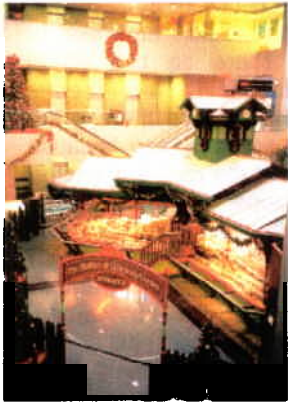


**200,000 IN ONE MONTH *story,*
pix by D. Pawling, Sr.**

For several years a major office building in Manhattan has been the holiday host of a major model train display. During December 2002, 200,000 people of all ages visited the show surprising the creators who feel that half that amount allows for reasonable viewing times. "The Station at Citigroup Center" stands 27 feet high in the atrium of the building.

The first picture shows the elaborate design of the structure and the left half of the Y-shaped layout. The two lighted scenes are separated by stairs leading to the control tower. Note the standoffs and the temporary fencing surrounding the display area.



The Station is the work of Clarke and Barbara Dunham, principals of Dunham Studios, model railroad and theatrical designers. Their work at

the Altoona, PA, Rairoader's Memorial Museum is shown in the January '04 issue of the Model Railroader magazine. The excellent story and photos and sidebar comments by Clarke Dunham strongly convey the mission and quality of the Studio's work much better than I can here..

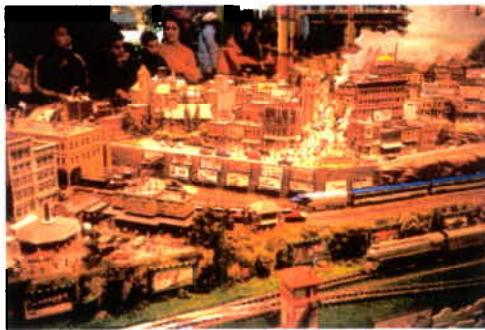
The first scene in the show is to the right of the entrance. It is Hoboken NJ on the west side of the Hudson River in the '50's. Diagonally crossing the photo is a trolley viaduct representing the actual line that before buses connected "water-level" Hoboken and Jersey City 150 feet up on the Palisades. Beyond at grade level are the



railyards that served the Hoboken piers. The NYC skyline is in the background. Three scales of trains run completely around the layout usually with two trains running on each set of tracks. In the bottom right of the second picture is the "O" line; next, with the yellow engine is "S" scale and just above two tracks for HO. I hope that you can see the eastbound Amtrak and the westbound freight with three "State of Maine" cars. In addition, there are 30 other lines as loops or auto-reverse tracks. There are over 1,000 feet of track with train action nicely spaced to allow enjoyment of the scenery.

The third picture is the scene on the left arm of the "Y". At the bottom of the picture is an "S" control tower with a Hudson approaching. Right above is an HO tower with an FL-9 behind it in a meet with a westbound "sharknose." In the town square above the billboarded wall a small parade is underway (school budget protest?) and at the edge of the wall is a yellow trolley on auto-reverse track. Note the playful cloud scene separator on the upper right.

The fourth picture is another view of the left arm of the "Y" to better show some overall design elements of the show. Top center is the elevated control tower loaded with electronic gear. To the right the tower stairs railing is silhouetted by the skyboard for the Hoboken scene. Trains to/from Hoboken run under the tower stairs. Note the sturdy "stand-off" and the high "hands-off." The skyboard in picture #3 extends from a corner of the tower down into town.



To its left are scene separators for the center of the "Y" and both sides of its right arm. The scenery shifts from urban on the right to rural, mining and logging on the left and around the corner to high mountain recreation. Trains run through it all and tiny people and animals go about their daily affairs..

In all there are seven general scenes suggesting a trip up the Hudson River to Glenn's Falls in a snowy winter. I have taken this trip several times and enjoyed



each. I have also seen the show being carefully taken apart and loaded on semi's with the same feelings of taking down the tree, its village and train set and having them disappear for another year. But, with faith all those joyful things do reappear in their good time. May the Station at Citigroup continue to reappear for many years to come and may all of us be there to enjoy it, too.

**Venice Florida Depot - Update
by Ron Wood**



In the September 2001 newsletter, I showed two photo's of the soon to be renovated Venice, Florida train station. Well, I had the opportunity to visit in December 2003 and am pleased to report that the restoration is complete. Ironically, the station now serves as a bus station and although railroad operations currently are non-existent, there are plans in the works to restore rail service to the Venice area. While freight is viewed as the most promising in the near future, the county would like to keep all options open including the possibility of passenger operations at some point in the future.



At the end of the depot is a small park with picni tables and a recently restored Seaboard Railroad Caboose. If you're ever in southwest Florida stop by and check it out.