

*New York  
New Haven  
and Hartford*

# **Moving My H0 New Haven Layout With Minimal Carnage From February 1, 2019 to March 2, 2019, and the layout today!**



# THE LOGISTICS OF THE MOVE; 4.6 MILES.

From here



To here



**FIRST OFF, WHO WOULD  
HAVE THE TALENT, THE  
SKILL AND AMBITION TO  
HELP WITH SUCH A  
MONUMENTAL and  
daunting TASK??**

**THE WORLD WONDERS!**

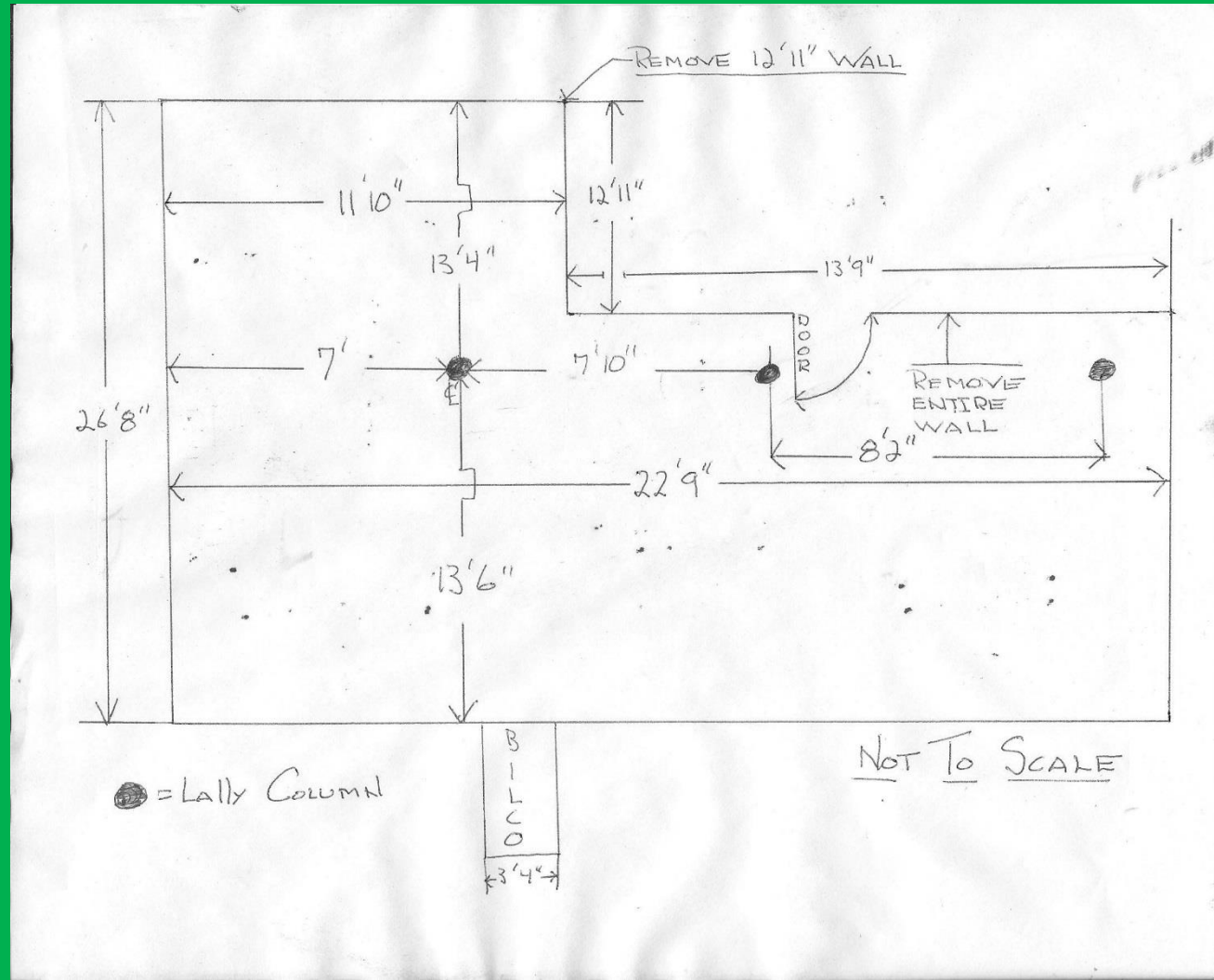
*. . . I don't think so!!*



**So, Don Mitchell would help. . .is that thing loaded??**



First order of business for me was to measure the area where the layout would be moved.



From storage room to a finished RR room??



*But wait. . .there's more!!!*



Major modifications would have to be made  
at the layout's new location.



These 2 walls at the new location would have to come down.



*And. . . down they came!! Eventually one wall would be replaced to separate the 2 areas of the basement*



The new “separating” wall after completion.



Before the RR could be moved, the new RR room would have to be built while the layout had to be prepared for its move.

**Before**



**During**



Installing the sheet rock.



Boxing in the center beam.



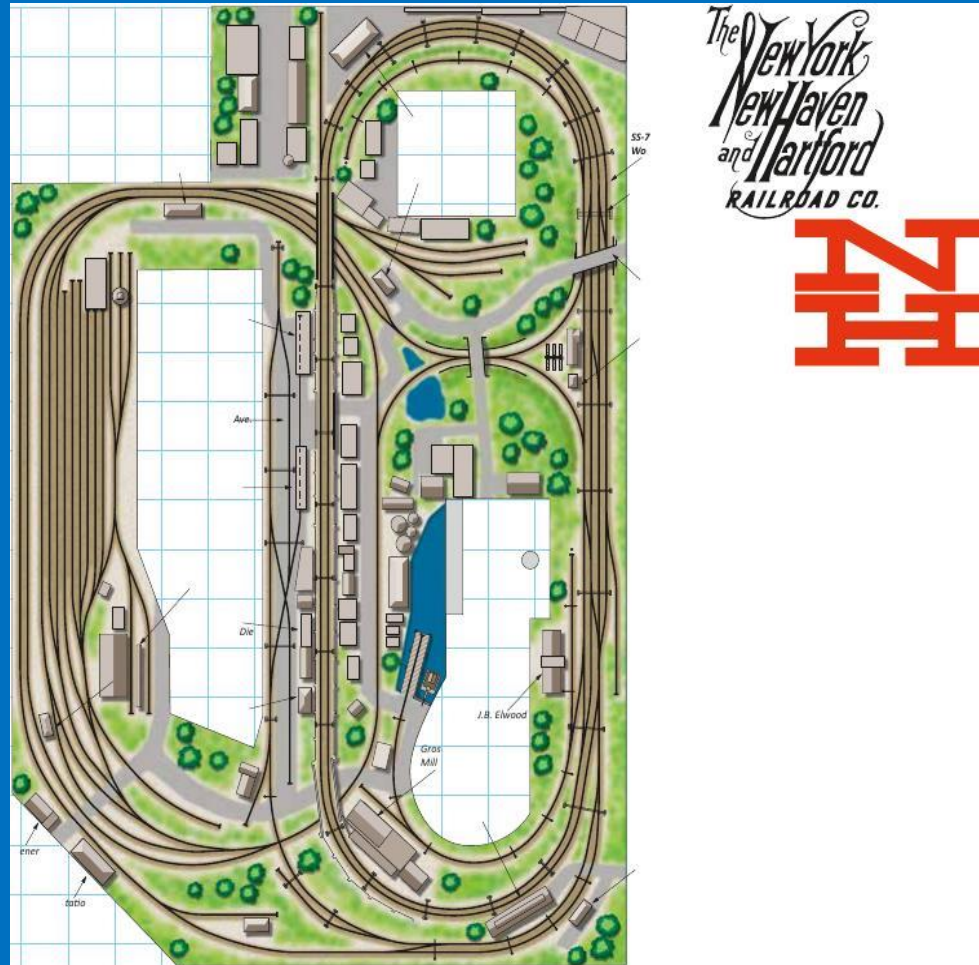
As work continued.



The same area upon completion.



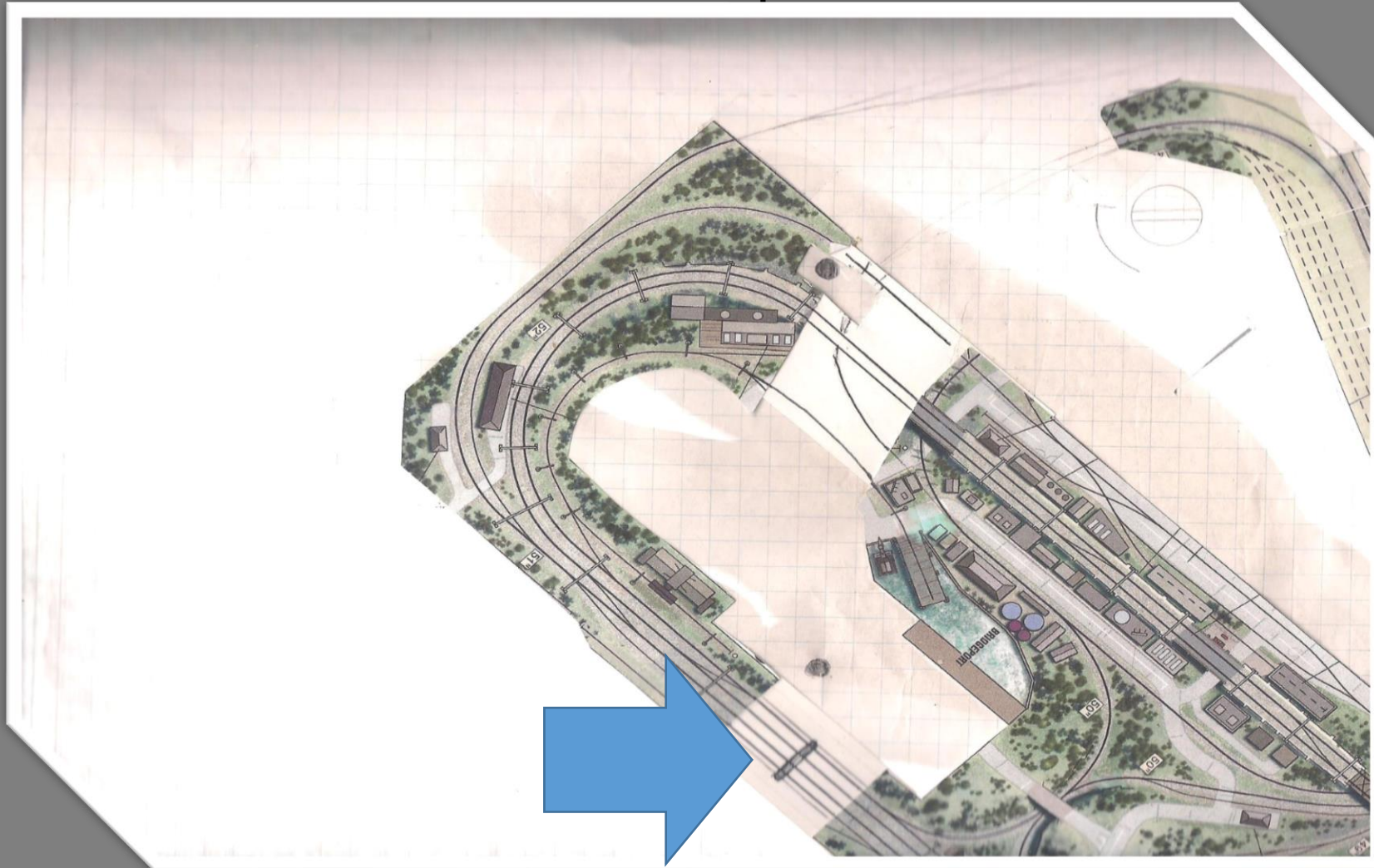
Track plan as it existed originally. I asked Don if the Housatonic River bridge, The Berkshire Line and Cedar Hill Yards could be added? The answer was yes!



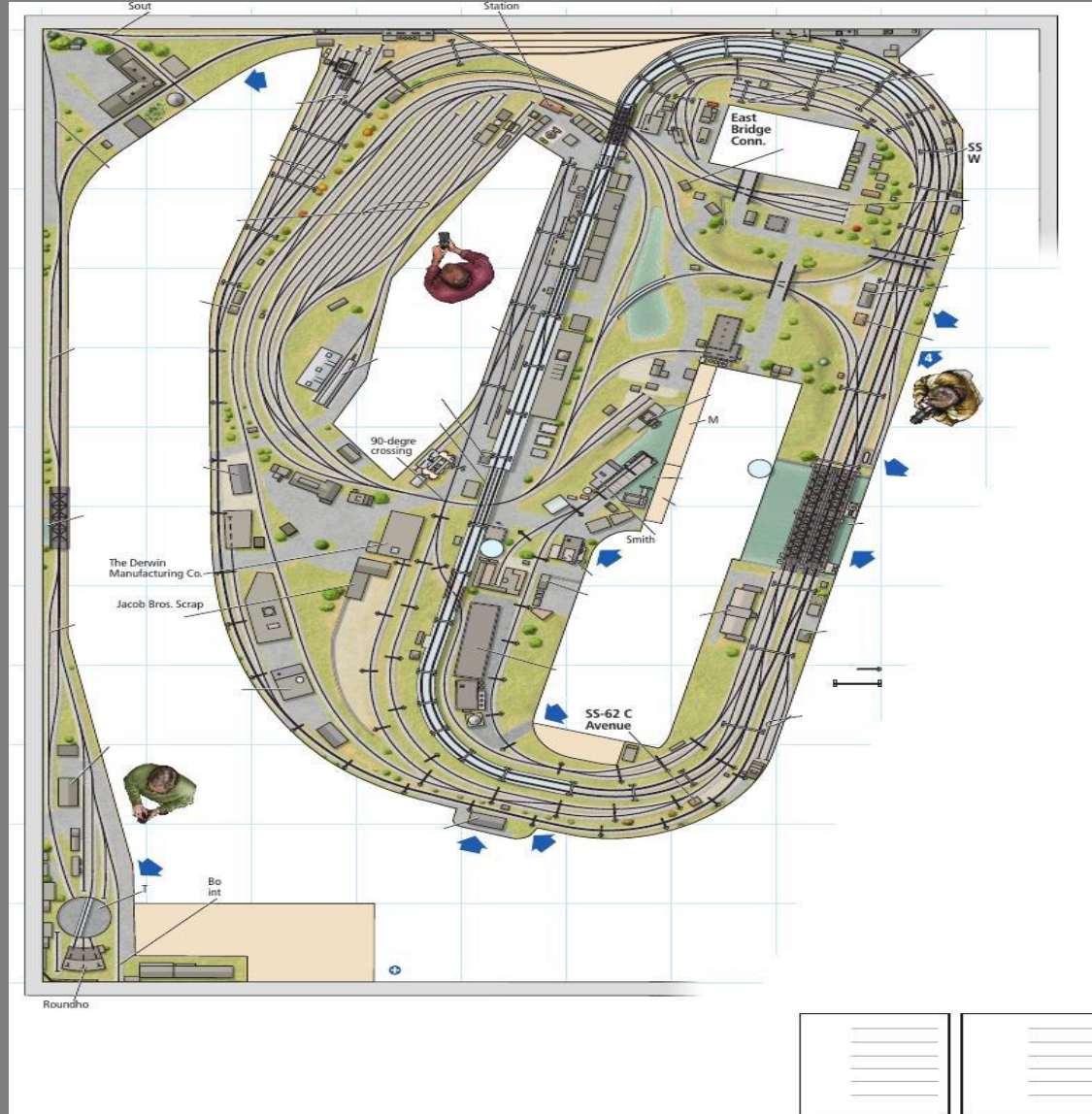
Instead of the layout paralleling the walls, he would re-assemble it at 45 degrees and extend the layout 3 feet for the bridge.

Being moved to a larger room would allow for Cedar Hill and the Berkshire! It would also allow almost 360 degree viewing of the layout.

So, after reviewing the floorplan and seeing what could be done, this was the result of what Don came up with.

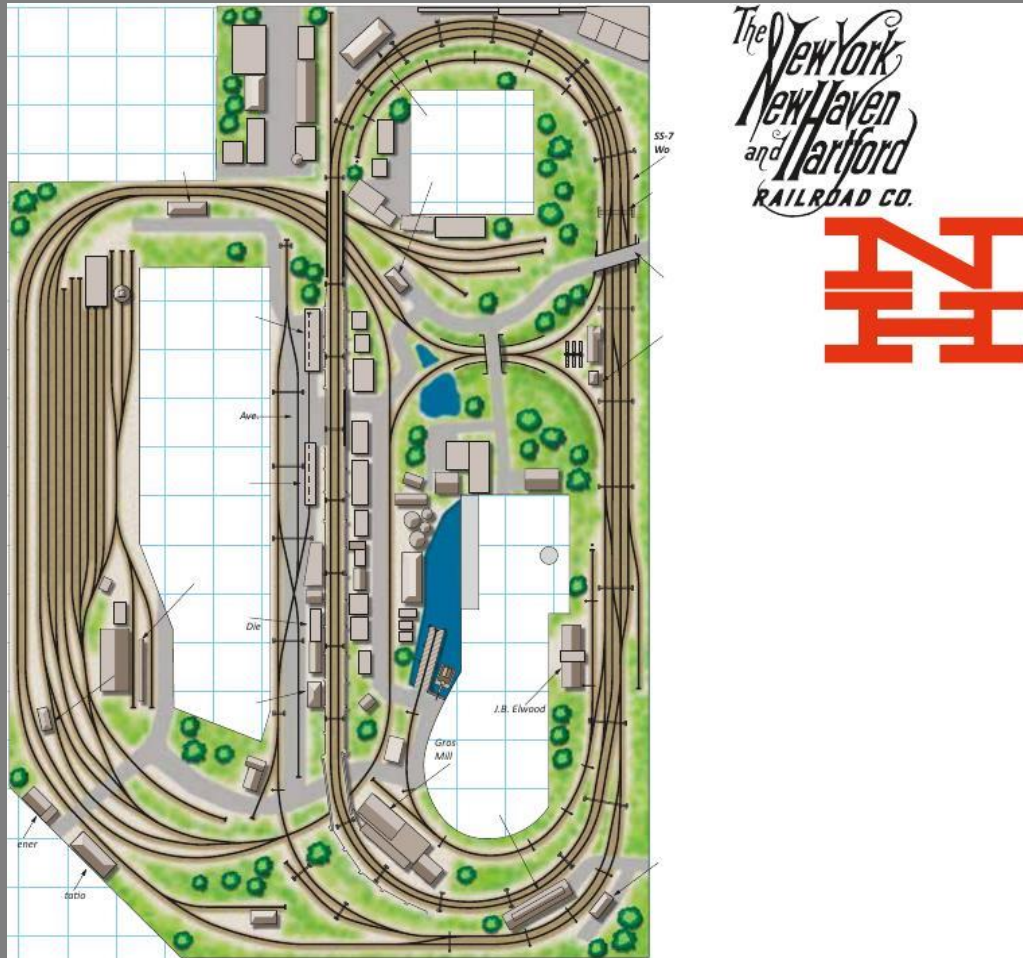


This would be the new track plan.

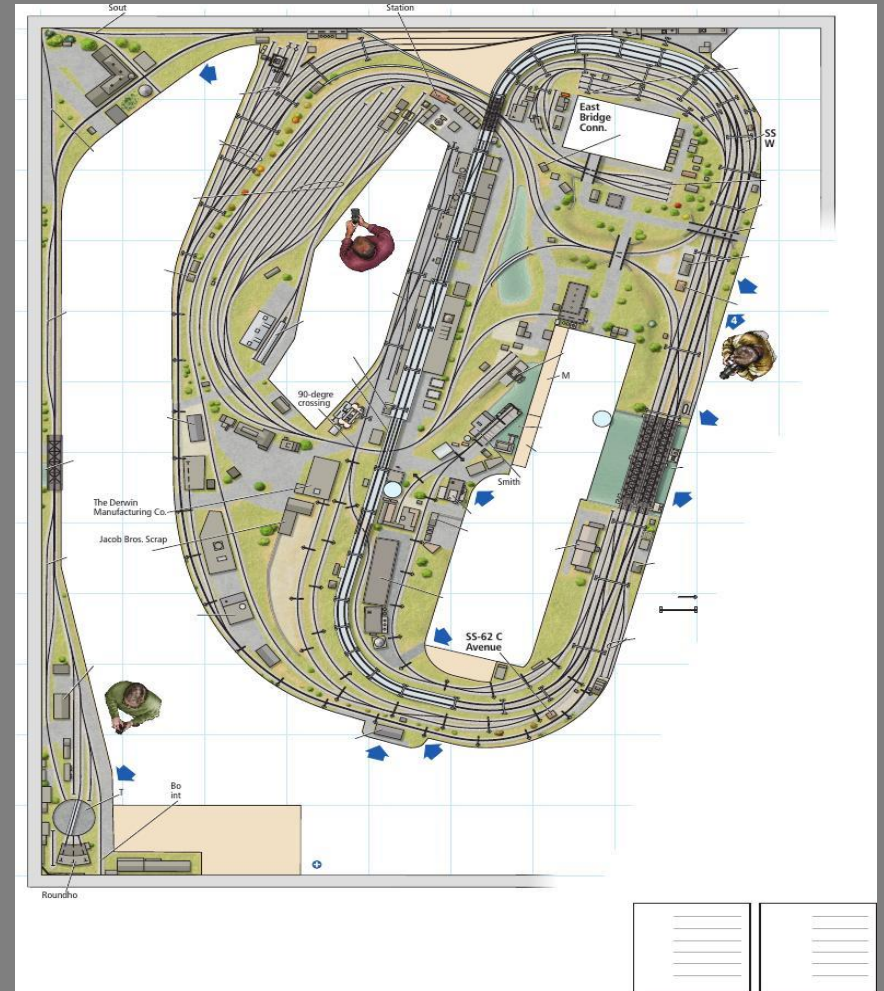


# Comparison of track plans.

As built.



As expanded.



The layout before the move.



# EF-2 motors at Devon.

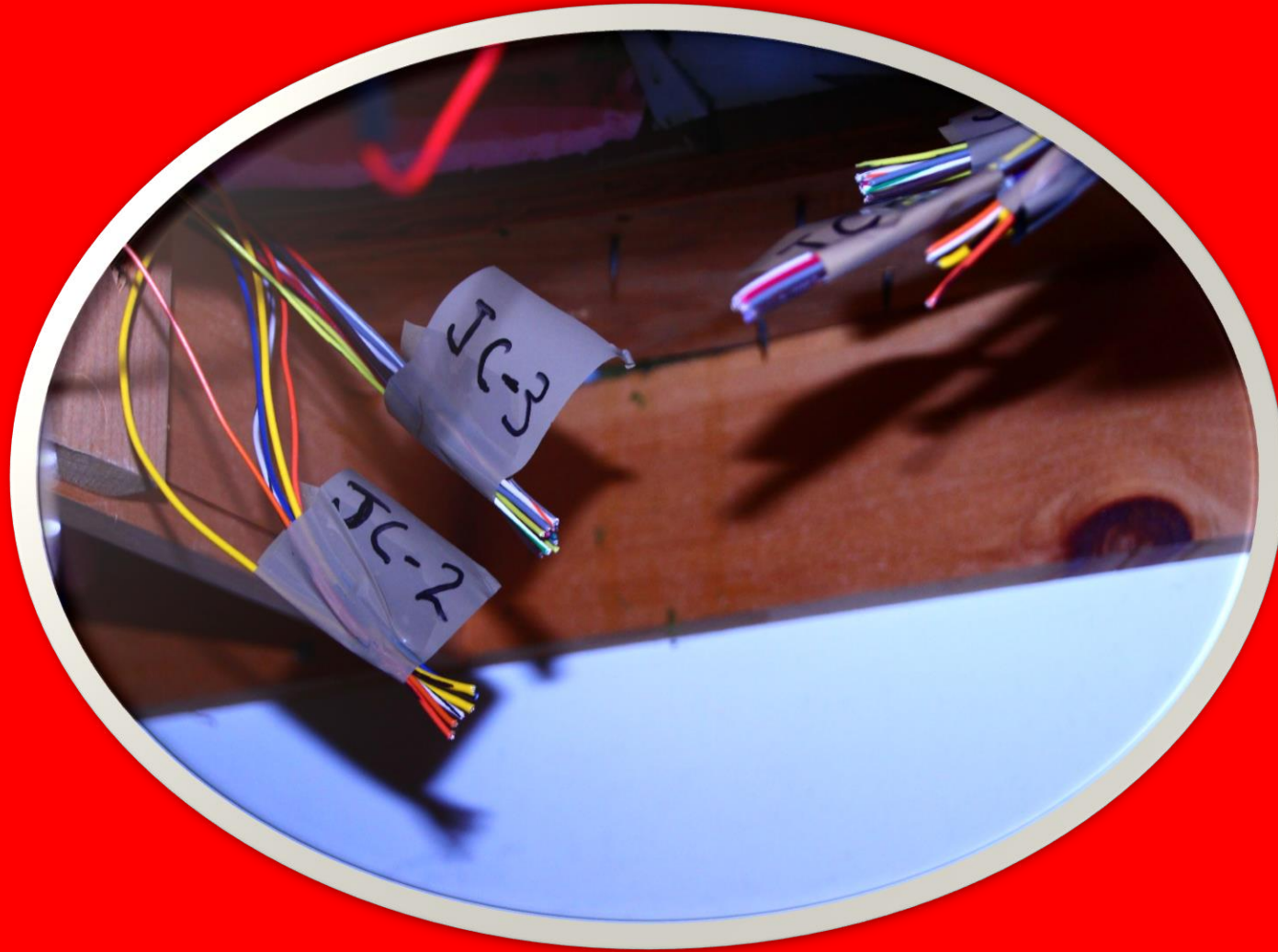


# Sectional overview of layout.

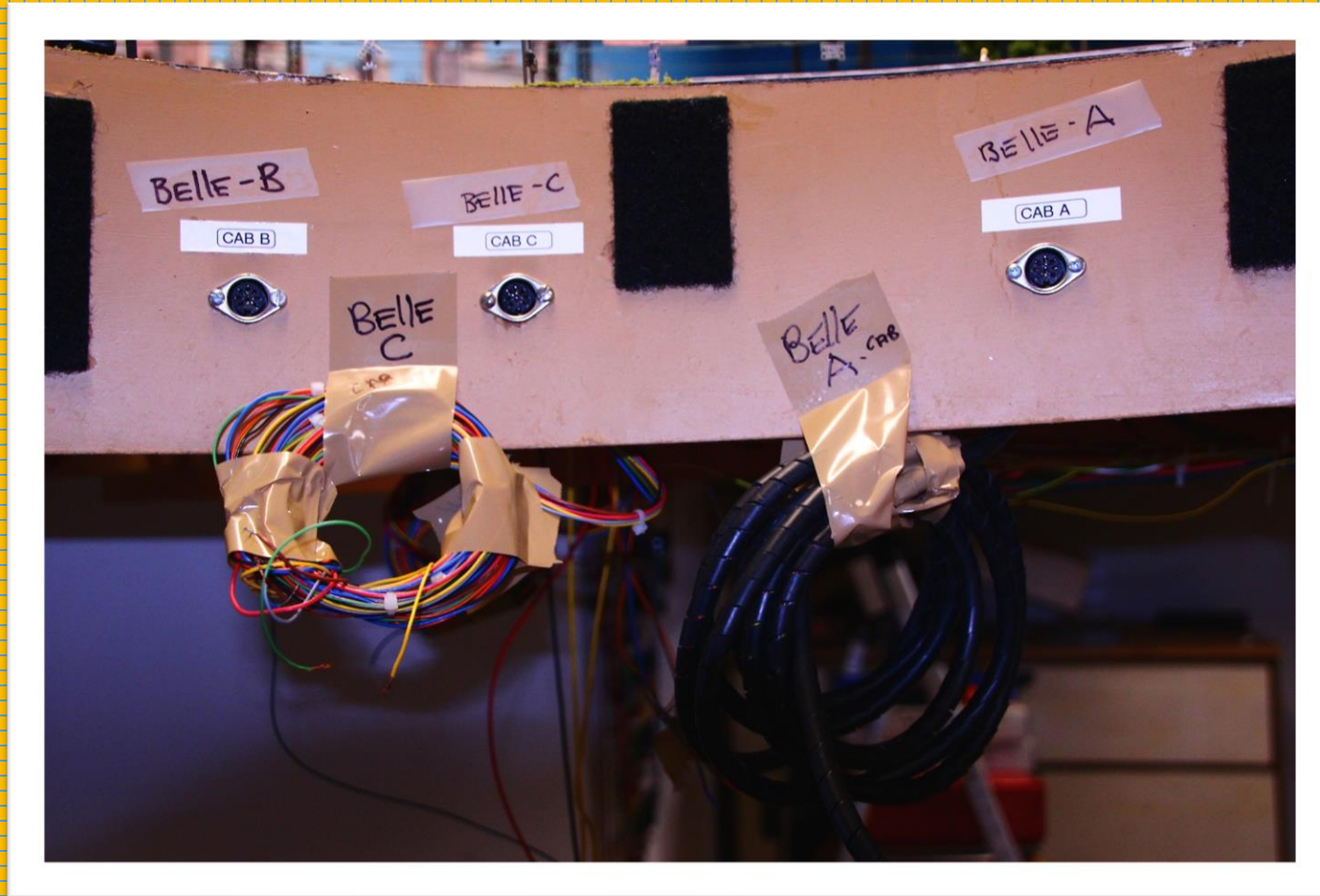


Preparing the layout for  
the move. . .not to  
mention its owner. .  
.ME!!

Wires needed to be coded  
and cut prior to moving.



*More coding on the fascia.*



The 4 power supplies...what a "treat" that was!



# Mean time. . .“back at the ranch” work continued.

New room almost completed.

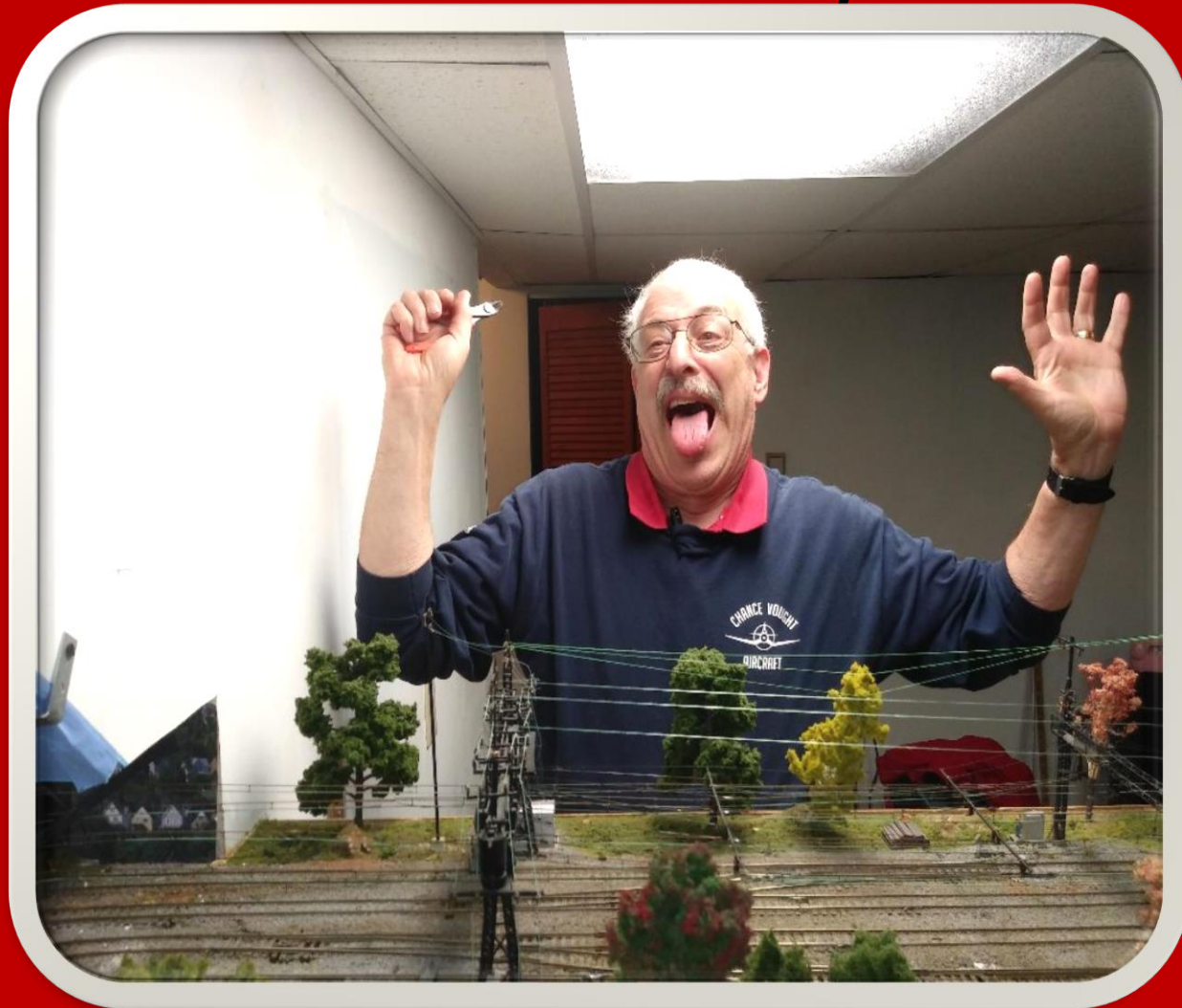


Finally done, awaiting the layout.



*Now that all of the logistics had been worked out, it was time to initiate “Operation Big Move.”*

Preparing to cut the catenary. . ."Oh, the humanity!!"



This is what you don't want.



# The first cut is the worst!



The first section to come out was Devon.



**Devon fully removed and propped up  
ready to go.**



**Devon out of the basement and being prepared for loading  
into the truck, Feb. 1, 2019.**



**IT WAS AMAZING HOW MANY SHOWED UP  
TO HELP MOVE THE LAYOUT. PROBLEM  
WAS, THE LAYOUT SECTIONS WOULD NOT  
EVEN FIT IN A C-5A!**



Since the C-5A would not work, Don recommended a box truck. . .and it worked!!



*Bridgeport Harbor before the move. . .*



Bridgeport Harbor with control panel at  
new location. . .looks like “Prince  
Spaghetti Day!!”



Is this really going to go back into place...  
and work too. . .??



# Organizing the wires. . .



# Bridgeport Harbor installed and in service!



As the new RR room was completed, more layout sections were removed and transported to their new home.



*The layout gone, next comes the clean-up!*



After the clean-up!



Devon and E. Bridgeport at new location.



Don constructing the first L-Girder.



L-Girder securely mounted to the wall.



“L” Girder construction progresses.



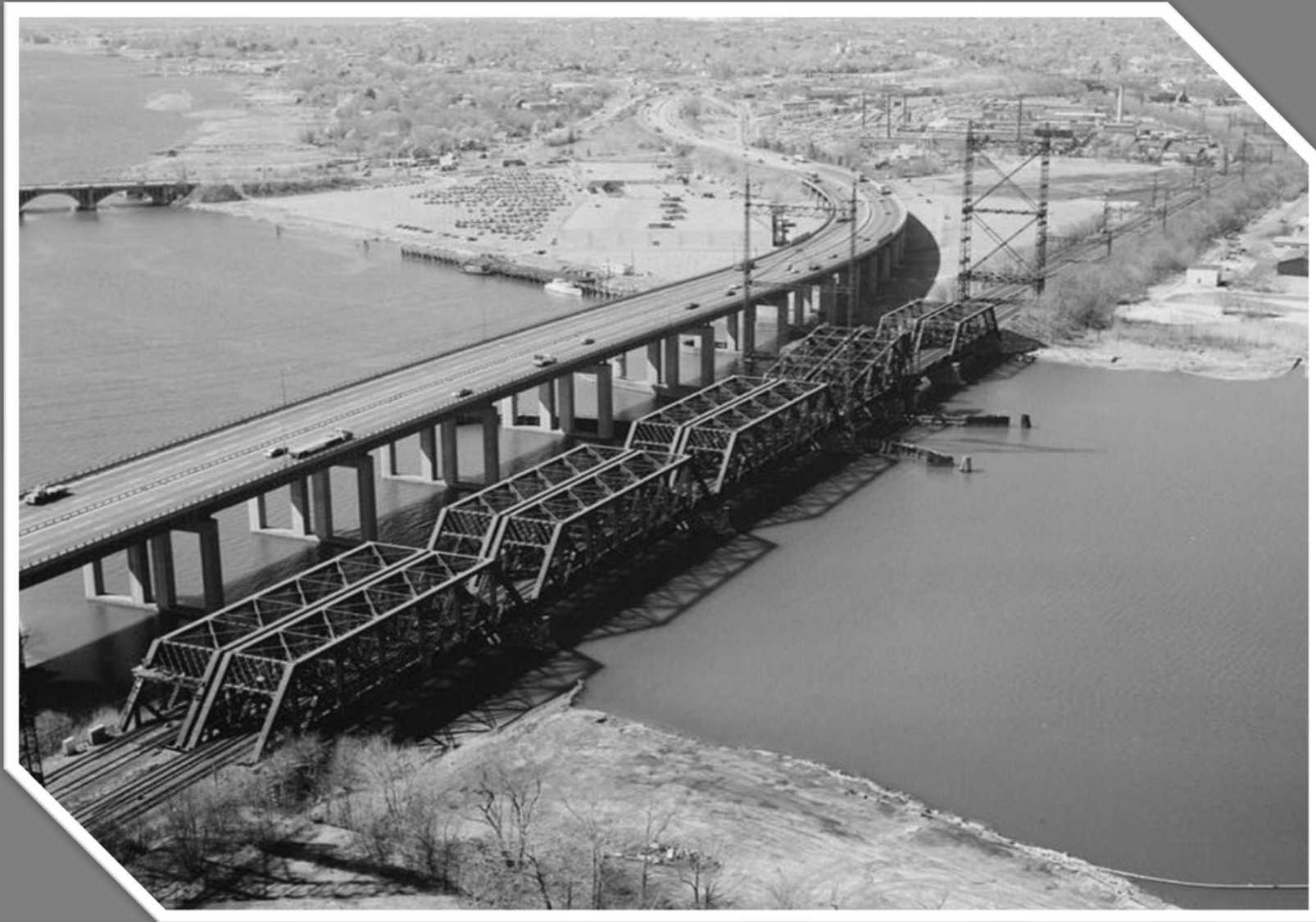
Devon firmly attached to L-Girder.



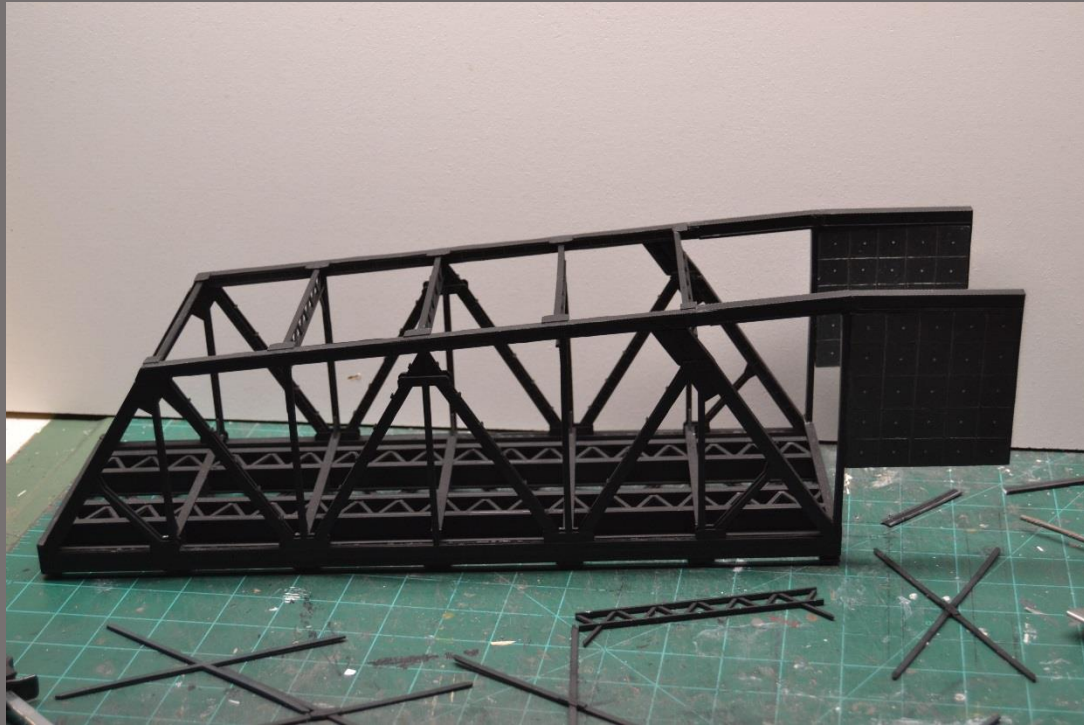
The 3 foot extension for eventual placement of Devon Draw and the Housatonic River.



The prototype between Devon and Stratford.



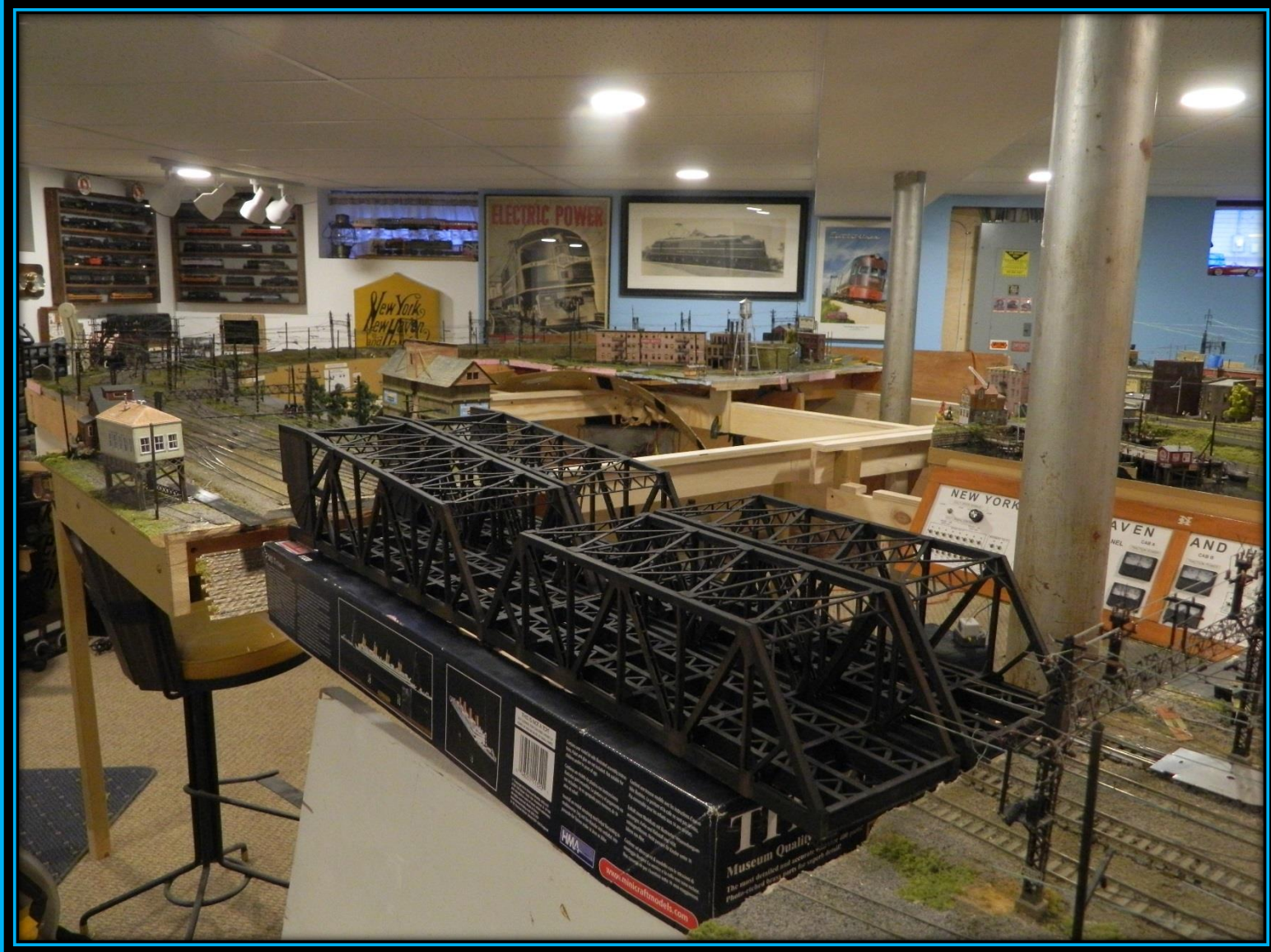
**Scherzer under construction**



**Operators cabin under construction**



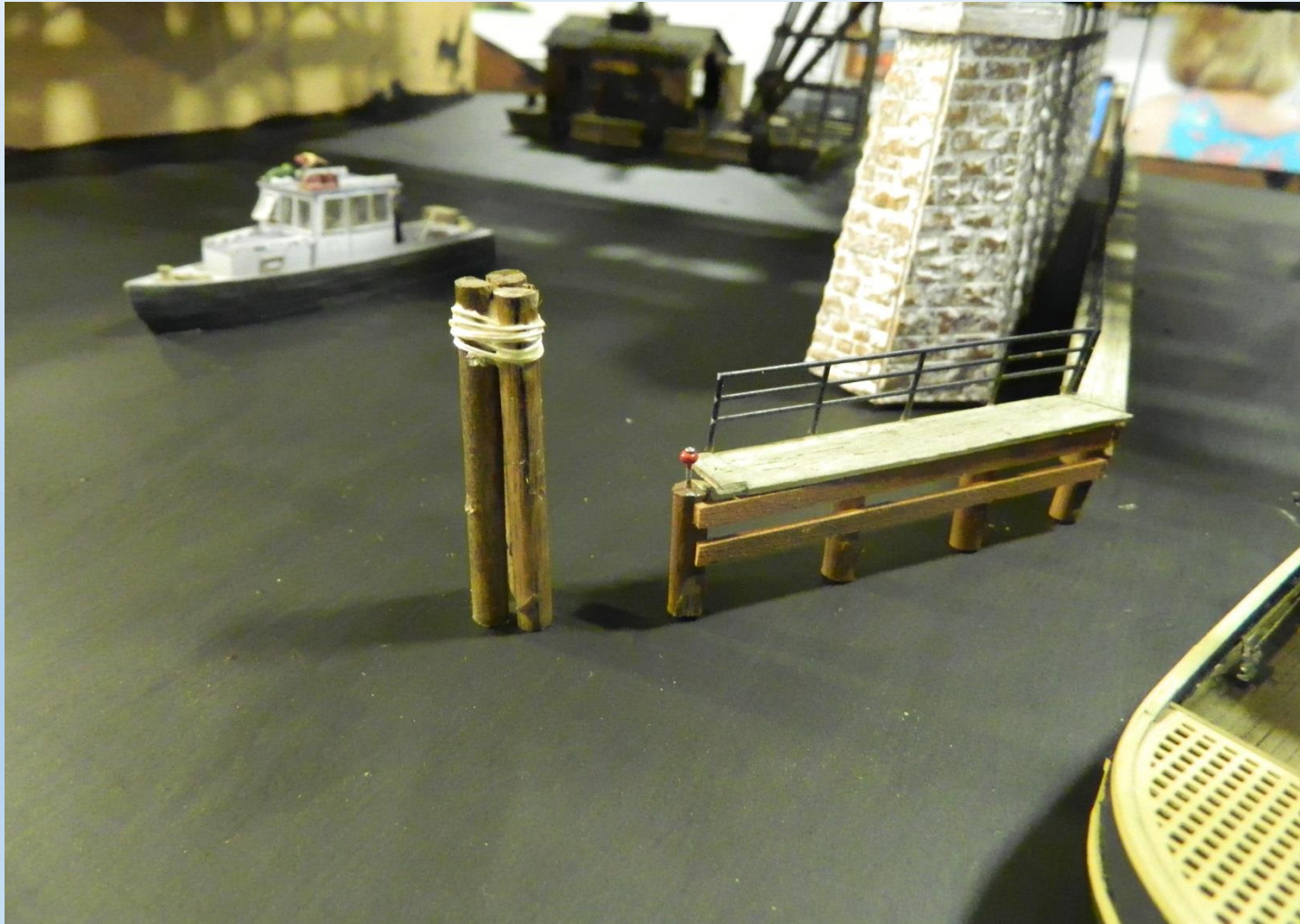
Temporary placement of Devon Draw to size things up.



River bed in place. Next step; painting it and making the stone piers.



River painted, dolphins, piers and fenders in place.  
Next step, “pouring” the river.



The river after the pour. Next step was using stippled Liquitex to create “moving water.”



The river completed!



The completed bridge with 4 tracks, catenary and the high transmission towers.



Overhead view of the bridge.



North side of the bridge.



# Sunset on Devon Draw.





Since the layout was extended 3 feet in the front, that also meant 3 feet in the back.



“L” girder to support 3’ extension in the back.



After placement of plywood and homasote  
came track installation.



The next priority was planning the scenery.



*Pouring the streets.*



Placing the structures.



The completed area.



12"=1' scale skewed bridge on Jenkin's Curve.



The 1:87 “skewed bridge” on Jenkin’s Curve.



Seaview Ave. section in place.



Seaview Avenue, back up and running.



Adding the spline for a complete loop of track 4.



Filling in open areas with foam. Wooden blocks are for the catenary poles.



# Completing spline and adding structures.



# Completed section with catenary!



# Station at Kent, CT.



RDC 24 arriving at Kent.



# Cannondale under construction and completed.



MU's making a stop at Cannondale.

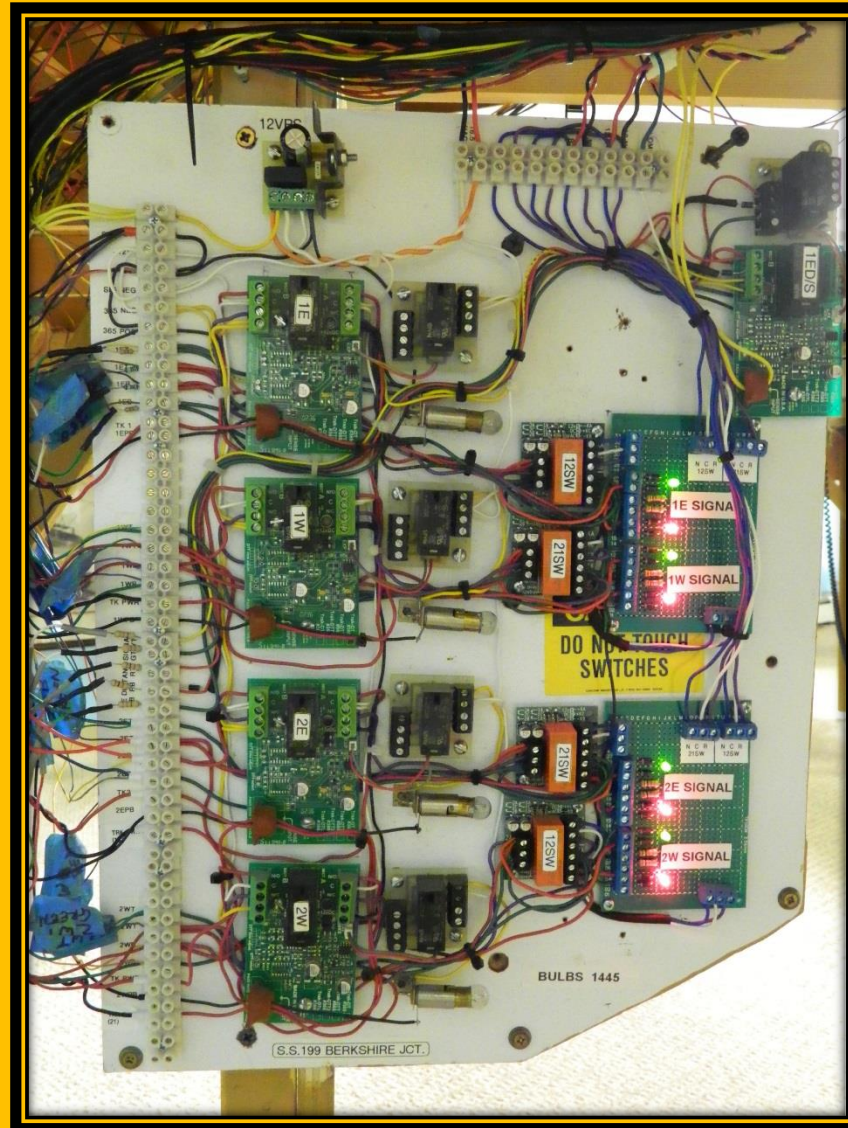


Adriani Power Supplies; “WE USE DCC. . .*D*irect *C*urrent *C*ontrol.”



Leaving the main and  
heading to the Berkshire.

# Berk Jct. Signal Relay Panel.



# Eastbound home signals at Berkshire Jct.



Location for Canaan.



# Benchwork for Canaan.



# Canaan benchwork under construction and in place.

**Under construction.**



**In place awaiting Canaan.**



Yellow arrows indicate bench work for Cedar Hill.  
The Berkshire bench work is to the left.



# Masking for the roads.



Canaan completed.



# Overview of Canaan station.



# NH/CNE diamond at Canaan.



# Scenes in Canaan.

**Rt. 44 in Canaan.**



**No. 140 arriving Canaan.**



View from FL9 2059 arriving Canaan, No.141.

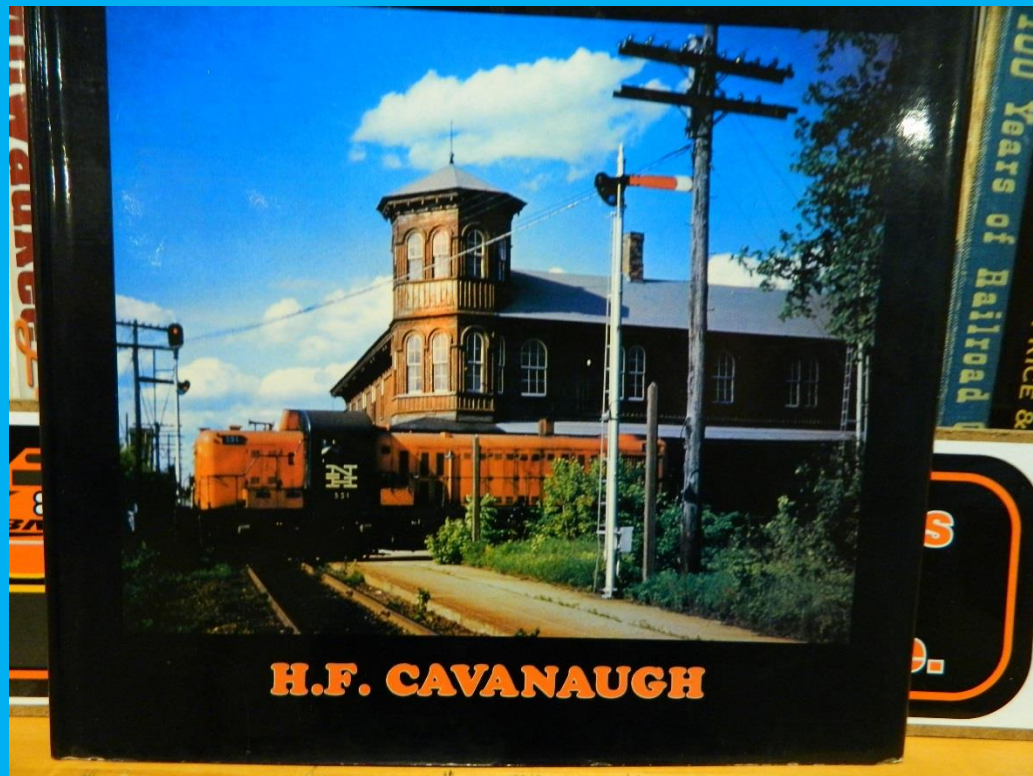


Lakeville local preparing to depart Canaan.



# Prototype vs Model...

12"=1' scale Lakeville local.



3.5mm=1' scale Lakeville local.



Moving to Pittsfield. Final track placement.



Spreading joint compound for streets.



Pittsfield completed.



No. 141 with 1359 in Pittsfield.



# Turning an FL9 in Pittsfield.



*The last phase was adding Cedar  
Hill Yard.*

Mock up for the coal dock area.



# Cedar Hill engine pit.



RailPictures.Net - Image Copyright Tom Nelligan



I-5 at the coal dock.



Catenary installed at the new Cedar Hill motor storage.



EF-3b 0151 having just arrived in Cedar Hill.



12"=1' scale



3.5mm=1' scale



C-425 2554 and EF-4 308 share tracks at the Cedar Hill engine pit.



EF-4 “Virginians” under the wires in Cedar Hill Yard.



# Aerial view of Cedar Hill from a HO Piper Cherokee 140.



# Cedar Hill/Berkshire Auxiliary Panel.



EF-4 with Faively pan at SS 63.



Jet rounds Jenkin's Curve.



Jet at SS 63.



# S.S. 73 Woodmont before the wires went back up.

**Looking east.**



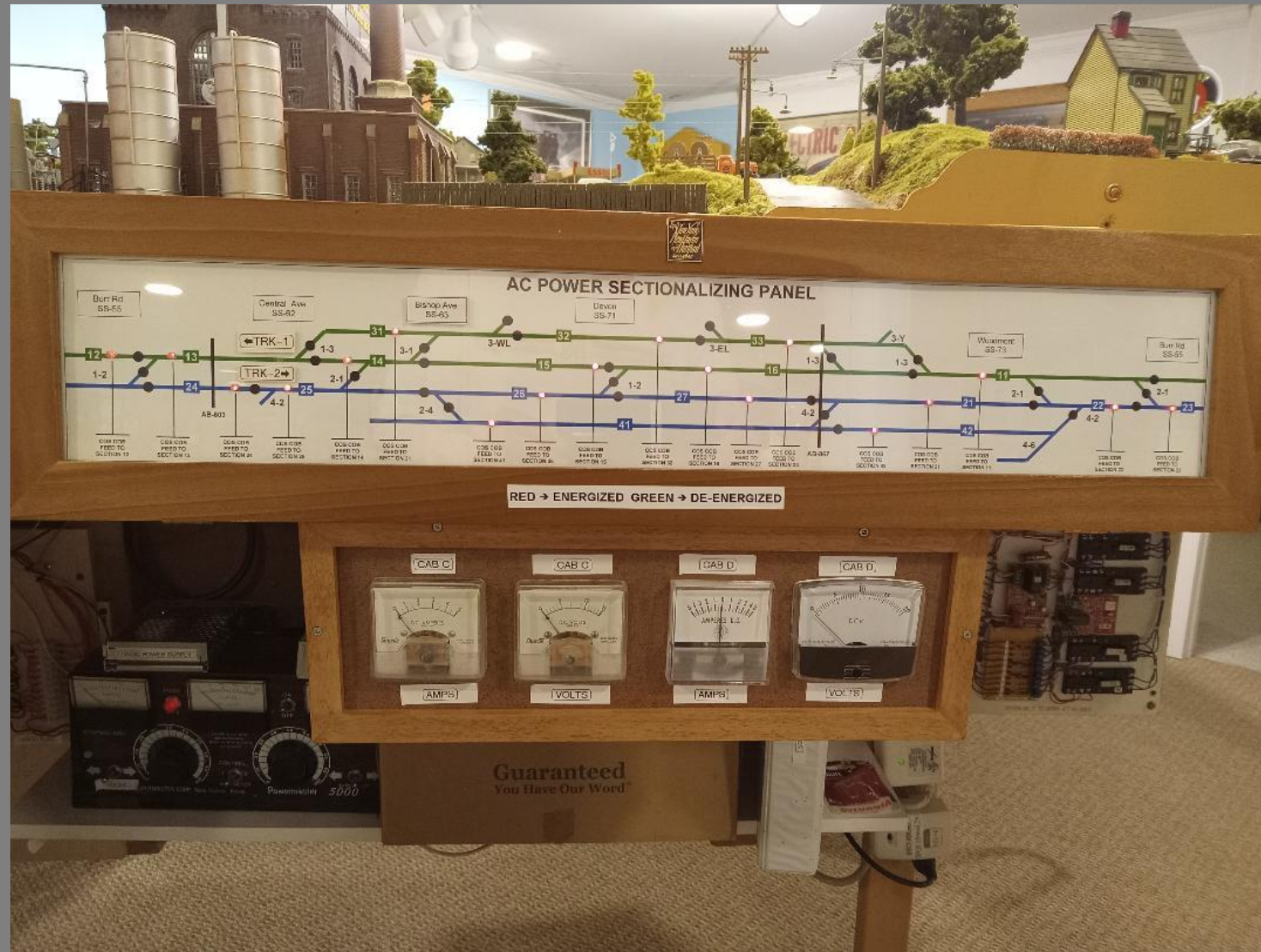
**Looking west.**



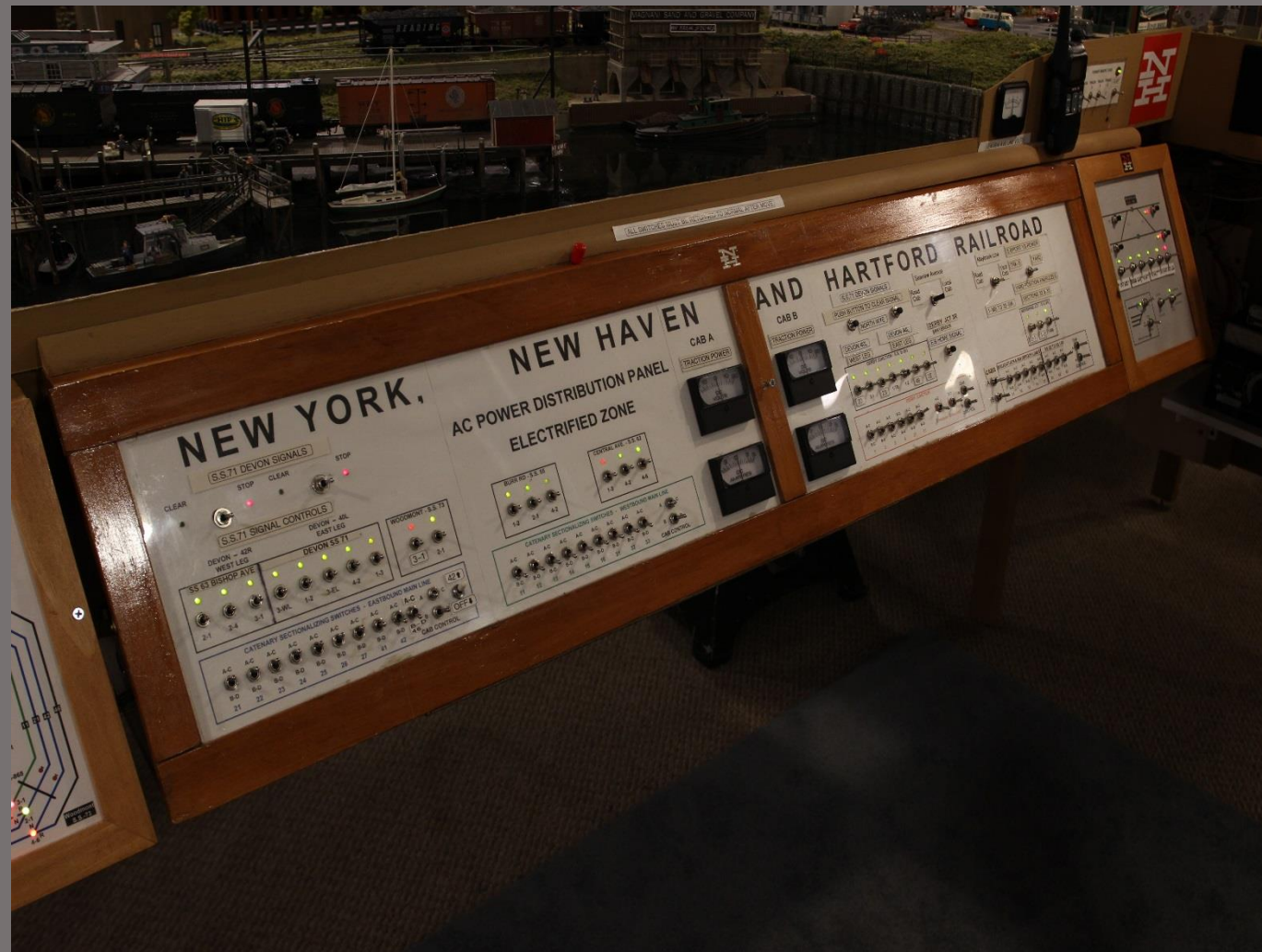
# Catenary sectionalizing bridge at S.S. 73, Woodmont.



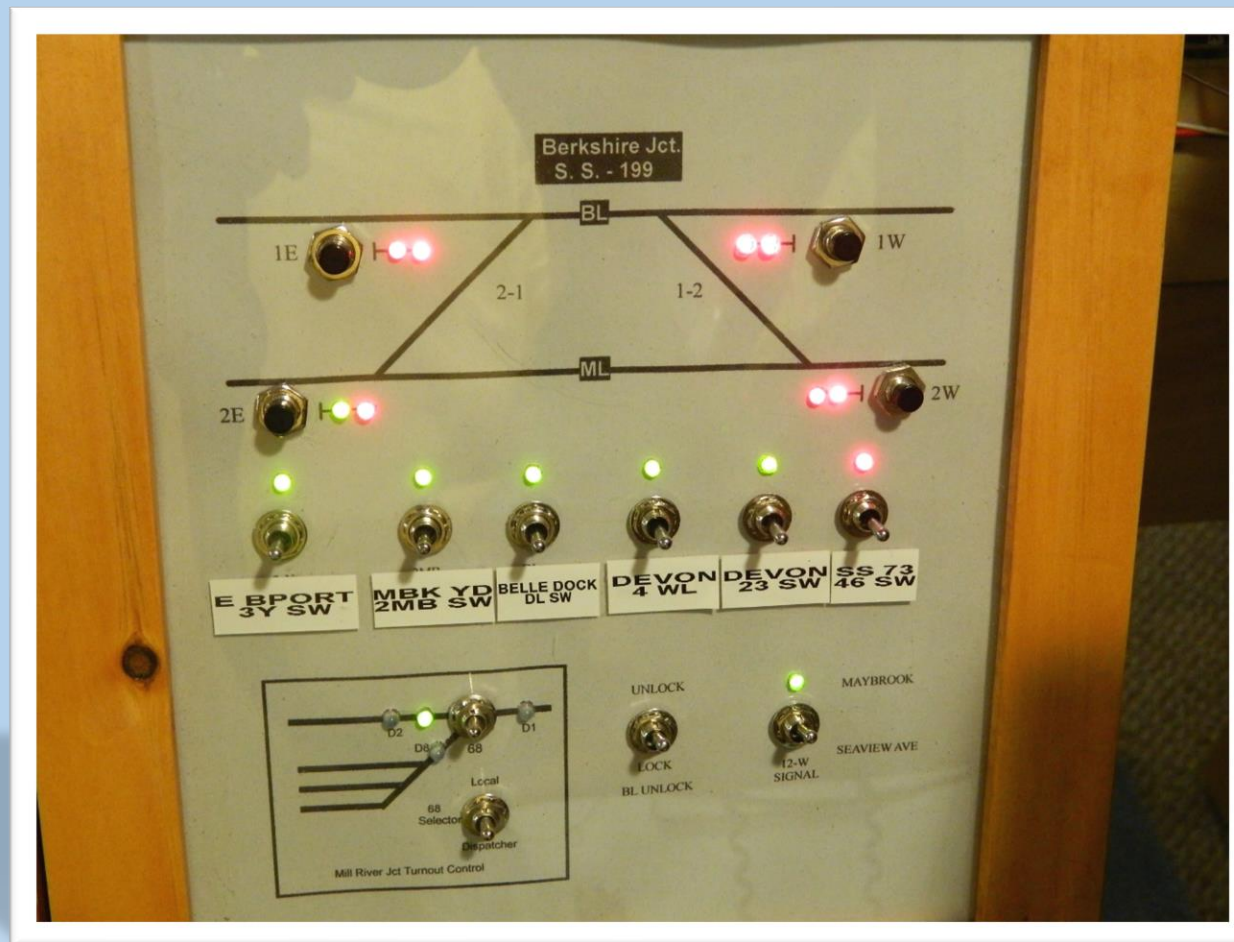
# Power sectionalizing panel.



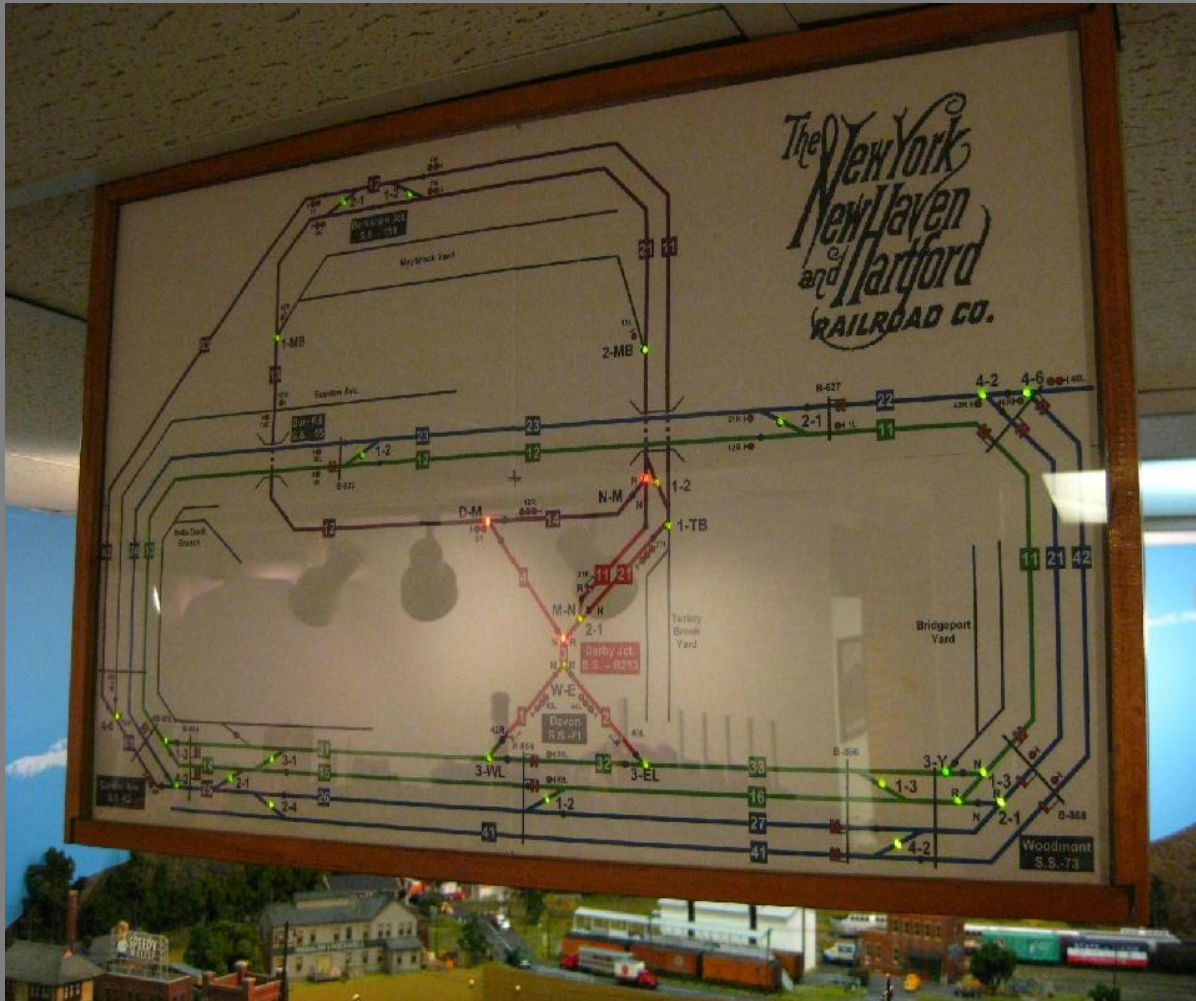
# Main control panel.



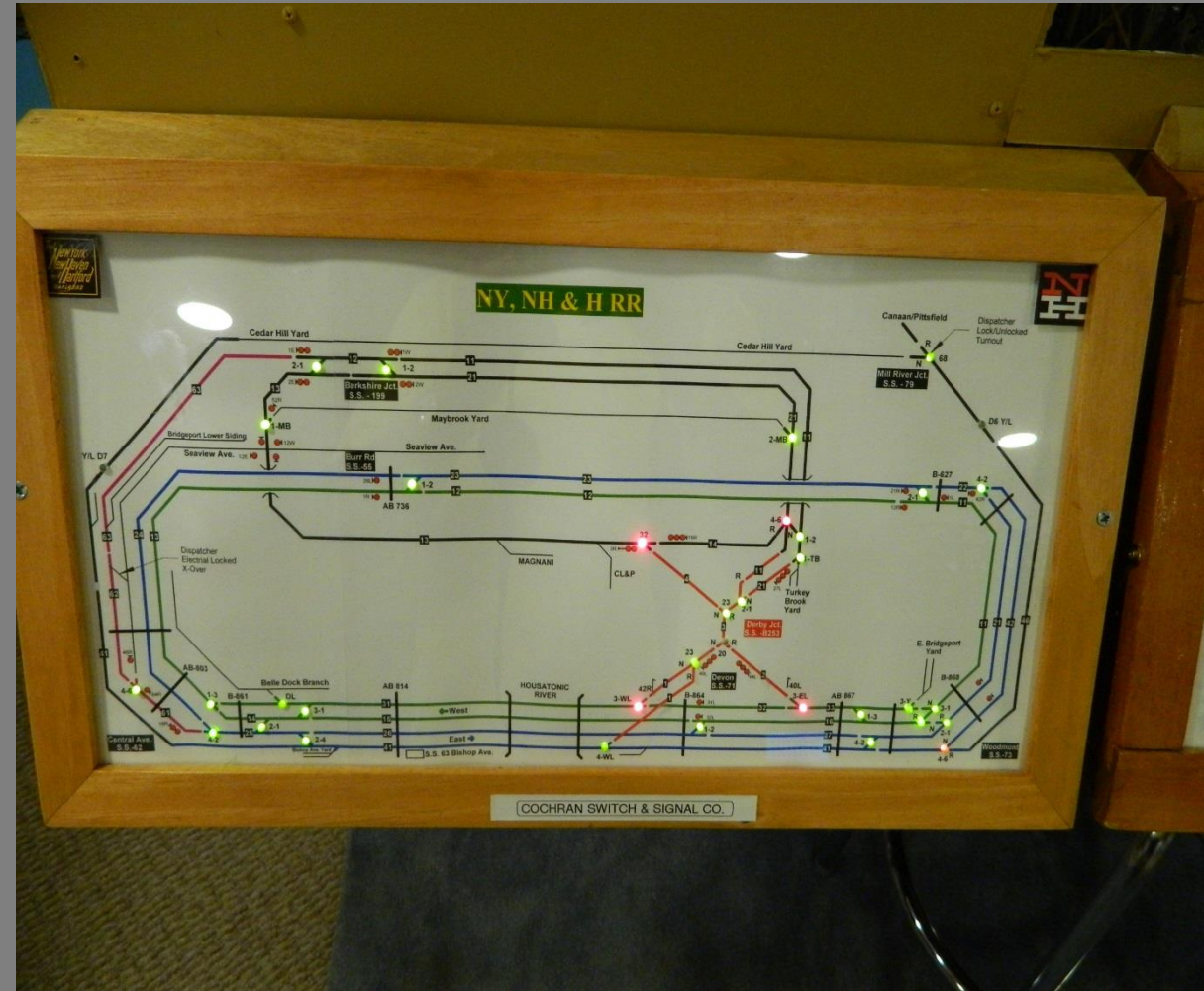
# New auxiliary panel installed.



Original model board.



New model board.



Partial overview of layout.



After 3 and a half  
years of work, the first  
operating session was  
successfully held on  
Dec. 9, 2022!

*THE END; IT'S BEEN QUITE A RIDE!*

