



## Port Royal, Pa., PRR station in the 1950s

Neal Schorr modeled this Pennsylvania RR scene from Port Royal, Pa., in O gauge using an Atlas Trainman structure model and a scratchbuilt bridge. Model photo by Neal Schorr; prototype photo courtesy of Ray Kohler



The town of Port Royal, Pa., is in the central part of the state along the route of the former Pennsylvania RR Middle Division. In 1910, the railroad constructed a concrete arch bridge over the railroad along with a new station to serve the small town. Though the station was closed in the late 1940s and demolished in 1969, the bridge lived on and became one of the signature structures of the railroad for modelers and railfans. As such, models of both structures were must haves for my layout.

My model of Port Royal represents the mid to late

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Have you modeled a scene based on a prototype photo? Send both the prototype and model photos, along with a brief description of the scene and the modeling techniques shown, to: Prototype to Model, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187-1612; or email them to Senior Associate Editor Steven Otte at [steven.otte@firecrown.com](mailto:steven.otte@firecrown.com).

1950s. To model the scene, I worked from photographs taken at the time of their construction in 1910 as well as others shot later. I also visited the prototype location many times over the years, and though the station was gone, I took many photos and measurements of the still standing bridge.

The first order of business was to construct a mock-up of the bridge out of foam core to make sure the model would fit into the scene and closely resemble the prototype. Once this was done, I began work on the final model **1** using industrial-sized 4 x 8-foot sheets of styrene in various thicknesses. I cut out the arched side walls and the underlying arch, as well as the road surface, sidewalks, and parapets.

It was all glued together using Evergreen and Plastruct structural shapes both for internal reinforcement and for trim. A few pieces of trim were made of stripwood, as well. Various shades of khaki and sandstone-colored spray paint were used to re-create the concrete, along with dark gray flat primer for the asphalt road surface. Finally, I weathered it to match images taken in the 1950s. A final touch was the 3-D printed "1910" sign **2** made by a young model railroader and family friend by the name of Charlie Blenko.

The station **3** is an Atlas O Trainman structure that's very similar to the prototype.

It was painted in colors typical of a PRR structure, and classic PRR signage was attached prior to weathering.

A British-made railroad pedestrian overpass marketed by a number of companies was kitbashed into the stairs that allowed pedestrians to descend from the bridge to the station **4**. Space wouldn't allow me to include the long bridge approach and the trees seen behind the station in the prototype photograph. However, I did model the concrete wall **5** that supports Second Street above the station and weathered it to reflect its age.

As in the real town, I included frame houses and structures **6**. The orange brick structure to the right is a somewhat compressed version of the Hotel Royal **7**, which served passengers of the railroad. It was heavily kitbashed from a Lionel structure and was modified to include the front porch as on the prototype.

The use of tall line poles **8**, which I had manufactured and then marketed through Weaver Models, is the final touch. Sadly, the prototype bridge reached the end of its life and was demolished on May 8, 2023.

My thanks to Ray Kohler, curator of the PortRoyal200 website, for permission to use the prototype photo. [www.portroyal200.com](https://www.portroyal200.com)

Neal Schorr's PRR Middle Division appeared in *Model Railroad Planning* 2017.