

The Patchogue Project Part IV - Modeling Patchogue:

Modeling a Time Machine for Patchogue

By Steven Lynch

This is the fourth article that the Cannon Ball has published about the concept of modeling the LIRR in Patchogue. In my first installment of *The Patchogue Project: Cannon Ball - Winter 2012*, I stated the case for Patchogue as a unique LIRR area to explore and model. The *Spring 2013* issue featured an interview with J. J. Earl, James "JJ" Earl retired LIRR freight conductor, to help define operations, industries, and freight traffic. The Cannon Ball - *Fall 2017*, presented *The Patchogue Project: Design thoughts for an LDE-based (layout design element) layout*.

So now, the question remains: how do we go about modeling Patchogue? Here are proposals for modeling three basic era time frames with diverse industries.

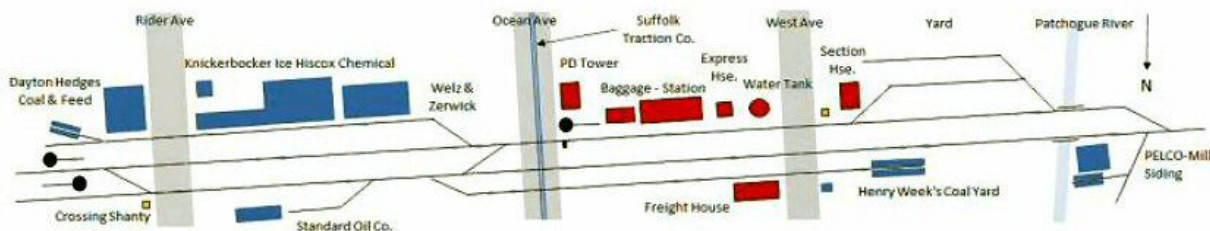
- The post-WW I 1920's Steam Era,
- the post-WW II Steam/Diesel transition period (1948 -1955),
- the early 1960's.

All include the same, or similar, signature industry locations, albeit reflecting the time-period that provides for "Time Machine" usage. I've chosen, from west to east (right to left on the diagrams): the South Siding industries, Station area, the Yard area, PELCO and the Patchogue Lace Mill siding.

The plans are for HO, but can be easily adapted for other scales.

Note, the plans are drawn looking south; north is at the bottom of each plan.

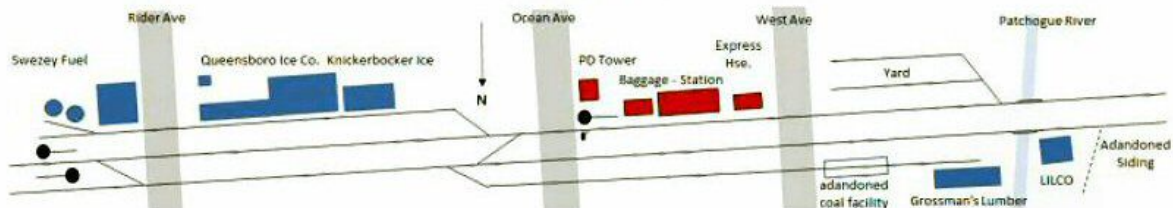
The post-WW I 1920's Steam Era



The post-WW II Steam/Diesel transition period: 1948-1955



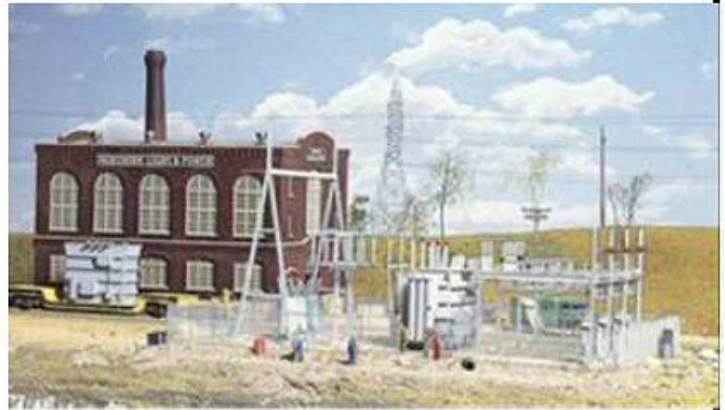
Early 1960's



PELCO (Patchogue Electric Light Co.) was a classic brick structure, with a coal dock, a steam powerhouse/ smokestack that lasted well into the 1960's. Modeling kits abound for this type of structure. This is a time machine industry, I envision, as it can be replaced by the LILCO electric substation still evident on Electric St. today. Models can be built on removable bases to change the era.



PELCO c.1960 (Emery-SUNY Stony Brook)



Walthers' Northern Light and Power Substation could be used to represent PELCO.

Patchogue Lace Mill—On the same siding as PELCO located further north, was the Patchogue Lace Mill an imposing large industry, and yet had just two sidings: Coal receiving dock and a boxcar shipping/receiving siding. In a module shelf design format, I'd place the Mill in the background (possibly an N scale flat structure or a photo backdrop, see below) with perhaps the upper floor and roof line exposed above the concealed tree line, as in the prototype. One can therefore "stage" hoppers or boxcars for operational use. In addition, the Patchogue Village water tank can be placed in the background in a similar fashion.



Lace Mill Photo Backdrop design, Steve Lynch. The spur to Lace Mill came off the spur to PELCO. The mill was serviced by a coal receiving dock and a boxcar shipping/receiving siding.

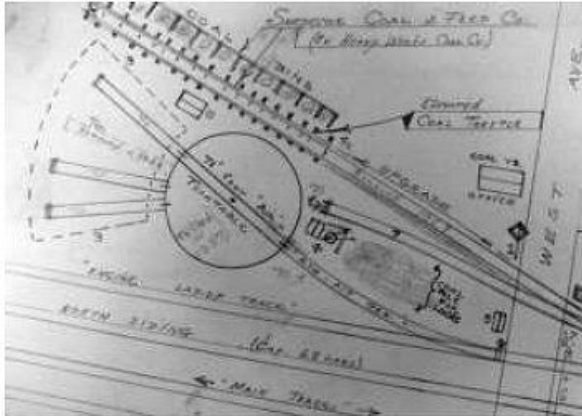


*Patchogue Plymouth Mills Corp c.1950 (Lace Mill)
Archive: Steve Lynch*



The Patchogue Village water tank can be placed in the background as a prominent landmark. Above, water tank from Walthers.

Yard Area—Moving eastward across the Patchogue River is the Yard Area. A steam era layout might feature the turntable/roundhouse, Week's Coal trestle and associated yard tracks in the foreground. The roundhouse is gone by 1928, but the turntable remained until filled in by 1957, therefore modeling license abounds for era (time machine) adjustments.



Turntable and cooling facilities map 8/1958 (Emery-SUNY Stony Brook)



Removing the Coal trestle provides for the swap of Grossman's Lumber in that location. Note: It was not rail served in reality, but modeler's license! Right—Grossmans Lumber - West Ave Replacement Shanty view NW 1968 Photo/Archive: Dave Keller



Loco Coal Facilities and local dealer coal dock. View W 5/1943 Archive: Dave Keller



Patchogue Station view southwest, June 1960. Photo: Art Huneke Archive: Dave Keller

Station area and South Siding Industries—Further east is the freight, baggage express house, passenger station, commuter parking area and the classic signature PD tower. A quarter mile further east is the diverse South Siding industries providing plenty of era changes and freight modeling opportunities. Here we have Welz & Zerwick Brewery Beer Depot, Patchogue Hygeia Ice. Co., Hiscox Chemical Works, Dayton Hedges Coal & Feed in the 1920's later replaced by the Knickerbocker Ice Co., Hiscox Chemical Works, and Swezey Coal & Feed (later Fuel Oil by adding a sign and storage tanks) to reflect the 1950's.



Scratchbuilt PD Tower east view and south - Model/Photo: Martin Quinn



PD Tower and Baggage House c.1960. Photo/Archive: Art Huneke

South Siding Industries



Hiscox Chemical - Patchogue Business News c.1902. Beauty product manufacturer, by 1910, building housed Hygeia Ice Co. Ice was brought from upstate NY.



Ex-Knickerbocker Ice Co./Hiscox Chemical Works-Rider Ave., view looking west, 1996. Abandoned siding 1963. Photo/Archive: Steven Lynch



Swezey Fuel - Rider Ave. view SE 1968 . Photo/Archive: Dave Keller
Swezey was one of four coal dealers that helped fuel Patchogue's booming economy in the early 20th century. It is the only survivor, as an oil dealer.



Swezey Fuel Oil, Rider Ave View SE 2001 Photo/Archive: Steven Lynch

Modeling evolution requires adjustment for some industries abandoned, but still in evidence well into the 1960's. Note that after the massive changes that occurred to the terminal facilities in early 1963, the footprint of the layout drastically changed with raze of the old station (which was replaced), express and baggage houses, access to the south siding, and yard track removal.

I suggest several concepts to consider:

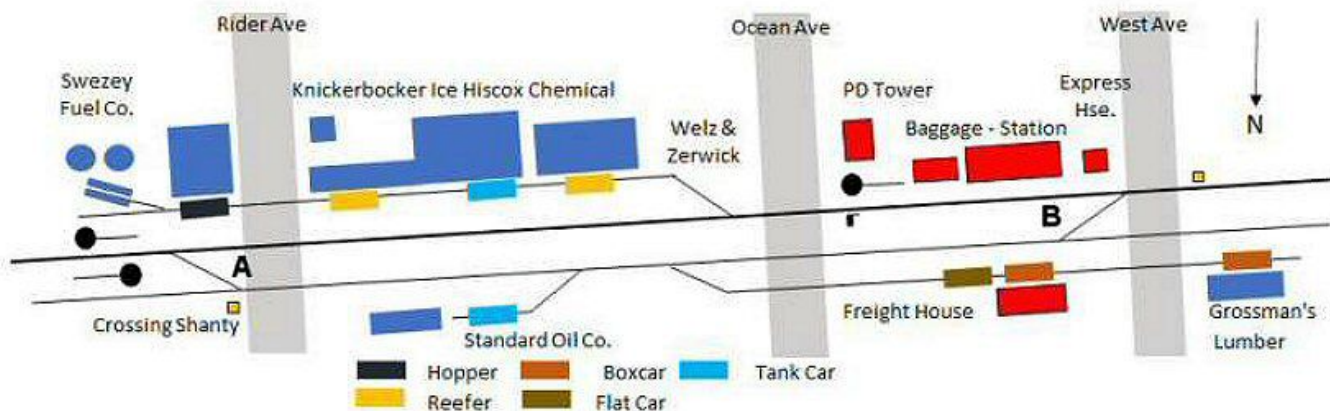
1. Utilize the "time machine" concept to expound on developing a model rail from early times to more current. It involves track work evolution, (like a real railroad), industry upgrade swaps, signs, scenery details, autos, and model rail equipment changes.
2. Pick specific eras with the signature industries; each as a separate item. Early 1900 LIRR, post WWI, WW II post war transition era 1950's, May 1963 after the yard raze.

3. Operational vs. Scenic Element considerations. Examples: The Lace Mill is a huge industry and trades off large layout real estate but only has two sidings: coal, boxcars, both at a 90° angle expense of a linear LDE shelf design. I, therefore, recommend it as a background flat. The turntable (filled in 1957) requires too much "real estate" and therefore is not included in track designs.

4. Utilize a proto-freelance layout design to fit your space, budget, and modeling preferences. For example, as I worked to selectively compress the area, I eliminated streets, and added switching variety with earlier industries to provide more compact modeling functionality. The plans were drawn using Atlas HO Track Planning software, transformed into Excel. It is roughly in HO scale 16' by 2', a nice shelf switching layout design.

Operational Opportunities:

- ◆ As a stand-alone layout, loads could be spotted at locations and use a "random deck" to develop an operating switching session.
- ◆ The prototypical connecting tracks (A-B) provide the runaround required for switching.
- ◆ Proven model "waybill" card operations would provide an alternative opportunity for freight operations.
- ◆ As part of a larger layout, using a time clock and timetables would add additional complexity and realistic functionality.



Proposed Patchogue proto-freelance-layout. The layout uses some modeler's license to bring in the key elements of Patchogue, while allowing many operational opportunities. It also allows for the interchangeability of industries needed for the "Time Machine."