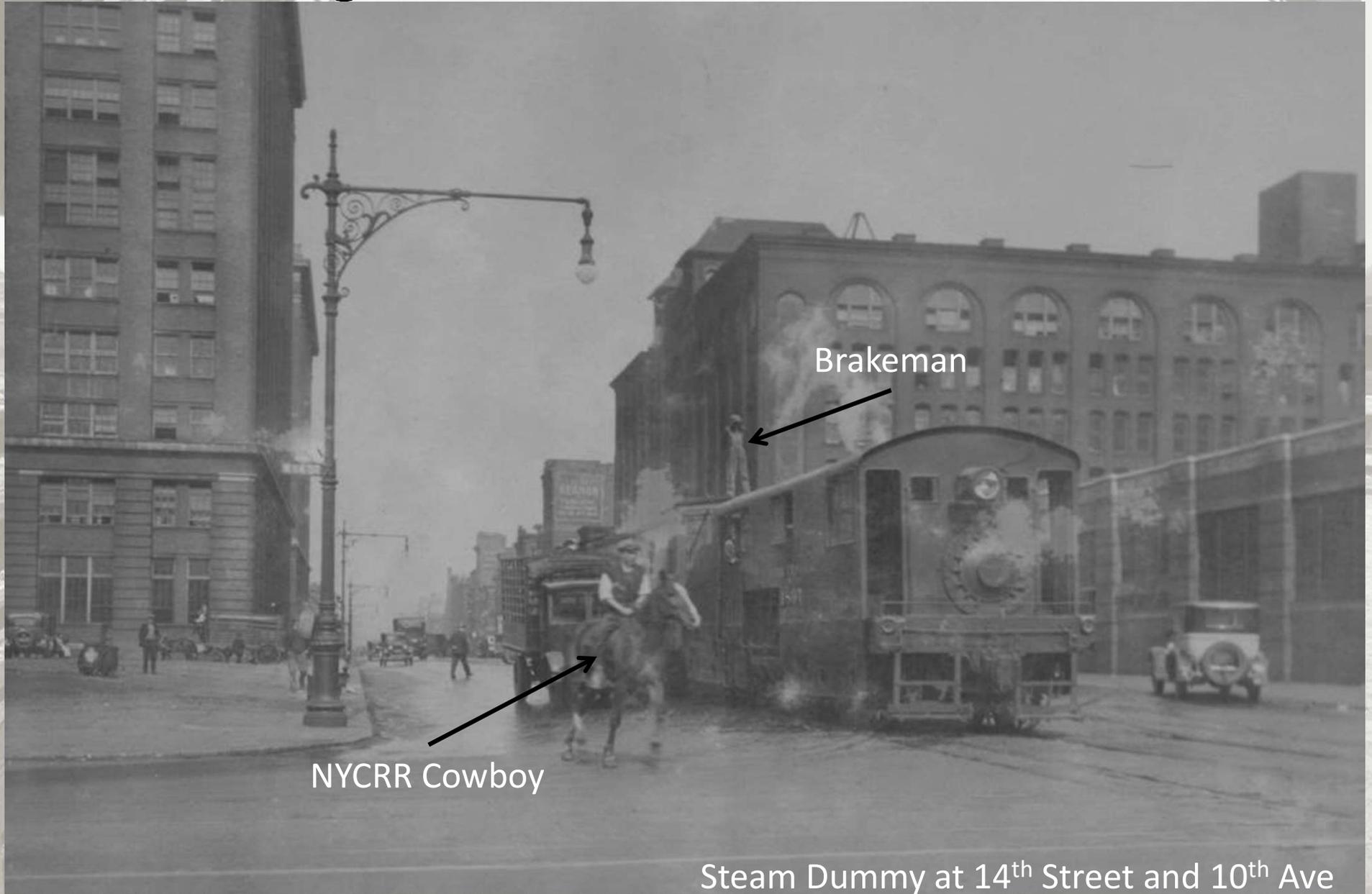
Before the High Line.



Making the turn off of Canal St.

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Before the High Line.



Brakeman

NYCRR Cowboy

Steam Dummy at 14th Street and 10th Ave

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Before the High Line.



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Before the High Line.



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Before the High Line.



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Before the High Line.



19th Street and 10th Avenue

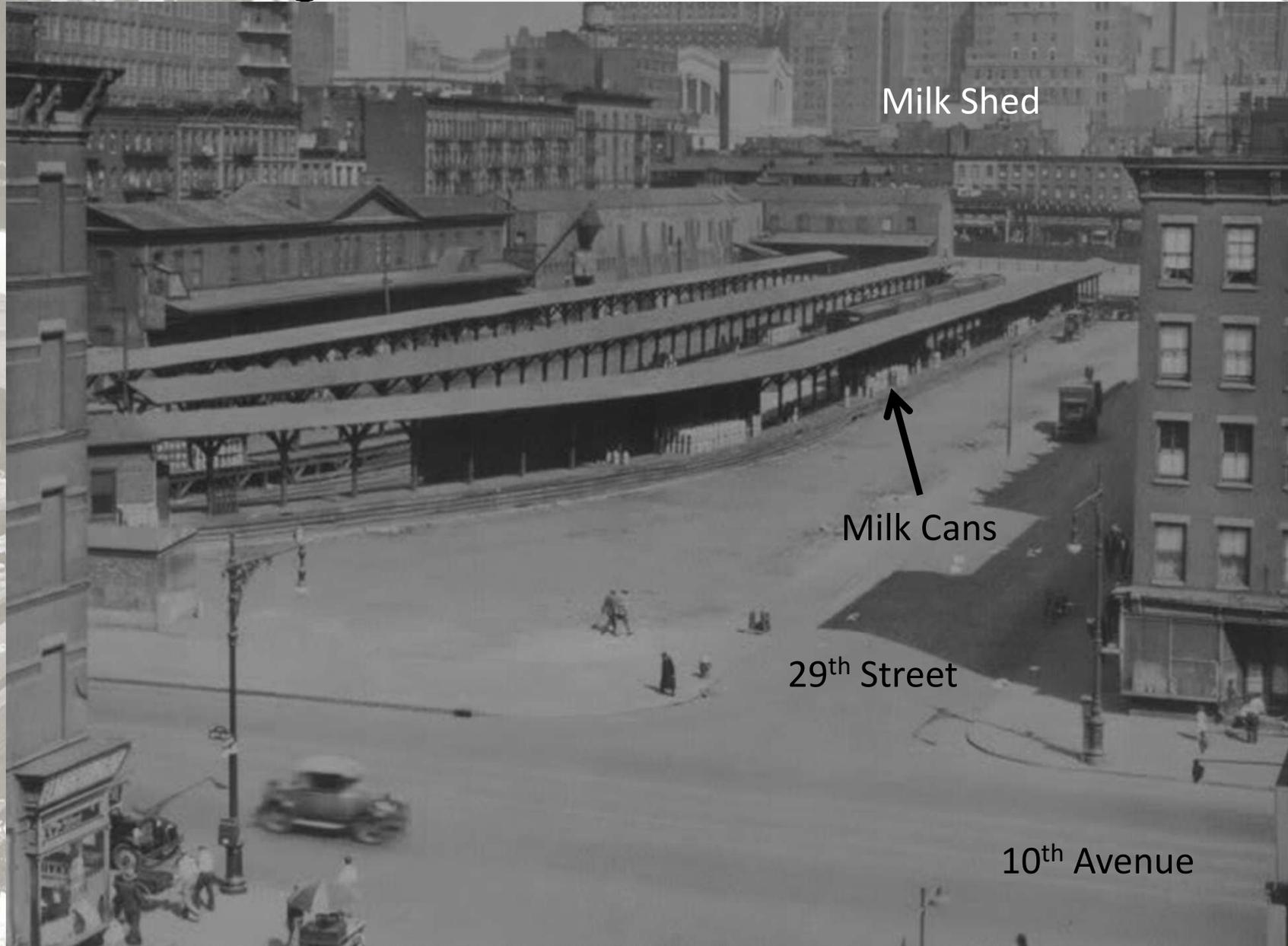
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Before the High Line.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

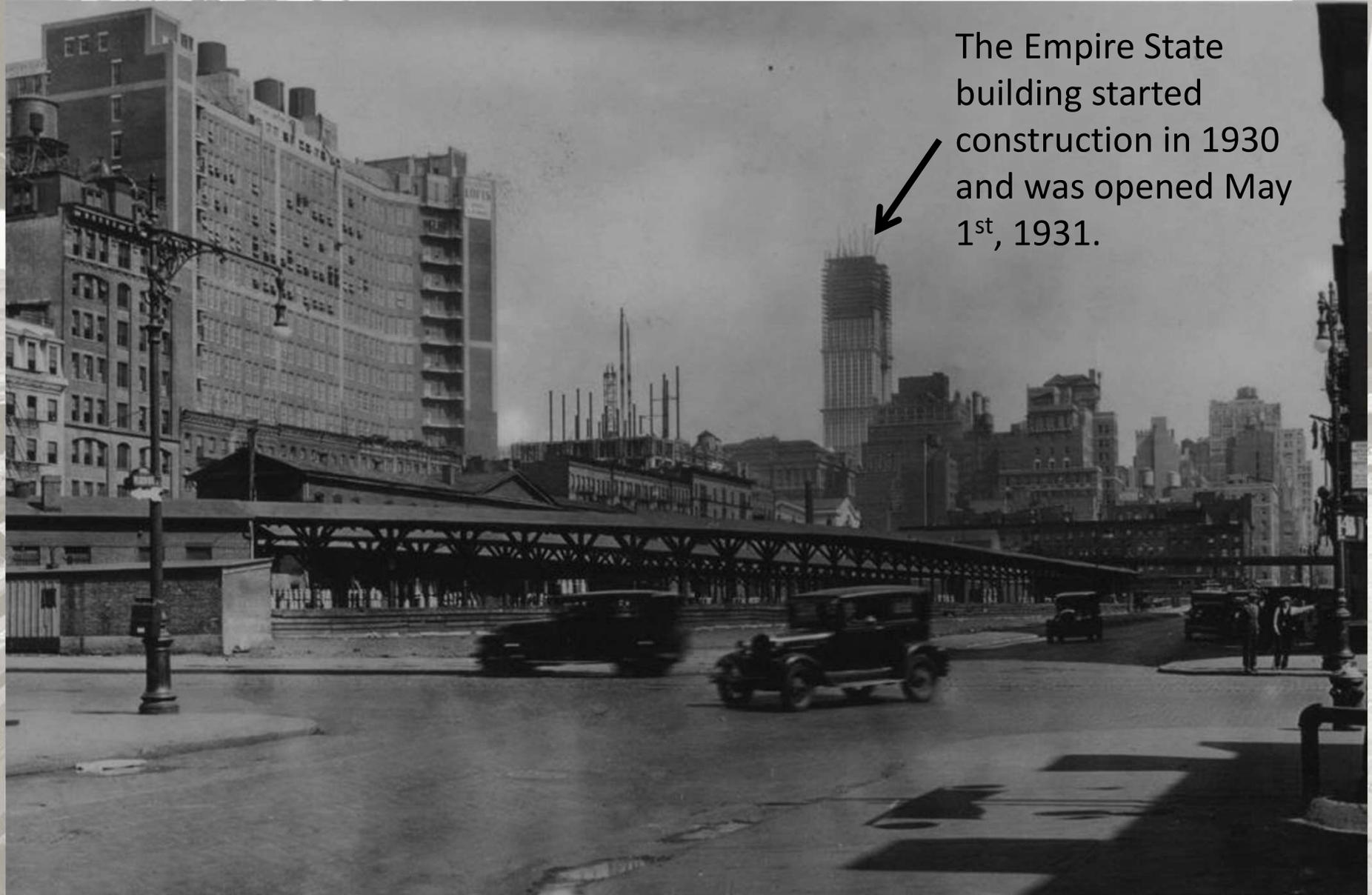
Before the High Line.



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Before the High Line.

1930



The Empire State building started construction in 1930 and was opened May 1st, 1931.

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Before the High Line.



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Before the High Line.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Before the High Line.



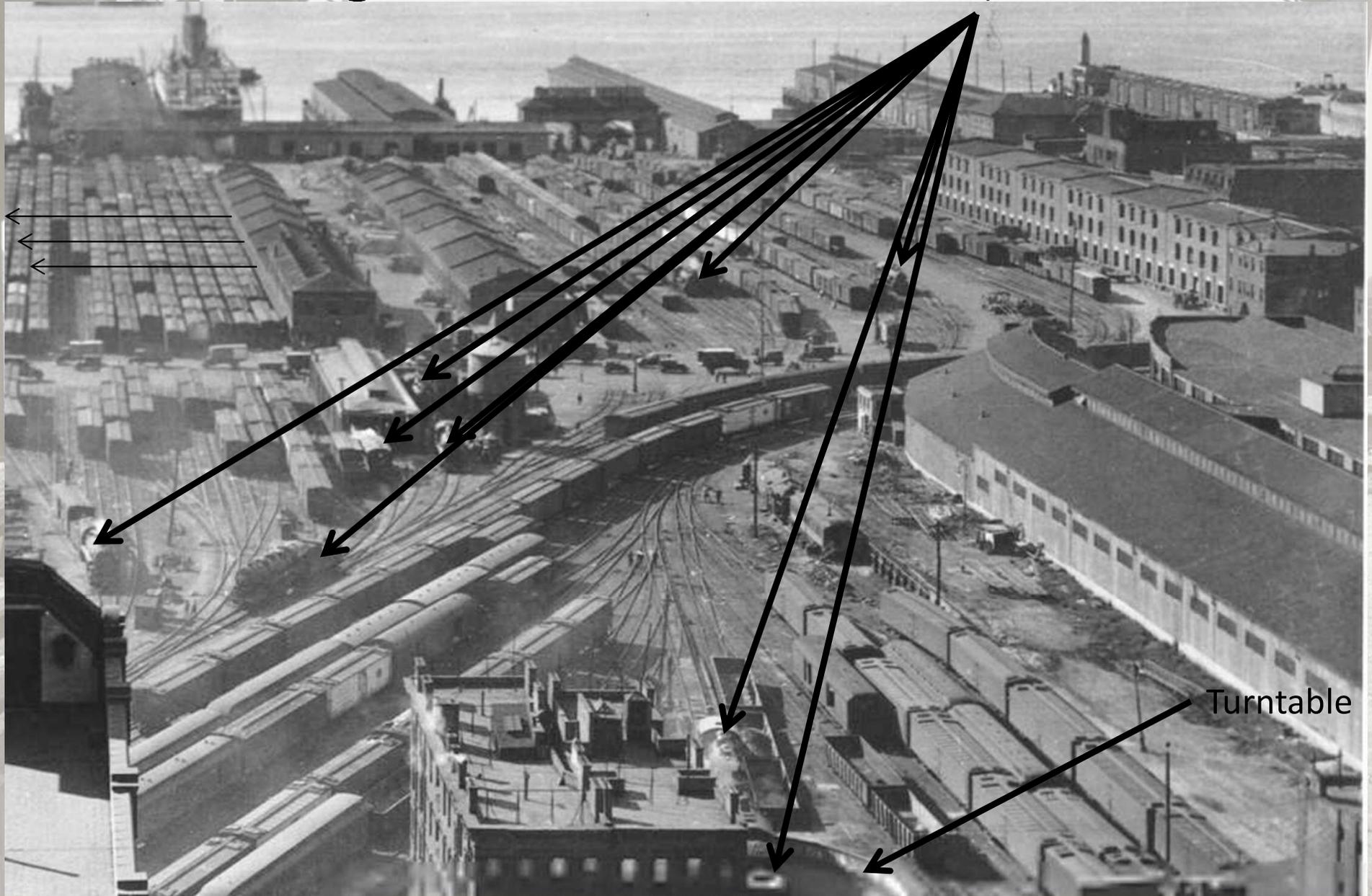
Turning East off of 11th Ave

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9 steam engines!

Before the High Line.

Steam power



Turntable

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Before the High Line.



Mail Train

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Before the High Line.



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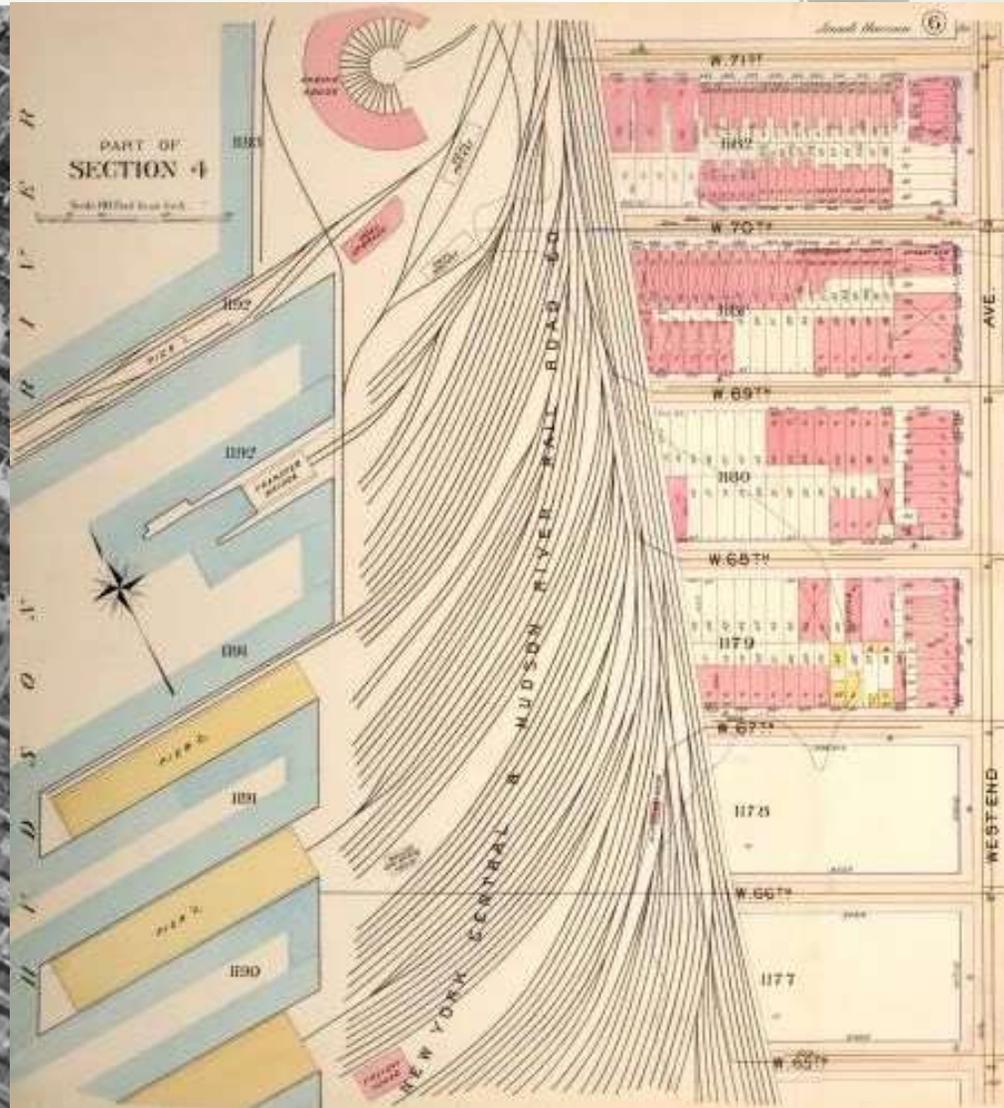
Before the High Line.



11th Ave and 42nd Street

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Before the High Line.



N.Y. CENTRAL RAILROAD
GEORGE A. FULLER COMPANY

72nd Street Yard

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Before the High Line.



72nd Street Yard at 60th Street

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Before the High Line.

Hopper on a fueling Trestle for the steam locomotives



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GEORGE A. FULLER C.

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Why Build the High Line?



31st Street and 11th Avenue

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Building the High Line.



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Building the High Line.



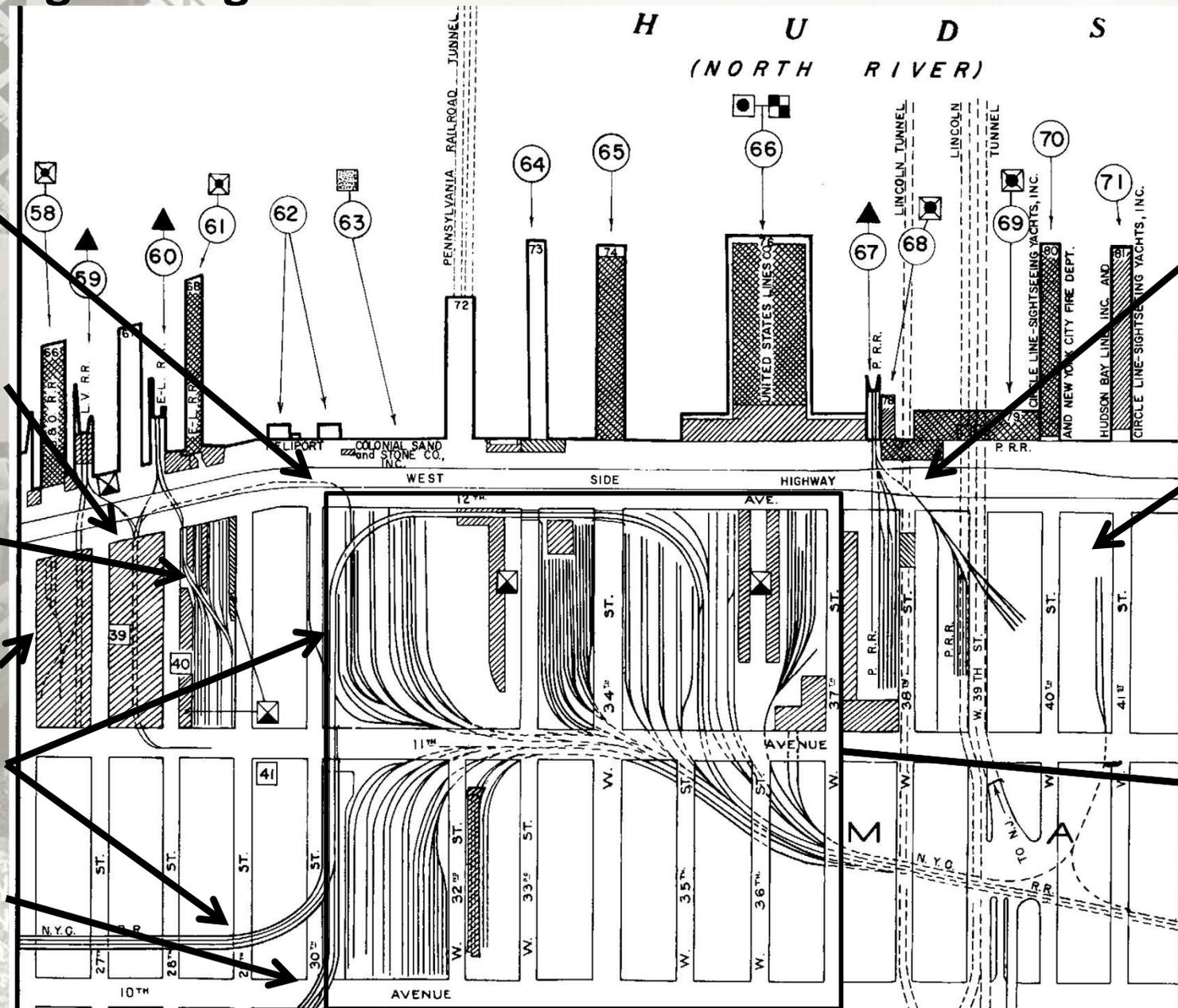
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← South or Railroad East

Building the High Line.

New Terminal Stores Connection
Terminal Stores
Erie 28th St.
Lehigh Valley
High Line
Spur to Morgan Post Office



PRR Yard
Slaughter House
33rd Street Yard

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Building the High Line.



Spur to
Slaughter
House



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Building the High Line.



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Building the High Line.



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Building the High Line.



Looking East with 30th Street to the Right

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Building the High Line.



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Building the High Line.



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Building the High Line.



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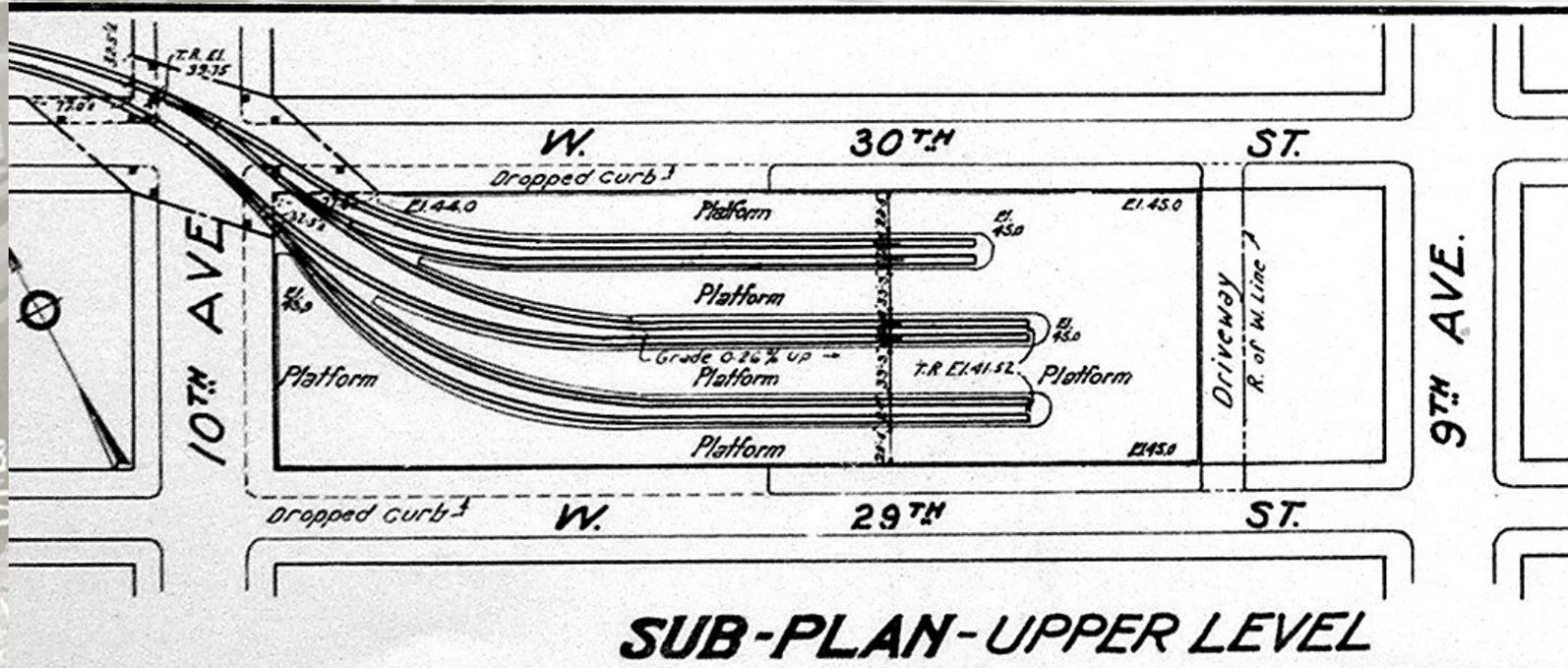
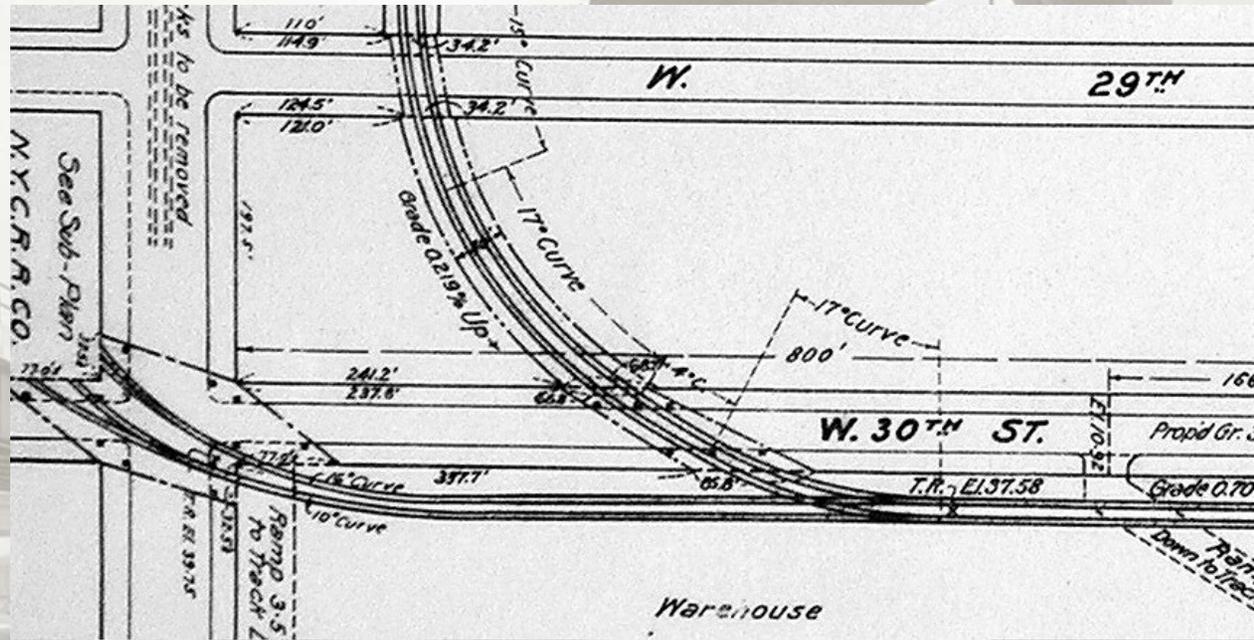
Building the High Line.



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Building the High Line.

Track plan of the Morgan Post office and the spur leading to it off the High Line.



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Building the High Line.



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Building the High Line.



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Building the High Line.



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Building the High Line.



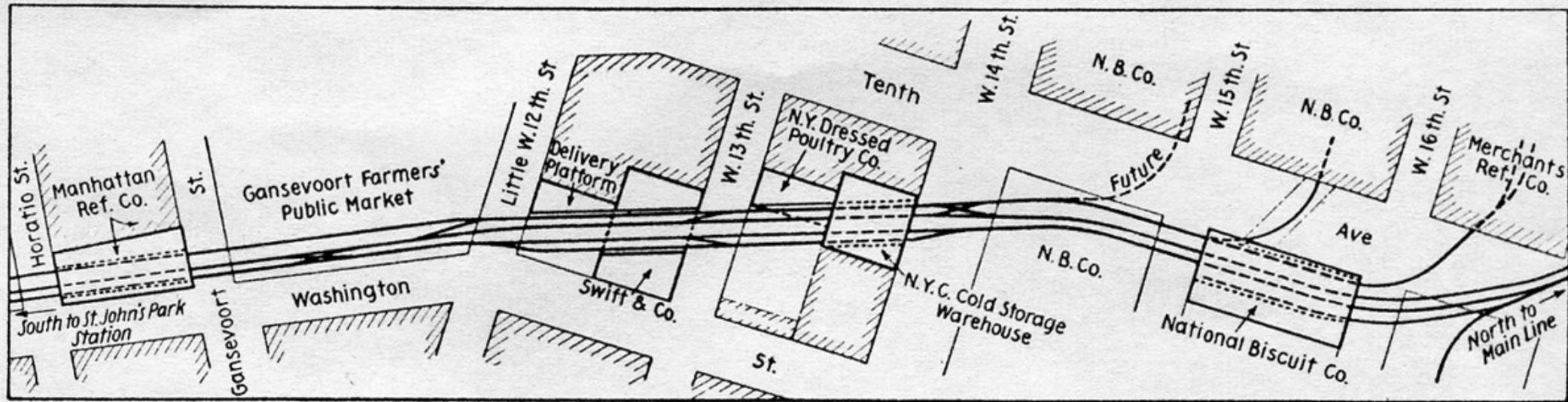
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Building the High Line.

Vol. 96, No. 25

RAILWAY AGE

911



The Elevated Tracks Between West Seventeenth and Horatio Streets, Showing Typical Industrial Air-Rights Development



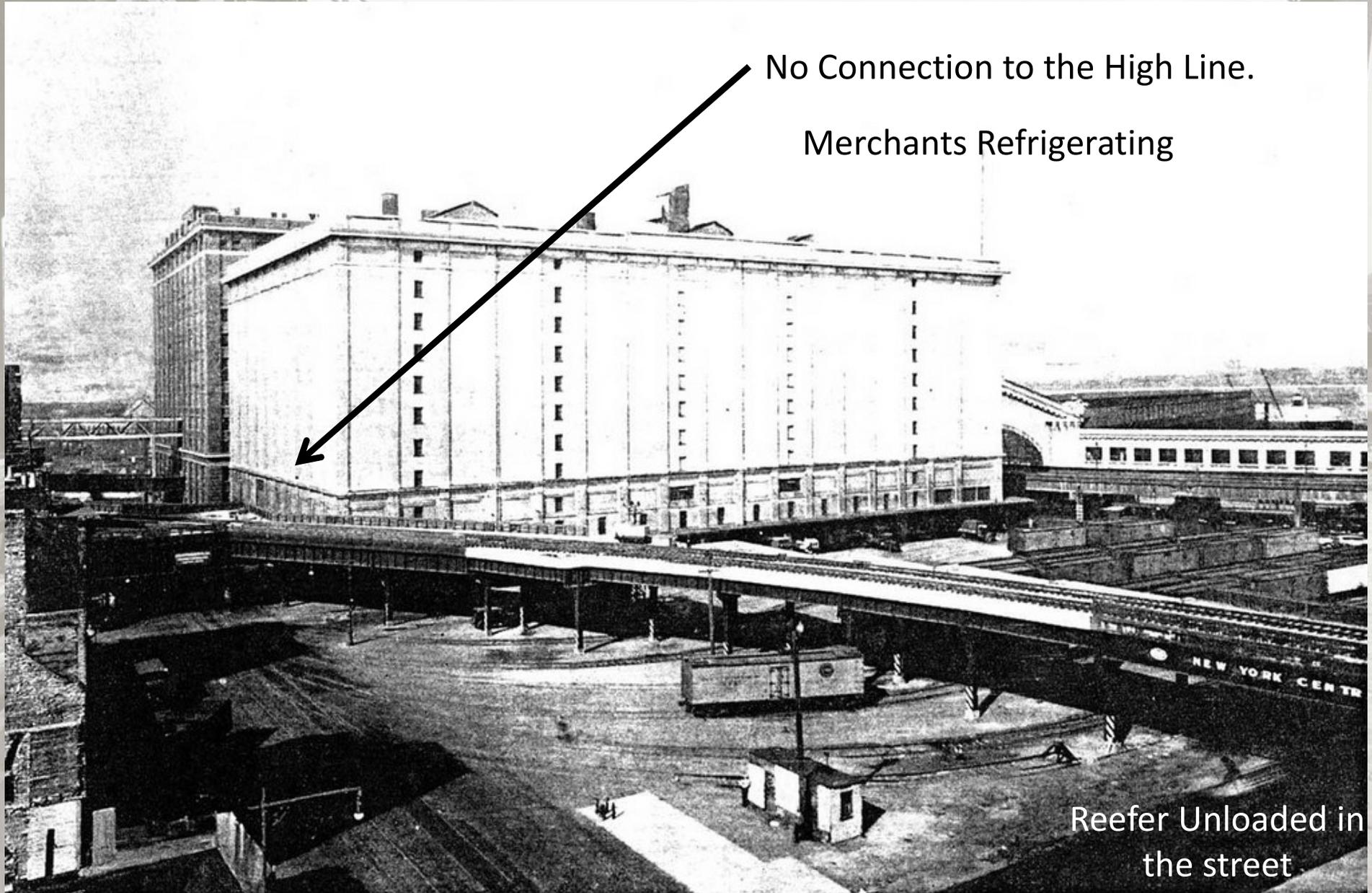
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Building the High Line.



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Building the High Line.



No Connection to the High Line.

Merchants Refrigerating

Reefer Unloaded in
the street

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Building the High Line.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Building the High Line.



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The Completed High Line.



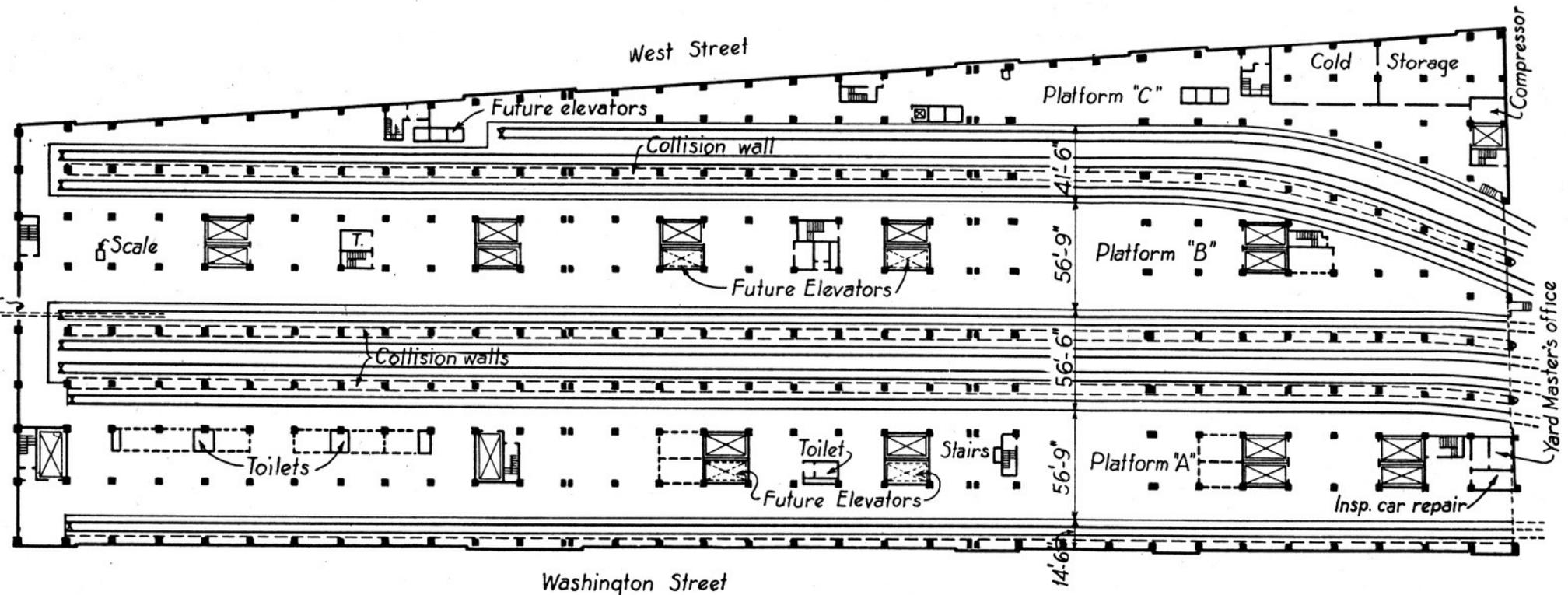
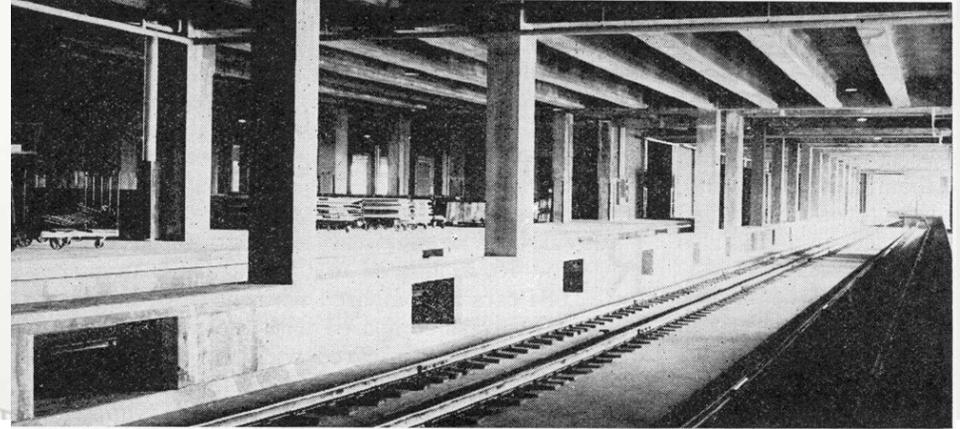
St. John's Park Freight Terminal

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N.Y. CENT.
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Building the High Line.



General Plan of the Track and Platform Layout on the Second Floor

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The Completed High Line.

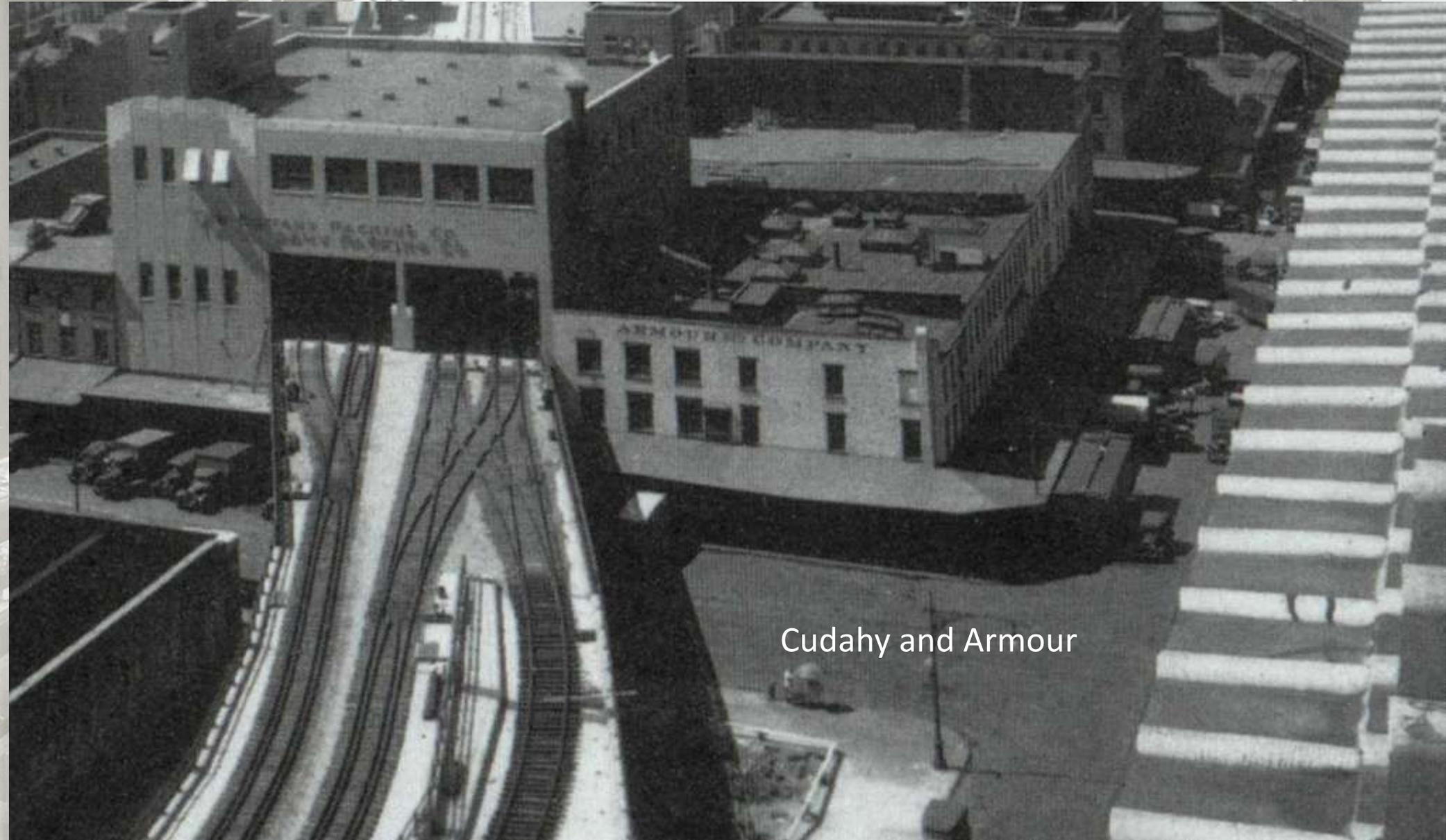
Even though the High Line cut right through Bell Labs it was not serviced by the railroad

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N.Y.C. VIADUCT Building
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The Completed High Line.



Cudahy and Armour

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The Completed High Line.



Photo by Tom Flagg and Gerry Weinstein

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The Completed High Line.



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The Completed High Line.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

The Completed High Line.

Photo by Tom Flagg and Gerry Weinstein.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

The Completed High Line.

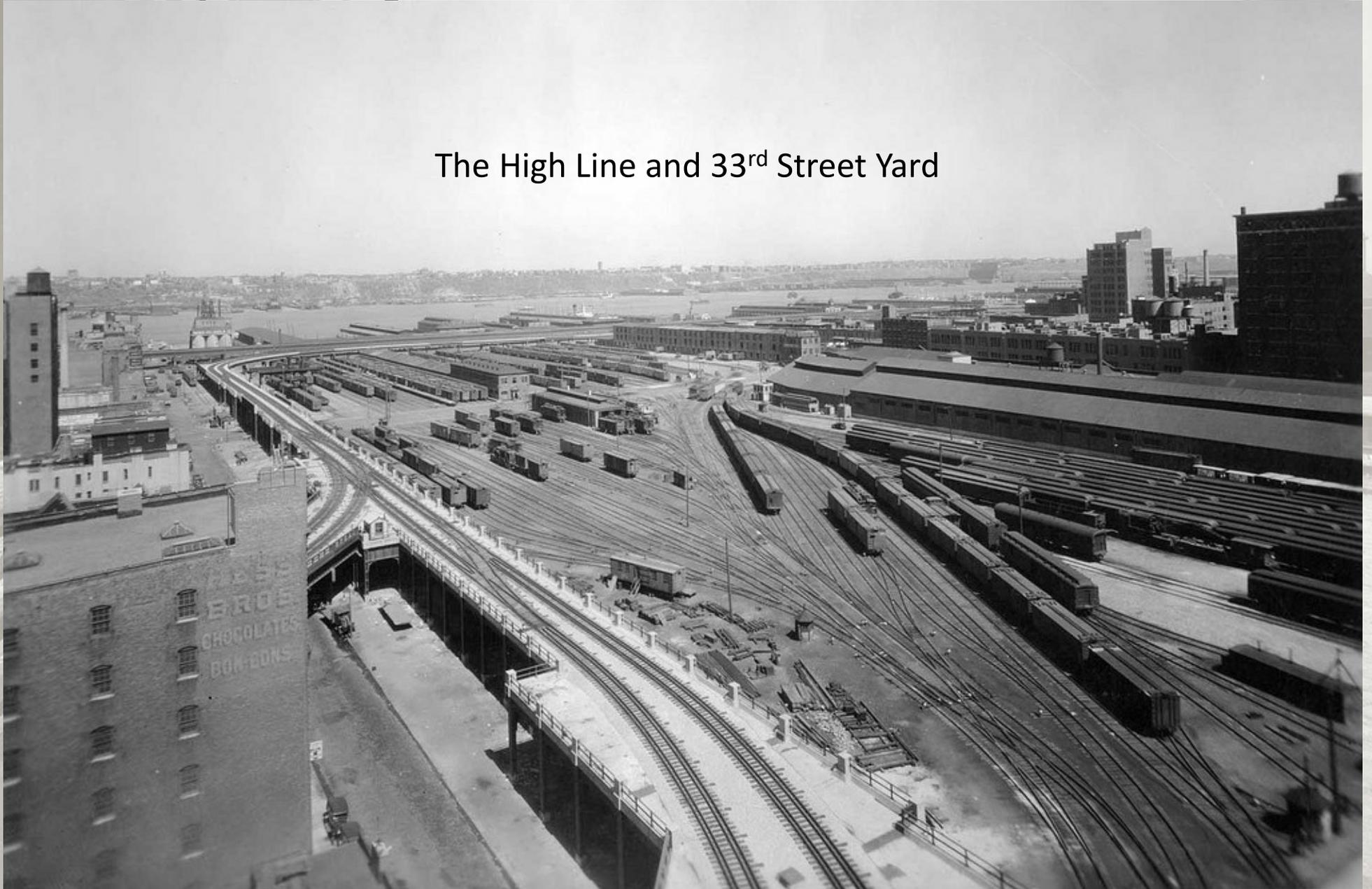


Morgan Post Office

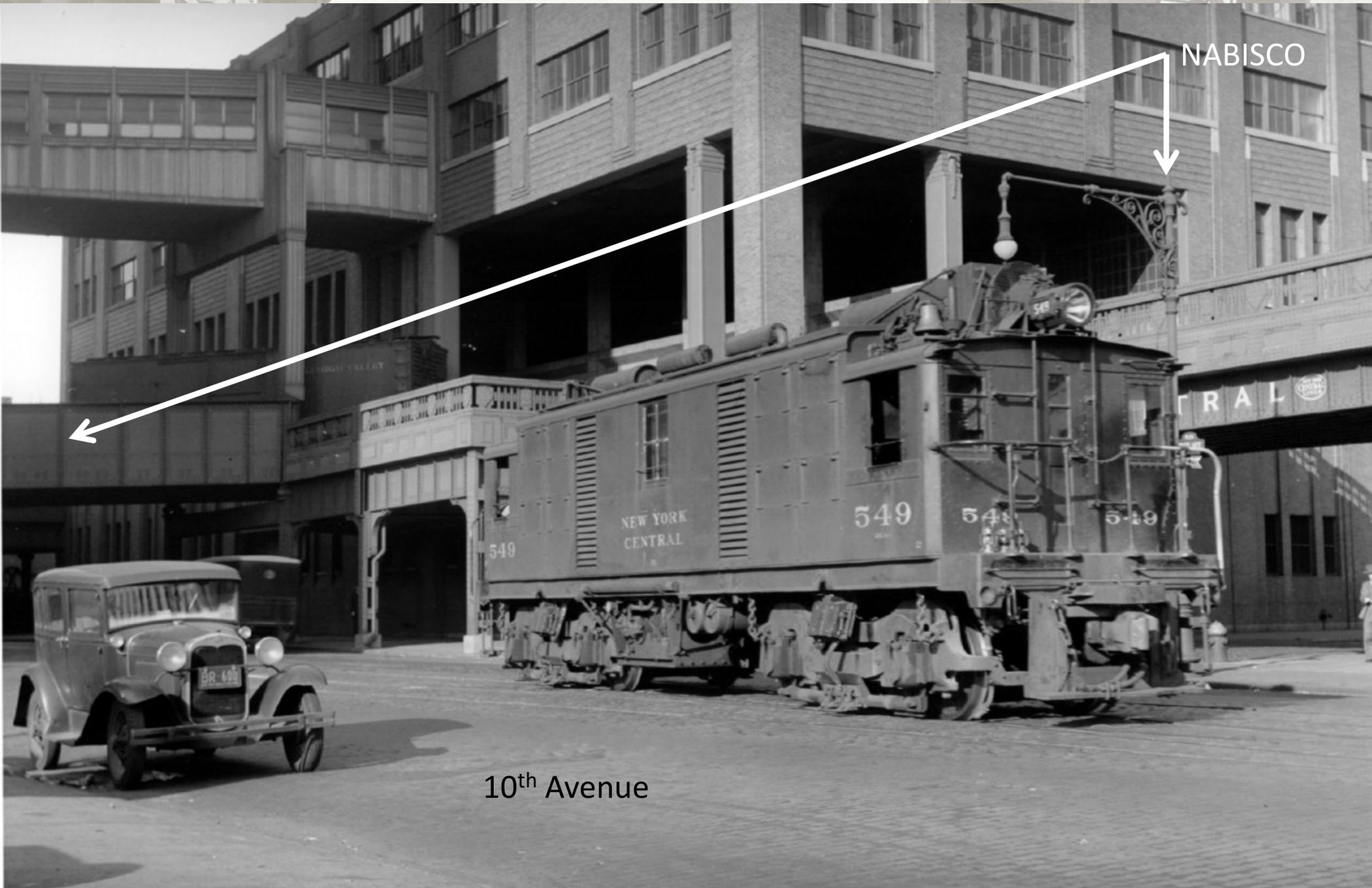
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The Completed High Line.

The High Line and 33rd Street Yard



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Operations on the High Line.



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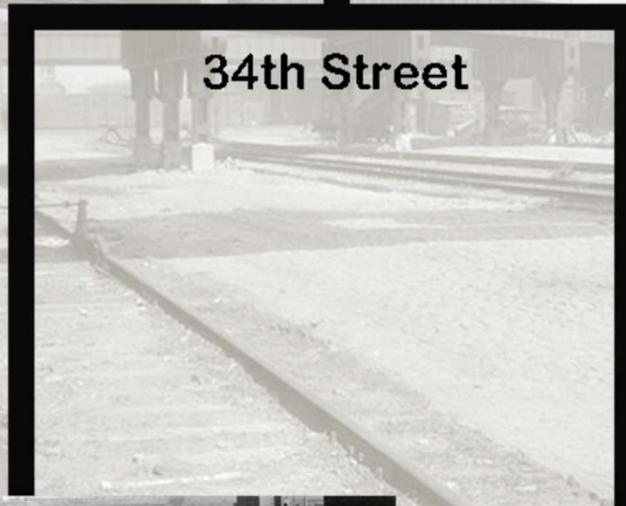
Operations on the High Line.



72nd Street Yard



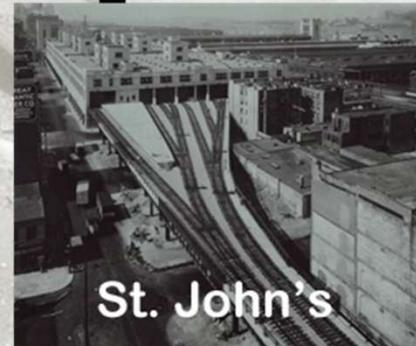
34th Street



High Line



33rd Street Yard



St. John's

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Operations on the High Line.

West Bound					
Train	Time	Station	Name	Freight	Connections
NB - 1	7:45 PM	33rd Street	Pacemaker	LCL	
NB - 3	9:00 PM	72nd Street		All Freight for Elkhart and Beyond	
LS - 1	10:45 PM	72nd Street		All Freight for Dewitt and West	
NH - 3	11:45 PM	72nd Street		All Freight to Albany and Points East	B&M at Troy
East Bound					
Train	Time	Station	Name	Freight	Connections
NY - 8	6:00 PM	72nd Street			
JS - 2					DL&W, Erie, PRR
BFNY - 4				Perishables / All freight	
SLD - 6					
PW - 4					
NY - 4	12:30 AM	72nd Street			
A/CD - 4				All Freight	
CD - 4					
XN - 2	4:00AM	72nd Street		Live Stock / Perishables/ All Freight	P&LE
2/NY - 6					
HN - 2	4:15 AM	72nd Street		All Freight From Albany and Points East	
BN - 2	7:20 AM	22rd Street	Pacemaker	LCL	

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Operations on the High Line.

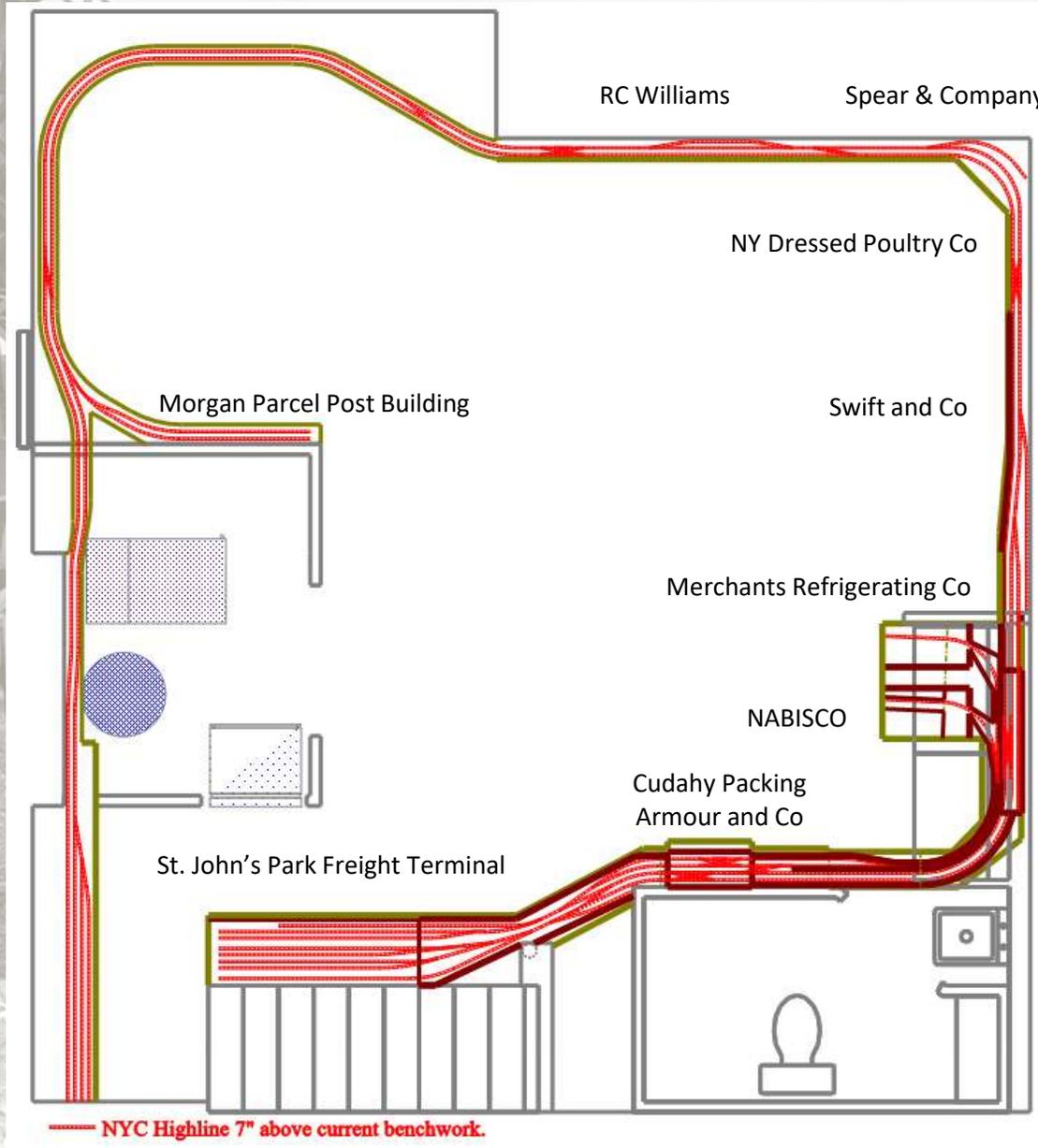
Industries on the High Line

High Line Sidings and Buildings	St. Johns Park Freight Terminal
Morgan Parcel Post Building	Borden
RC Williams	Colod Corp
Spear & Company	Libby, McNeil & Libby
Merchants Refrigerating Co	Sealright Corp
National Biscuit Co (3 Sidings)	Shannon Bros.
Cudahy Packing	Magazine Shippers Assn.
Armour and Co	Universal Car loading and Distribution
Wilson and Co	F W Woolworth
NYC Cold Storage Warehouse	Western Car loading
NY Dressed Poultry Co.	
Swift and Co	
Gansevoort Public Market	
Manhattan Refrigerated Company	

No. 8403
 N.Y.C. INDUSTRIAL BUILDING
 N.Y. CITY
 N.Y. CENTRAL RAILROAD
 GEORGE A. FULLER COMPANY

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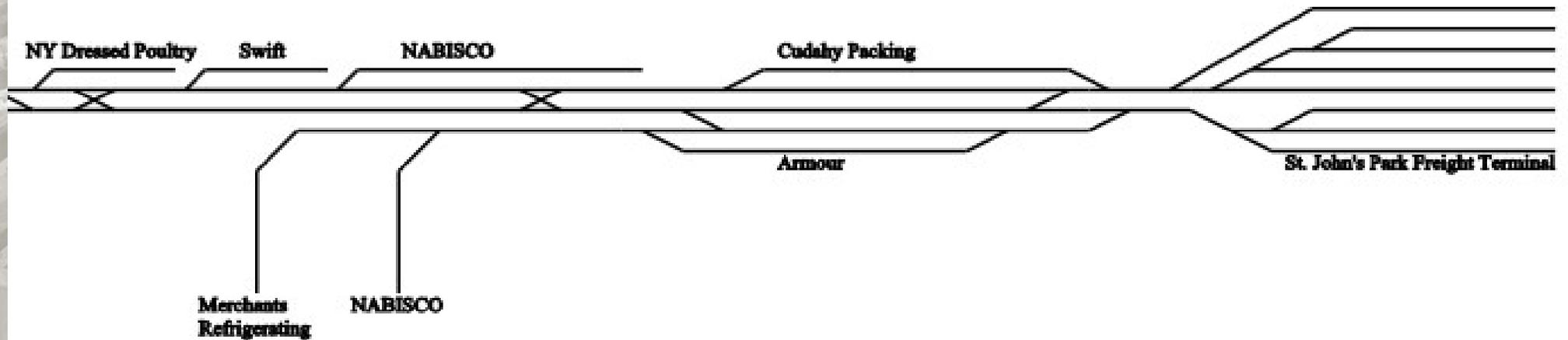
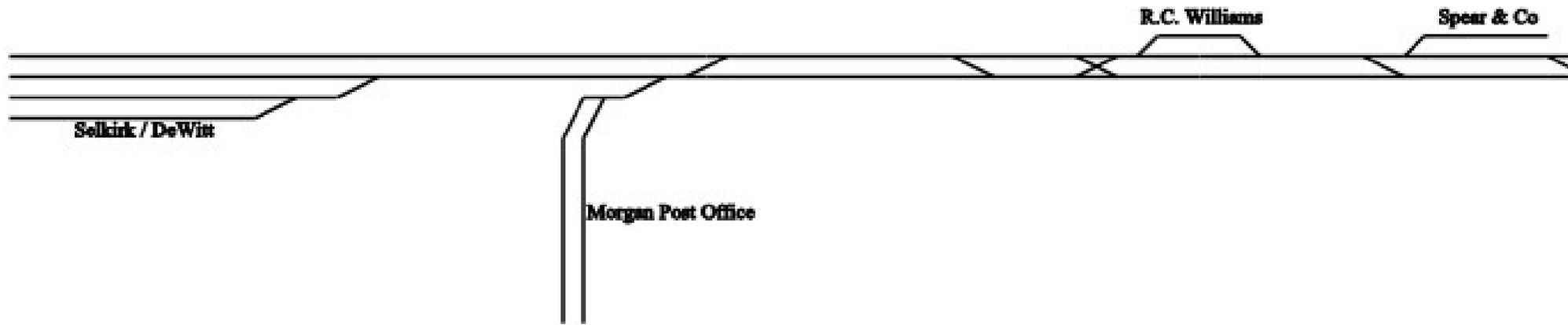
Operations on the High Line in HO Scale.



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GEORGE A. FULLER CO.

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Operations on the High Line in HO Scale.



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Operations on the High Line in HO Scale.

2014



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Operations on the High Line in HO Scale.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Operations on the High Line in HO Scale.



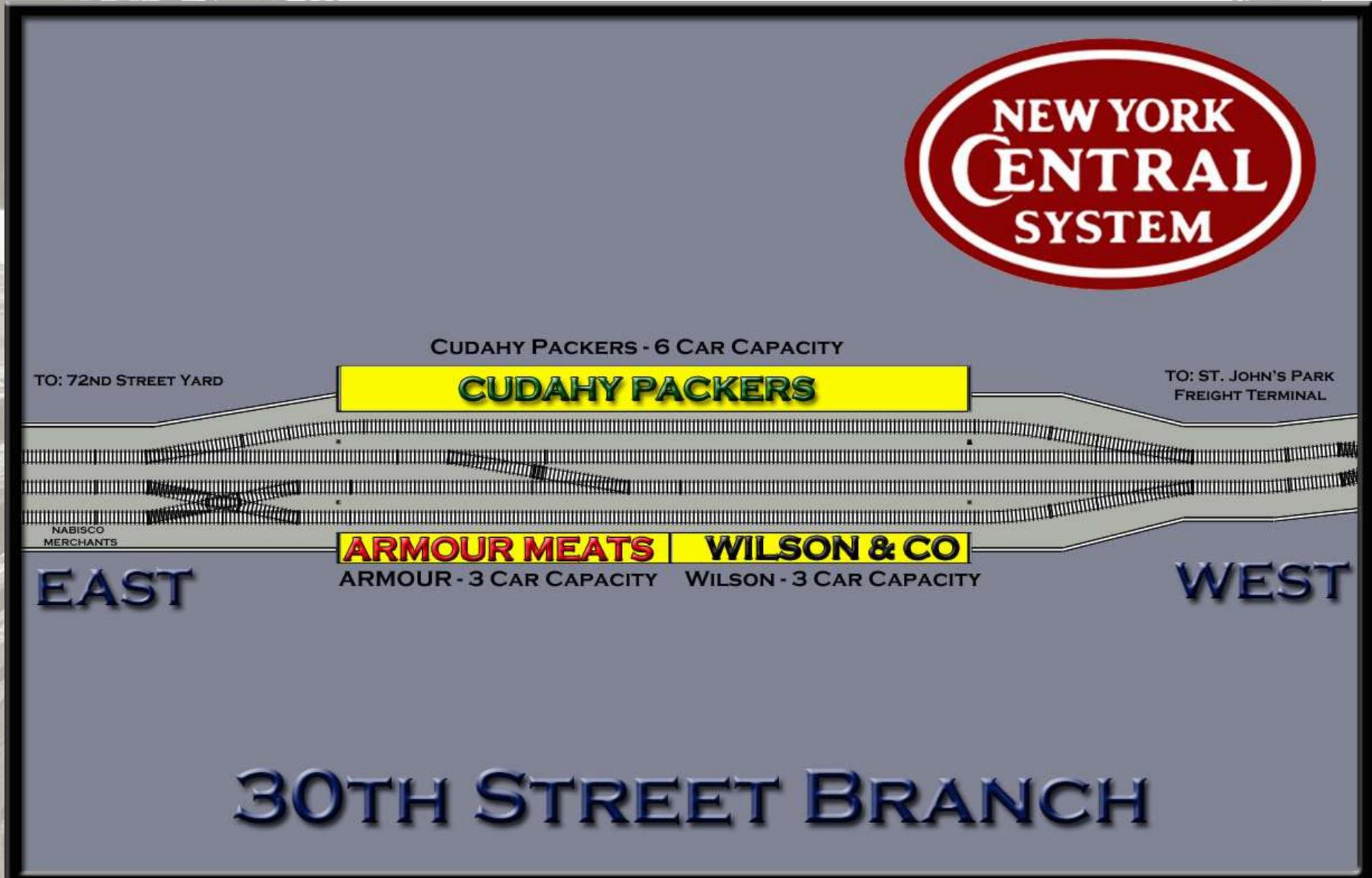
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Operations on the High Line in HO Scale.



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Operations on the High Line in HO Scale.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Operations on the High Line in HO Scale.



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Waybill Only Operations on the High Line in HO Scale.

558 Northern Pacific 558
FREIGHT WAYBILL
TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS THAN CARLOAD

CAR INITIAL IC	CAR NUMBER 35942	
AAR CLASS OF CAR ORDERED XM	LENGTH/COPY OF CAR ORDERED 40'	
TO STATION STATE ST. JOHN'S PARK STATION	DATE 1/12/1947	
CONSIGNEE AND ADDRESS SPEAR AND COMPANY	Waybill Number 4701104800	
ROUTE Show in route order NYO&W - NYC	Indicate how weights were obtained for L.C.L. Shipments only. S - Shipper's T - Tariff Classification or Minimum. R - Railroad Scale. E - Estimated. R	
ON C. L. TARIFF C - Instructions Regarding Icing, Ventilation, Milling, Weighting, etc. If load Specify to Whom Icing Should be Charged.		
N/A		
STOP THIS CAR AT DeWitt YARD, Syracuse, NY		
AT		
NO. PKGS. C/L	DESCRIPTION OF ARTICLES Hardware	
Time Car Spotted at Siding	Time to Unload	TRAIN
	AM 3 HOURS PM	

Model Waybill

PLACE SPECIAL SERVICE PASTERS HERE 540—THE NEW YORK CENTRAL RAILROAD COMPANY—540
NEW YORK CENTRAL - BOSTON & ALBANY
MICHIGAN CENTRAL CHICAGO, KALAMAZOO & SAGINAW
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS
FREIGHT WAYBILL
NYLS
AFR 14-7 T.T.
ICC 233(a) 3 YRS.
PRINTED IN U.S.A. 10/51

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS CARLOAD

CAR INITIALS AND NUMBER IC 35942	KIND B	WEIGHT IN TONS GROSS 43 TARE 18 NET 25	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
STOP THIS CAR 2AE	CARR NAME AT 2AE	C.L. TRANSFERRED TO L.C.L. LOADING	8/7/62	WAYBILL NO. 84911	CONSIGNEE AND ADDRESS AT STOP	
AT	AT	AT	TO NO.	STATION	STATE OR PROV.	FROM NO.
			ALGOMA WISCONSIN	LAWRENCEBURG	IND	
Route (Show each Junction and Carrier in Route order to destination of waybill)		ROUTE CODE NO.	Full Name of Shipper, and, for C.O.D. Shipments, Street, Post Office Address, and Invoice Number		Code No.	
BENTON HARBOR C&O KEWAUNEE KGB&W		AH&W	PIERSON HOLLOWELL CO INC			
Show "A" if Agent's Routing or "S" if Shipper's Routing		STATE OR PROV.	Origin and Date, Original Car, Transfer Freight Bill and Previous Waybill Reference and Routing When Rebillled.			
RECONSIGNEE TO WISCONSIN		STATION 56				
CONSIGNEE AND ADDRESS ALGOMA PLYWOOD & VENEER CO DOCK A ALGOMA WISC		CODE NO.	Amount	Weighted		
Final Destination and Additional Routing			C FEE	At LAWRENCEBURG IN D		
On C.L. TRAFFIC—INSTRUCTIONS (Regarding Icing, Ventilation, Milling, Weighting, Etc. If load, Specify to Whom Icing Should be Charged.)			O TOTAL	Gross 83500		
			D Pickup Service	Tare 48300		
				Allowance Net 35200		
				If Charges are to be Prepaid, Write or Stamp Here "TO BE PREPAID"		
				When Shipper in the United States Executes the No-Recourse Clause of Section 7 of the Bill of Lading, insert "Yes"		
On L.C.L. Traffic Transfer Stamps to be Shown in This Space		Indicate by symbol in Column provided * how weights were obtained for L.C.L. Shipments only. R—Railroad Scale. S—Shipper's Tested Weights. E—Estimated-Weight and Correct. T—Tariff Classification or Minimum.				
No. PKGS.	Description of Articles, Special Marks and Exceptions	COMMODITY CODE NO.	WEIGHT	RATE	FREIGHT	ADVANCES
1	C/L PLAIN WALNUT VENEER LESS THAN 1/16 THICK		35200	86	309 60	
			AS			
	C&O. RY. AUG 16 1962 Destination, Wis. Weight Bill No. 229					
	KGB&W RR AUG 16 1962 Kewaunee, Wis.					
FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION			
			COPY FOR A.F.R.			
540—THE NEW YORK CENTRAL RAILROAD COMPANY—540			HNAPEE & WESTERN RY. E. F. BUSHMAN, AGT. STURGEON BAY, WIS.			

Prototype Waybill

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

What information can be found on a prototype Waybill?

1. Shipping Railroad
2. Car Road Name
3. Car Road Number
4. Destination
5. Routing
6. Consignee
7. Lading
8. Railroad Transfer Stamps
9. Car Type
10. Date / Waybill Number
11. Shipper
12. Receiver Stamp

PLACE SPECIAL SERVICE PASTERS HERE

540—THE NEW YORK CENTRAL RAILROAD COMPANY—540

NEW YORK CENTRAL - BOSTON & ALBANY
MICHIGAN CENTRAL CHICAGO, KALAMAZOO & SAGINAW
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS

NYCL
APR 14-7 T.T.
ICC 233(e) 3 YRS.
PRINTED IN U.S.A. 10/50

← SET HERE **1** **NEW YORK CENTRAL SYSTEM**

FREIGHT WAYBILL

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS CARLOAD

CAR INITIALS AND NUMBER 2 IC 35942	KIND B 9	WEIGHT IN TONS GROSS TARE NET 43 18 25	LENGTH OF CAR ORDERED FURNISHED	MARKED CAPACITY OF CAR ORDERED FURNISHED				
STOP THIS CAR 3 2AE	C.L. TRANSFERRED TO L.C.L. LOADING	DATE 8/7/62	WAYBILL NO. 10 84911	CONSIGNEE AND ADDRESS AT STOP				
AT AT AT	TO NO. STATION STATE OR PROV. 4 ALGOMA WISCONSIN	FROM NO. STATION STATE 5172 LAWRENCEBURG IND	Route (Show each Junction and Carrier in Route order to destination of waybill) 5 BENTON HARBOR C&O KEWAUNEE KGB&W					
Full Name of Shipper, and, for C.O.D. Shipments, Street, Post Office Address, and Invoice Number 11 PIERSON HOLLOWELL CO INC		Show "A" if Agent's Routing or "S" if Shipper's Routing RECONSIGN TO STATION STATE OR PROV. wsmc 56						
ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED.		AUTHORITY AND ADDRESS 6 ALGOMA PLYWOOD & VENEER CO DOCK A ALGOMA WISC						
Final Destination and Additional Routing		Amount C: At LAWRENCEBURG IN D Gross: 83500 D: TOTAL Tare: 48300						
On C.L. TRAFFIC—INSTRUCTIONS (Regarding Icing, Ventilation, Milling, Weighing, Etc. If Iced, Specify to Whom Icing Should be Charged.)		Pickup Service Yes No Net Delivery Service Requested If Charges are to be Prepaid, Write or Stamp Here "TO BE PREPAID" When Shipper in the United States Executes the No-Recourse Clause of Section 7 of the Bill of Lading, insert "Yes"						
On L.C.L. Traffic Transfer Stamps to be Shown in This Space		Indicate by symbol in Column provided. * how weights were obtained for L.C.L. Shipments only. R—Railroad Scale. S—Shipper's Tested Weights. E—Estimated-Weigh and Correct. Y—Tariff Classification or Minimum.						
No. PKGS.	Description of Articles, Special Marks and Exceptions	COMMODITY CODE NO.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID	
7	C/L PLAIN WALNUT VENEER LESS THAN 1/16 THICK		35200 AS 36000	86	309 60			
Destination Agent Will Stamp Herein Station Name and Date C&O RY. AUG 16 1962 KGB&WRR AUG 16 1962 Kewaunee, Wis.		Destination Agent Will Stamp Herein Station Name and Date 12 STURGEON BAY, WIS.			Destination Agent Will Stamp Herein Station Name and Date 12 STURGEON BAY, WIS.			
FIRST JUNCTION		SECOND JUNCTION		THIRD JUNCTION		FOURTH JUNCTION		
COPY FOR A.F.R.								
540—THE NEW YORK CENTRAL RAILROAD COMPANY—540								

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

620 Pennsylvania 620 FREIGHT WAYBILL		
TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS THAN CARLOAD		
CAR INITIAL	CAR NUMBER	
AAR CLASS OF CAR ORDERED GM	LENGTH/COPY OF CAR ORDERED 53'	
TO STATION STATE 33 STREET YARD, NY, NY	DATE 1/7/1947	
CONSIGNEE AND ADDRESS STEEL PLATFORM	Waybill Number 4701104509	
ROUTE (Show in route order) PRR - NYC	Indicate how weights were obtained for L.C.L. Statements only. S - Supplier T - Tare Classification or Minimum R - Railroad Scale; E - Estimated S	
<small>ON C. I. TARIFFS - Instructions Regarding Tare, Ventilation, Milling, Weighing, etc. Refer to Whom Tare Should be Charged.</small>		
STOP THIS CAR AT Blue Island, IL		
AT DeWitt YARD, Syracuse, NY		
NO. PKGS. C/L	DESCRIPTION OF ARTICLES 2" Copper Pipe	
Time Car Spotted at Siding	Time to Unload	TRAIN
<input type="checkbox"/> AM <input type="checkbox"/> PM	2.5 HOURS	JS - 2

"A" Side

J-62-47		Form 151	
NEW YORK CENTRAL SYSTEM			
EMPTY CAR BILL			
CAR INITIAL	CAR NUMBER		
AAR CLASS OF CAR ORDERED XM	LENGTH/COPY OF CAR ORDERED 40'		
FOR HOME			
Billed from Team Track - 33rd Street Station			
To or Via 72nd Street Yard, NY, NY R. R.			
FOR LOADING			
Billed from			
TO			
Shipper	Spot		
INSTRUCTIONS - This form must accompany all empty foreign cars and must be used in billing private line cars under General Order Ten.			

"B" Side

J-62-47		Form 151	
NEW YORK CENTRAL SYSTEM			
EMPTY CAR BILL			
CAR INITIAL	CAR NUMBER		
AAR CLASS OF CAR ORDERED XM	LENGTH/COPY OF CAR ORDERED 40'		
FOR HOME			
Billed from			
To or Via 72nd Street Yard, NY, NY R. R.			
FOR LOADING			
Billed from 72nd Street Yard, NY, NY			
TO 33rd STREET YARD, NY, NY			
Shipper	Spot J. T. STANLEY SOAP		
INSTRUCTIONS - This form must accompany all empty foreign cars and must be used in billing private line cars under General Order Ten.			

Alternate "A" Side

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Loads can be generated inside a Yard or industry that will need a car to pick it up. On the New York Harbor the "FOR LOADING" portion of the "B" side is then filed out and placed into a load's waiting bill box.

The Yard master will then assign a car to the waybill and maneuver the empty car to the appropriate location to be load or clean if needed so it can be loaded.

Once the car is spotted at where it is to be loaded this side is crossed out and the car information is transferred to the other side.

With the car information transferred the time that the car was placed at the location is added and the clock starts for loading.

This car starts loading at 7:00 AM and will take 5 hours to load. This means that the car will be ready to send to Buffalo at 12:00 noon.

540 New York Central 540 FREIGHT WAYBILL		
TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS THAN CARLOAD		
CAR INITIAL NYC	CAR NUMBER 1642239	
AAR CLASS OF CAR ORDERED XM	LENGTH COPY OF CAR ORDERED 40'	
TO STATION STATE Buffalo, NY	DATE 1/15/1947	
CONSIGNEE AND ADDRESS FREIGHT HOUSE	Waybill Number 4701105582	
ROUTE Show in route order NYC	Indicate how weights were obtained for L.C.L. Shipments only: S - Shipper's T - Tare Classification or Museum R - Railroad Scale E - Estimated. E	
<small>NY C. L. TARIFF - Instructions Regarding Tare, Ventilation, Milling, Weighing, etc. if load Spotty to Whom Tare Should be Charged.</small> NA		
STOP THIS CAR DeWitt YARD, Syracuse, NY		
AT		
AT		
NO. PKGS.	DESCRIPTION OF ARTICLES	
C/L	Soap Products	
Time Car Spotted at Siding	Time to Unload	TRAIN
7:00	<input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	5 HOURS

No. 58 Taken 6-3-35
N.Y.C. VIADUCT Building
N.Y. City
N.Y. CENTRAL
GEORGE A. FULLER COMPANY

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

J-62-47 Form 151
NEW YORK CENTRAL SYSTEM
EMPTY CAR BILL

CAR INITIAL PRR	CAR NUMBER 2319
AAR CLASS OF CAR ORDERED XM	LENGTH COPY OF CAR ORDERED 40'

FOR HOME

Billed from Team Track – 33rd Street Station

To or Via 72nd Street Yard, NY, NY R. R.

FOR LOADING

Billed from _____

TO _____

Shipper _____ Spot _____

INSTRUCTIONS – This form must accompany all empty foreign cars and must be used in billing private line cars under General Order Ten.

This waybill is waiting for a car to be assigned to it so it can be placed on either a scheduled train or a extra.

With the assigning of this waybill to a Pennsylvania Railroad Mill Gondola Number 2319, it is placed on the active staging track and is ready to go out on Train JS-2 to 33rd Street Yard.

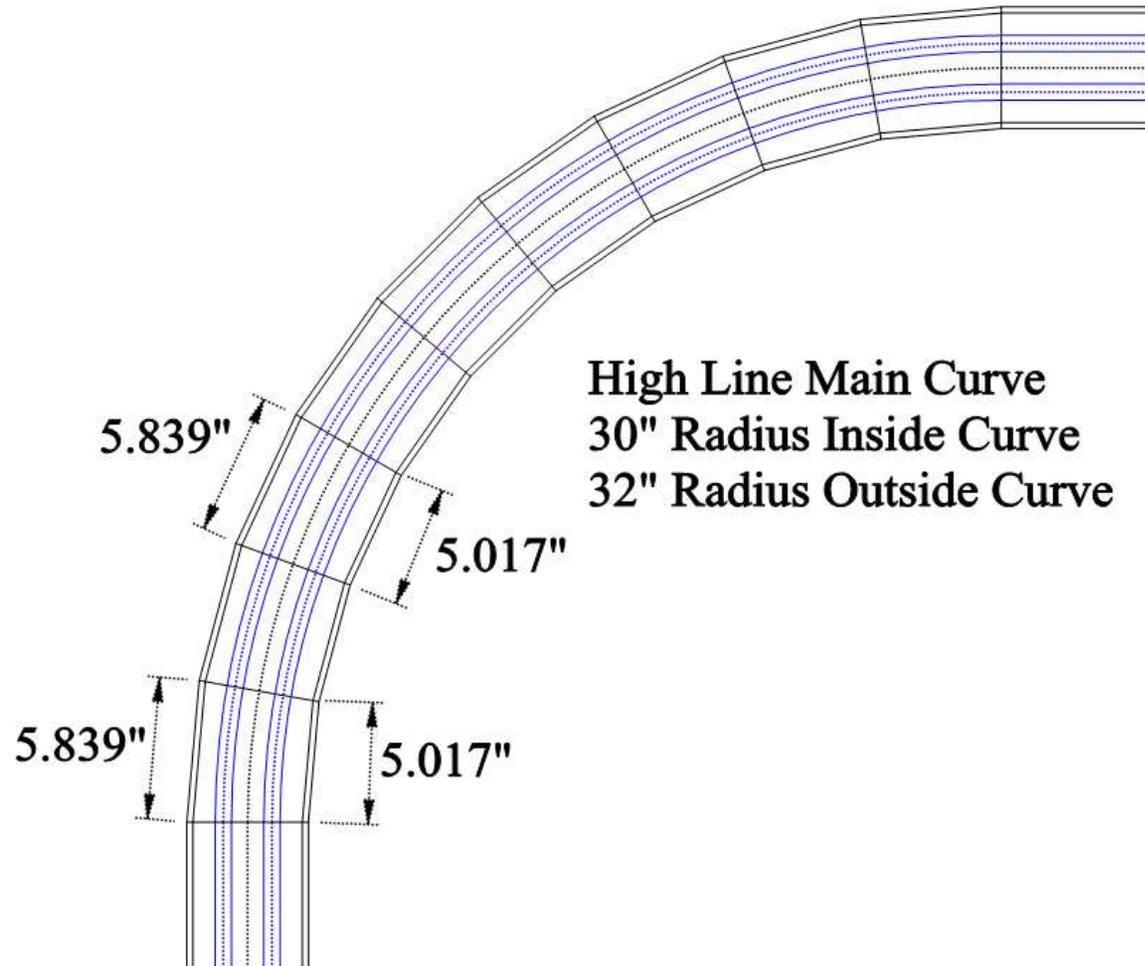
Once the car is place at the Steel Platform the arrival time is noted on the waybill. Then the clock starts to when the waybills actions are completed.

This car was placed at the siding a 3:30 PM. After 6:00 PM or 2 ½ Hours later the car has been unloaded and this waybill has been completed. The waybill is crossed our and the car information is transferred to the “B” side.

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.

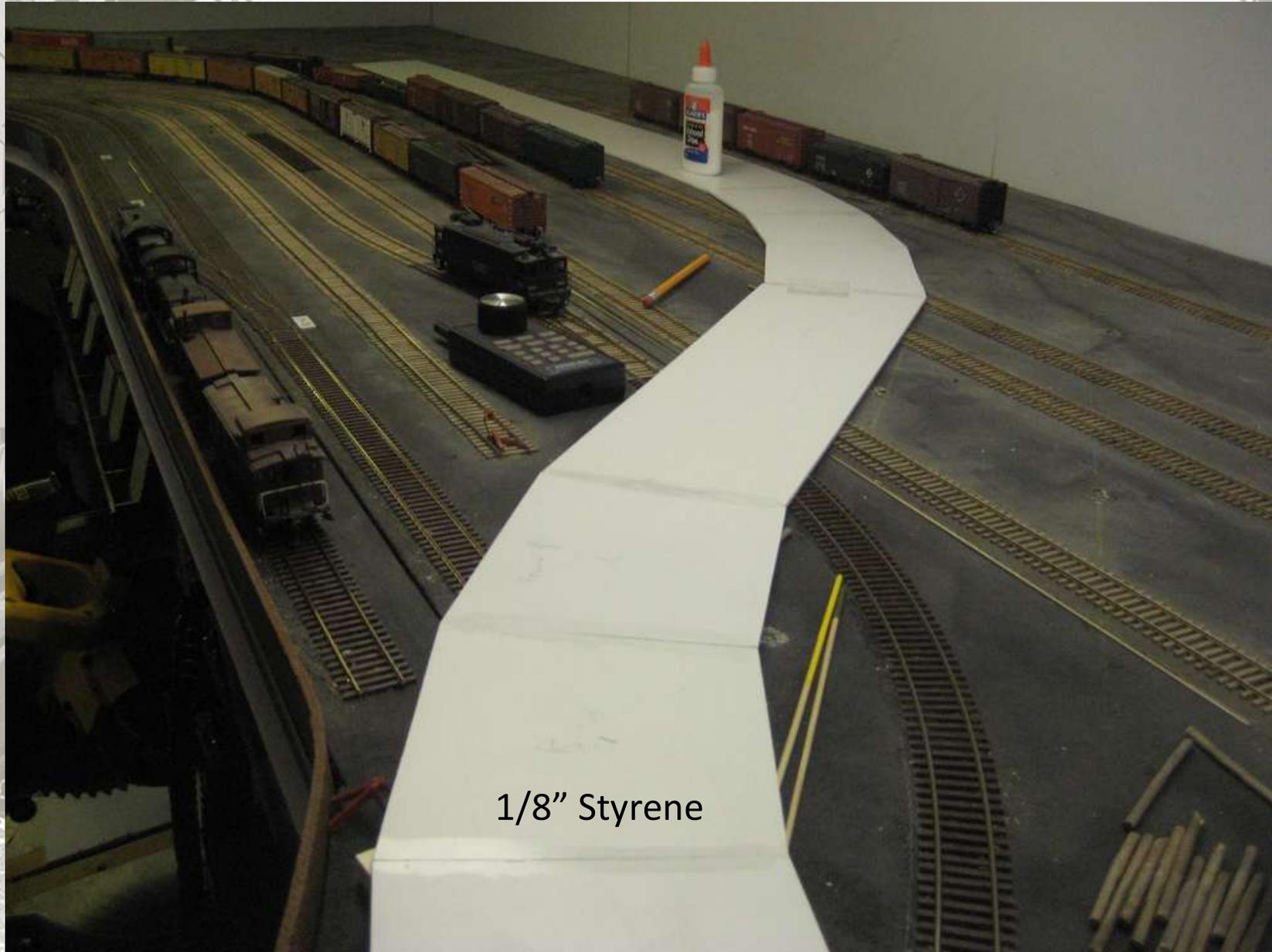
The original High Line structures on the layout over 33rd Street was torn down on January 2010. I have started, with the much help from my work crews, to rebuild the High Line into a prototypic structure. The following is showing the progress of that work.



8403
No. 58 Taxed 6-3
N.Y.C. VIADUCT
N.Y.
N.Y. CENTRAL
GEORGE A. FULLER COMP

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



1/8" Styrene

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

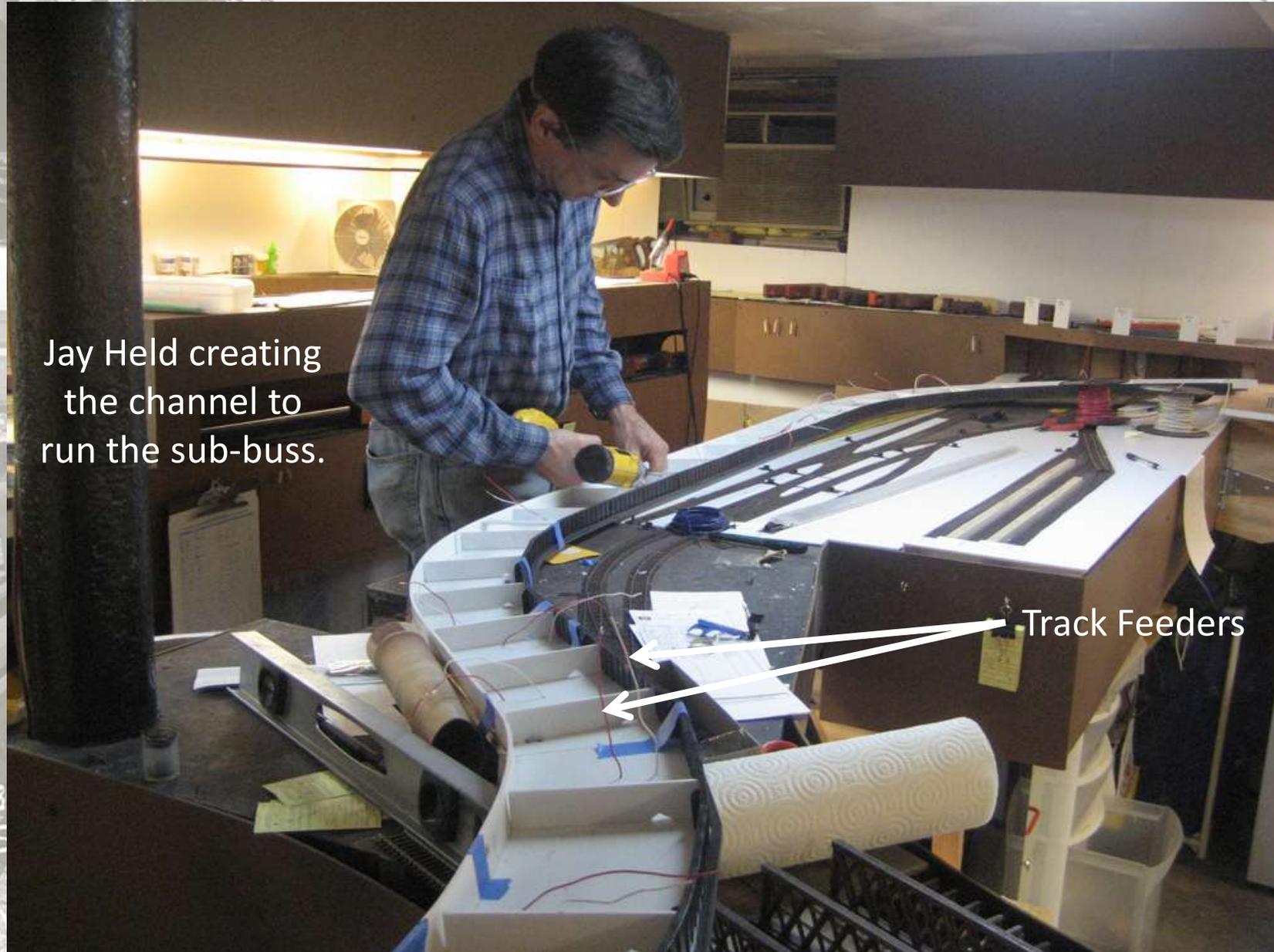
Current High Line Re-Construction.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.

Jay Held creating the channel to run the sub-buss.



Track Feeders

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



As of November 17, 2010

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Current High Line Re-Construction.

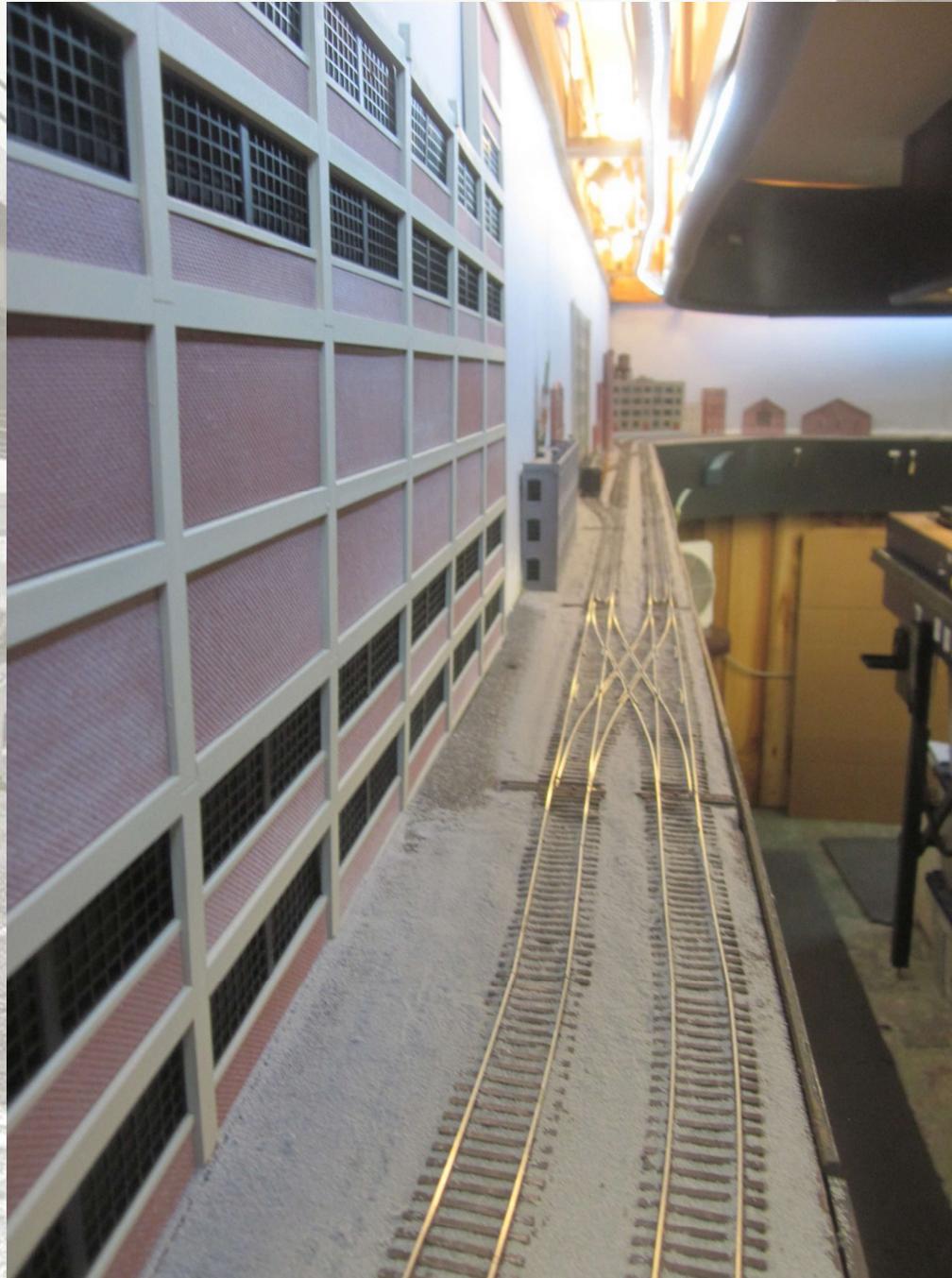


Removable active
staging deck.

Researching, modeling and operating the New York Central Railroad's High Line In HO Scale



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

Special Thanks to my work and operations crews! No Really

Craig Bisgeier

Tom Callan

Ted Dilorio

Neil Henning

Jay Held

Ralph Heiss

Ted Pamperin

Phil Monat

Ray Lewis

Special Thanks to.....



Researching, modeling and operating the New York Central Railroad's High Line In HO Scale

....

Ron Parisi

Thom Flagg

Anthony Thompson

Rail Marine SIG

OP-SIG

Friends of the High Line (New York Central Construction Photo's)

Mike MacDonald's Photo Bucket Site (Old New York Photos)

Bob's Photos

Bing Maps



Researching, modeling and operating the New York Central Railroad's
High Line In HO Scale

QUESTIONS?

8403
No. 58 Taken 6-3-33
N.Y.C. VIADUCT Building
N.Y. City
N.Y. CENTRAL Railway
GEORGE A. FULLER COMPANY

Researching, modeling and operating the New York Central Railroad's
High Line In HO Scale

Thank You!



Operating the first Friday of the month!

Dramos_1701@yahoo.com

<http://www.hyhrr.com>

8403
No. 58 Taxed
N.Y.C. VIADUCT Building
GEORGE A. FULLER COMPANY



FIN

N.Y. CENTRAL Bldg.
BY GEORGE A. FULLER COMPANY