

THE COUPLER

NMRA NORTHEASTERN REGION

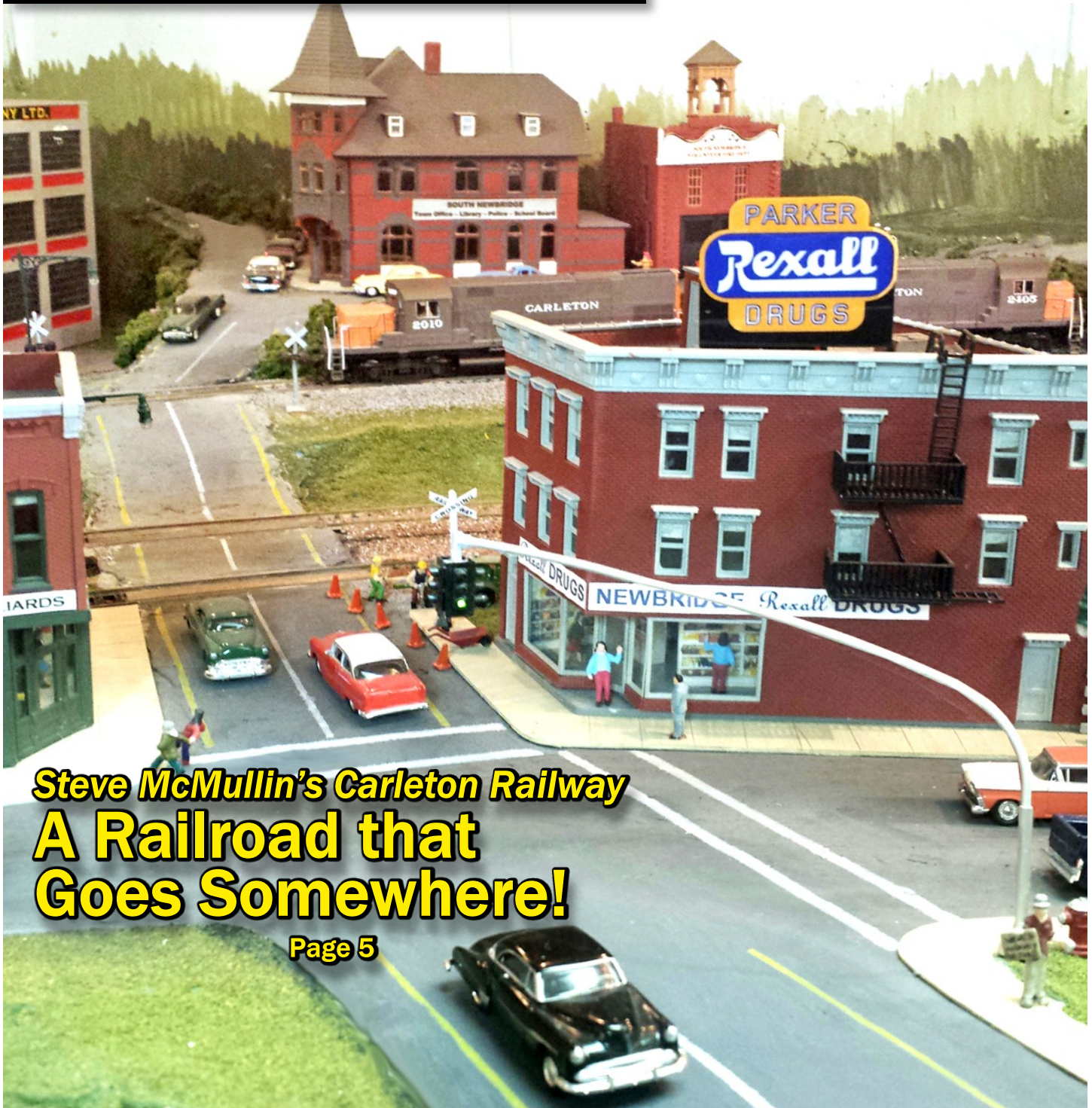


No. 263 • OCT - DEC 2016

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Little Rhody looks back to its beginning

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James Mayo's dispatching dilemma

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Moving an O scale automobile by rail



Steve McMullin's Carleton Railway
A Railroad that
Goes Somewhere!

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COVER PHOTO

Typical of so many North American small towns is South Newbridge, NB, on Steve McMullin's Carleton Railway. You can spot the corner drug store, that's a billiard hall on the other corner, town hall is that distinctive building in the background with the police car sitting out front, and next door is the fire hall.

Carleton locomotives 2010, a MLW C-420, and 2405, a MLW C-424, are revving their engines as they pull an eastbound freight out of town. Read more about the Carleton Railway beginning on page 5.

(Photo by Steve McMullin)



FROM THE EDITOR...

By JEFF PASTON



At the Port City Rails convention in May, I had the pleasure of operating on Steve McMullin's Carleton Railway. One of the first things I noticed was how his railroad traversed seamlessly through small towns and rural countryside. It just seemed so natural and typical of so many regions of North America — the kind of scenery that you immediately recognize as having "been there."

So, I asked Steve to share the Carleton Railway with you in this issue of *The Coupler*. Don't miss how Steve models local agriculture with the largest HO potato field you've ever seen!

NER alumnus Al Sohl is back with a dilemma facing his O scale railroad crew. You probably hadn't given much thought as to how automobiles ended up high in the Colorado Rockies back in the '30s. Well, the narrow gauge railroads did tackle that question as you'll see in Al's article.

Nutmeg Division Superintendent James Mayo shares his solution to having a plan for operating his layout that still gives a prototypical feel.

Jeff Hanke joins *The Coupler* with this issue, carrying on Glenn Glasstetter's "Workin' on the Railroad" column. And, Mike Tylick introduces us to a manufacturer of scale model boats in "Made in the NER."

As this issue was at the printer, many of us — me included — will have been in Albany, enjoying our second or third convention of the year (*Port City Rails* was first; the *NNGC* was second for some). Obviously, that means details of *The Pacemaker* NER 2016 convention wouldn't have been available as we went to press. We will have coverage in our first full color printed edition of *The Coupler*, which comes out in January. It should be an exciting issue! ☒



www.nernmra.org

THE COUPLER

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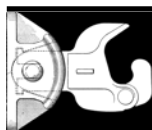
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Small Steps, then Bigger Ones

Hang around the NMRA (and similar organizations) long enough, and you're eventually going to get "volunteered" for something. My journey began this way in 2010, when then HUB Division Membership Chair John Lutz asked me if I'd help out at the membership table at an upcoming show. I'd been an NMRA member for a couple of years, and I'd attended a meeting or two. But I still didn't really know anyone. It's hard to say "no" when asked in person, so I agreed! That day, I spent a couple of hours hanging out, meeting some new guys, and learning more about the Division and the Association. Oh, and I also got into the show for free, since I was now a member of the "staff."

That first step led to another, and then another, and over time I completed a number of these assignments – typically at 6-8 shows each year. I worked at the membership booth, admissions table, build-a-car station, raffle table, and as a security guard. One year I even played Santa Claus (when the real Santa called in sick).

None of these assignments were difficult, long, or particularly challenging. Just a steady pace of helping out – a little here and a little there. But over time it did accumulate, and when I applied for the AP Volunteer certificate a few years later, some 20% of my required credits came through this work.

My first real big volunteering step came in 2011, when I called then NER President Scooter Youst about the advertised opening for *Coupler* editor. I chuckle about it now, but at the time I was quite anxious in reaching out, since (1) I had little to no formal experience as an editor, and (2) I was still really a 'nobody' in the NMRA. As it turns out, the first live body who responds often gets the job!

I served as *Coupler* editor for four years (16 issues) before Jeff Paston stepped in to take over. In my view, newsletter editor is perhaps the best volunteering job one can take. You have considerable creative freedom, and you quickly get to meet lots of outstanding people and modelers. It was even better at the Region level, because I eventually connected with members across all 11 divisions – and also with many at the national level. The job was a little intense as quarterly deadlines approached,

but I wouldn't change the experience at all. This position made me feel like an NMRA big shot! Being *Coupler* editor also gave me the confidence to expand my volunteering efforts further. So I coordinated my modular club (NE NTRAK) layout at a Region convention, and I helped out on the clinic selection team at that same event. I gave my very first clinic at a National N-Scale Convention, and later a second all-new presentation at an NER Regional. And by the way, all of these activities counted in one way or another toward my AP Volunteer certificate points tally.

In 2014, I decided to try for elective office, and not knowing which had the better chance, I ran simultaneously for the BOD at both the Division and Region level. (I estimated I'd lose one of these elections and maybe both of them – it didn't occur to me that I might be elected to both at the same time). Additionally, at the urging of NER Nominating Chair Tom Wortmann, I switched over from going after a general director position to that of NER vice president. As it turns out, the VP does have at least one important special role in governance: stepping into the presidency if and when needed – a situation that did in fact materialize last summer when Scooter Youst had to step down. Also, about that time, I completed my package for the AP Volunteer certificate, which I received at last year's MER region convention.

So what's the point here in recapping this (scintillating) journey as a volunteer in the NMRA? Pretty simple: you should do this too. These experiences have been far more valuable to me than I would ever have appreciated. I've learned so much, met so many, and had so much fun, it's hard to imagine my enjoying the hobby without them. And I could have easily missed it all if a few people along the way hadn't asked, encouraged, and supported my efforts.

So when someone asks you to join in – either through a small step or a larger one – I hope you'll say "yes." We need you, in the Division and at the Region level. More importantly, you need this too. Just for you.

I'll see you there. ☒



NEWS and EVENTS

SHOWS

October 16: *Rhode Island Model Train Show*; Pawtucket Armory; Pawtucket, RI.
<litterhodydiv.org/Temp/Calendar_of_Events.htm>

November 5-6: *Great NYS Model Train Fair*; NYS Fairgrounds; Syracuse, NY.
<www.modeltrainfair.com>

December 3-4: *New England Model Train EXPO*; Best Western Royal Plaza Trade Center, Marlborough, MA.
<hubdiv.org/fallshow/index.htm>

December 4: *Great Train Extravaganza*; Empire State Convention Center; Albany, NY. <gtealbany.com> ☒

THE COUPLER Deadlines

NOVEMBER 18 – Jan-March issue
FEBRUARY 17 – April-June issue
MAY 20 – July-Sept. issue

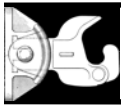
Watch for *The Coupler* in **COLOR!** Coming to print editions starting with Issue #264 in January.

Promote the NMRA and NER with

THE COUPLER

Extra back issues are available to give away at train shows, meets, talks and more.

Contact NER Office Manager Mark Harlow to get back issues.
<nerofficemanager@verizon.net>



DIVISION SPOTLIGHT

Little Rhody Celebrates Its Silver Anniversary

By SUE OSBERG
LRD Superintendent

It's hard to believe, but 50 years ago – April 30, 1966 – a group of dedicated model railroaders met to formalize what became the Little Rhody Division of the NER. The late Donald Adcock was selected as a temporary chairman, and on June 11 of that year, the group voted to form the RI Division, naming the late William Chandler as President. He served until 1968. Some of the early members and superintendents, including Bill Robertson (1969-1970 superintendent) were in attendance this past June 8 as Little Rhody – now 88 members strong – celebrated those 50 years at the Twelve Acres restaurant in Smithfield, RI. Also in attendance were past superintendents Greg Pion, Richard Fisher, Steve Boothroyd, John Keating, Rolf Johnson, Justin Maguire and Brian Osberg.



Here's the Superintendent's Car awarded to Past Superintendent Brian Osberg. Past Superintendent and past NER Vice President Henry Pierce custom paints these cars in the LRD colors.

At the dinner, the past superintendents were each awarded a "Superintendents Car," hand painted and decaled by Past Superintendent Henry Pierce. Two years ago, Little Rhody Division began a tradition of honoring past superintendents with this "Superintendents Car." These cars often begin life as donated and/or scrounged cars. Some have been assembled from parts of other abandoned equipment. Each car has been taken apart and repaired. Then Henry Pierce carefully painted them into the LRD colors of light blue and white with silver trim and decaled with the name of the past superintendent and years of service to the LRD.

In March, 1975, the LRD incorporated in the State of Rhode Island as the non-profit corporation named *The Little Rhody Division of the North Eastern Region of the National Model Railroad Association, Inc.*

The Division has hosted several model train shows including the two most recent and successful shows at the Pawtucket Armory in Pawtucket, RI. This year's show will be held on October 16 also at the Armory.

In May, 2012, LRD joined forces with the Boy Scouts of America Narragansett Council at their Edaville Railroad Camporee. LRD provided workshops to assist the Boy Scouts meet the requirements for their Railroad Merit Badge.

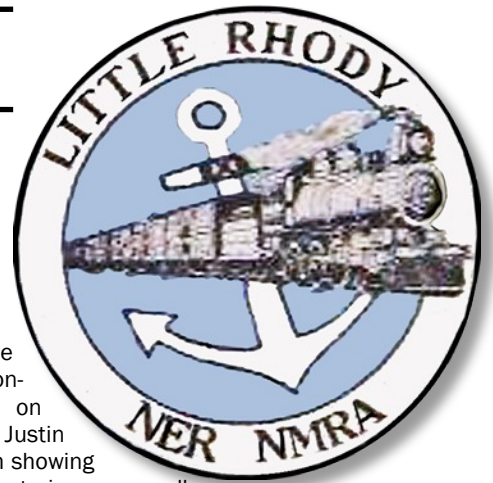
Friend of LRD Mike Tylick provided on-going workshops on making trees; Justin Maguire helped with showing the scouts how to run trains on a small layout.

LRD had been meeting at the German American Club in Pawtucket. Every spring, Division members would help the German American Club with a site clean-up, cleaning up walkways, gardens and other general spruce up in the area around the club. Most recently, LRD has been meeting at the East Greenwich, RI, Methodist Church, but moves to locations in Bristol County, MA, to accommodate its Massachusetts members.

LRD members model in all scales from N to Garden with just about everything in between. The Division has two modular layouts – the HO scale *RI Central* has about five or six modules. The N scale *Rhode Island and Old Colony Railroad* is a T-TRAK modular layout with approximately 30

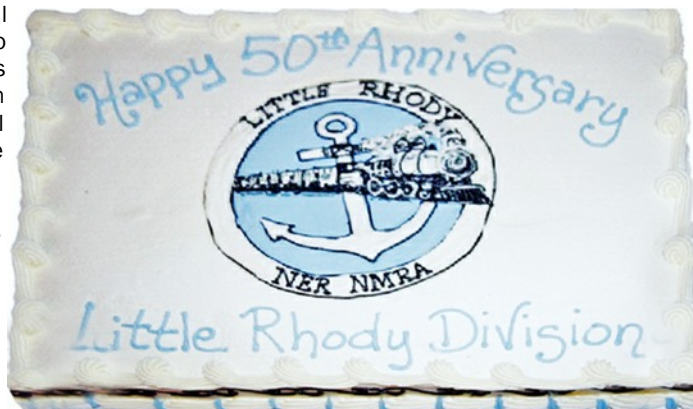
modules that recreate the transition era between 1945 and 1960 and generally reflect railroading through Providence, Barrington, Warren, Newport, and Westerly, RI, and Fall River and New Bedford, MA. This layout is displayed at the annual train show and will be available at libraries throughout the region this fall and next spring.

Also a part of Little Rhody is the large On30 *Narragansett Bay Railway & Navigation Co.* This group of railroaders includes Justin Maguire, Rolf Johnson, and David Dekonski, among others. This layout also appears at the LRD train show and makes appearances throughout the NER at many shows as well.



Past Superintendents Greg Pion (1978, 1982), John Keating (1994/1995) and Steve Boothroyd (1987/1988) attending the LRD 50th Anniversary dinner on June 8.

(Photos by Sue Osberg)



Little Rhody Division meets on the first Saturday of the month at the East Greenwich Methodist Church; the board meets the last Monday of the month at the homes of board members. An all-day planning retreat is held in late August so the board can look at where the Division has been, where it is headed, how to get there, how to best serve the membership, and how to bring in new model railroaders. For more information, visit the LRD at <www.littlerhodydiv.org>. ☒



Photos by
STEVE McMULLIN
and JEFF PASTON



By STEVE McMULLIN

It was the early 1980s and my wife and I were living in our first home in rural Carleton County, New Brunswick — a region characterized by huge potato fields, beef cattle, and lots of open spaces. As I planned my first model railroad layout, I was determined to capture the rural feel and the agricultural setting of the area. The Carleton Railway was born in 1985 in a 9' x 16' basement bedroom. A very basic timetable and a wind-up alarm clock supported two-person operations among the four rural towns represented on the layout.

Two houses later and now living in Saint John, New Brunswick, the HO scale Carleton Railway expanded to become a double-deck, basement-filling layout with a 260' main line and two important branch lines, along with nine staging tracks at the west end of the layout and 10 staging tracks at the east end. In addition to the basement layout, the railway's Aroostook subdivision is represented by six modules that are part of the modular layout of the Saint John Society of Model Railroaders.

After locating and purchasing a house with a completely unfinished basement in 1997, construction of the layout began in the fall of 2000. Lessons learned from two previous layouts, along with research about the role of railways in the agriculture industry and ideas from the Layout Design and Operations SIGs, have resulted in a layout that supports enjoyable operating sessions for 10-12 (and occasionally more) crew members.

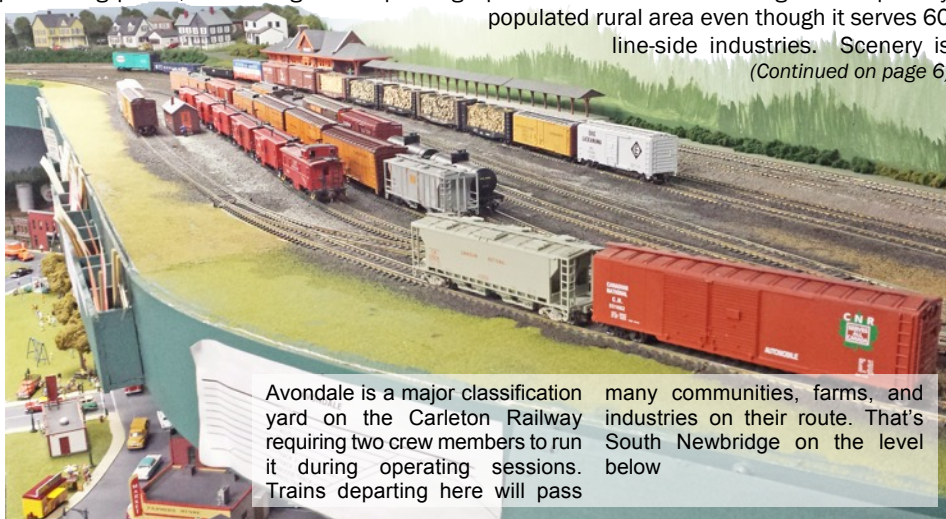
HISTORY

The Carleton Railway is set in the 1960s. The layout's rural setting is emphasized by what I describe as "the world's largest HO-scale potato field" — a 3' x 5' field comprised of 142 individual rows of potatoes located very prominently on the upper deck of the layout. There are also lots of white clapboard farmhouses, several barns, and 13 potato

storage buildings ("potato houses" as they are called in Carleton County) along the railway's right-of-way. The agriculture industry is also represented by five cattle loading pens, three feed mills, a fertilizer dealer, two potato processing plants, and a large meat packing

facility. About 300 miniature farm animals populate the layout, along with more than 600 HO-scale people. With a single-track main line and lots of distance between towns, the railway appears to go somewhere and the layout provides a sense of being in a sparsely populated rural area even though it serves 60

line-side industries. Scenery is
(Continued on page 6)



Avondale is a major classification yard on the Carleton Railway requiring two crew members to run it during operating sessions. Trains departing here will pass

many communities, farms, and industries on their route. That's South Newbridge on the level below

The Carleton Railway "A Railway that Appears to Go Somewhere"

The Carleton Railway



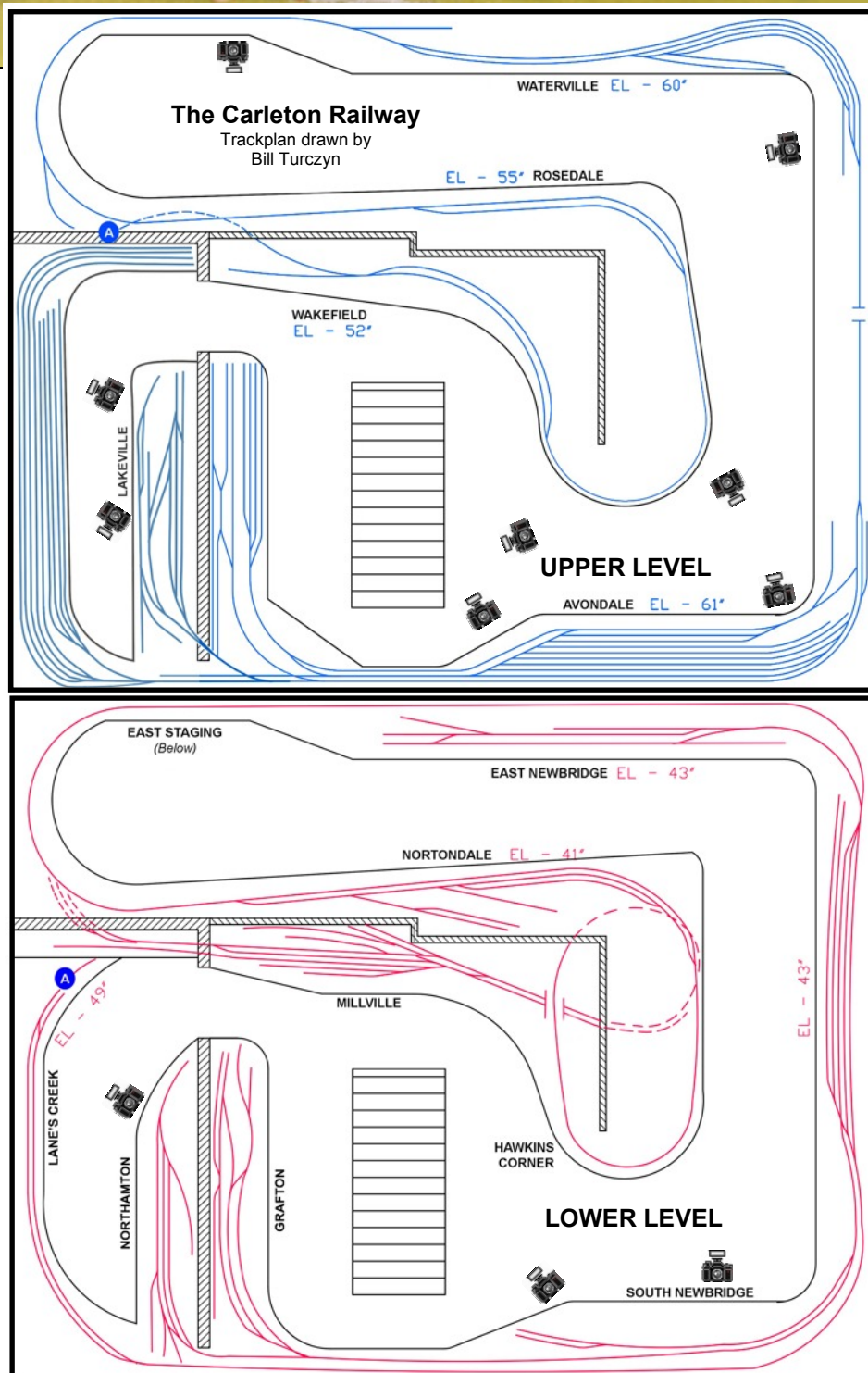
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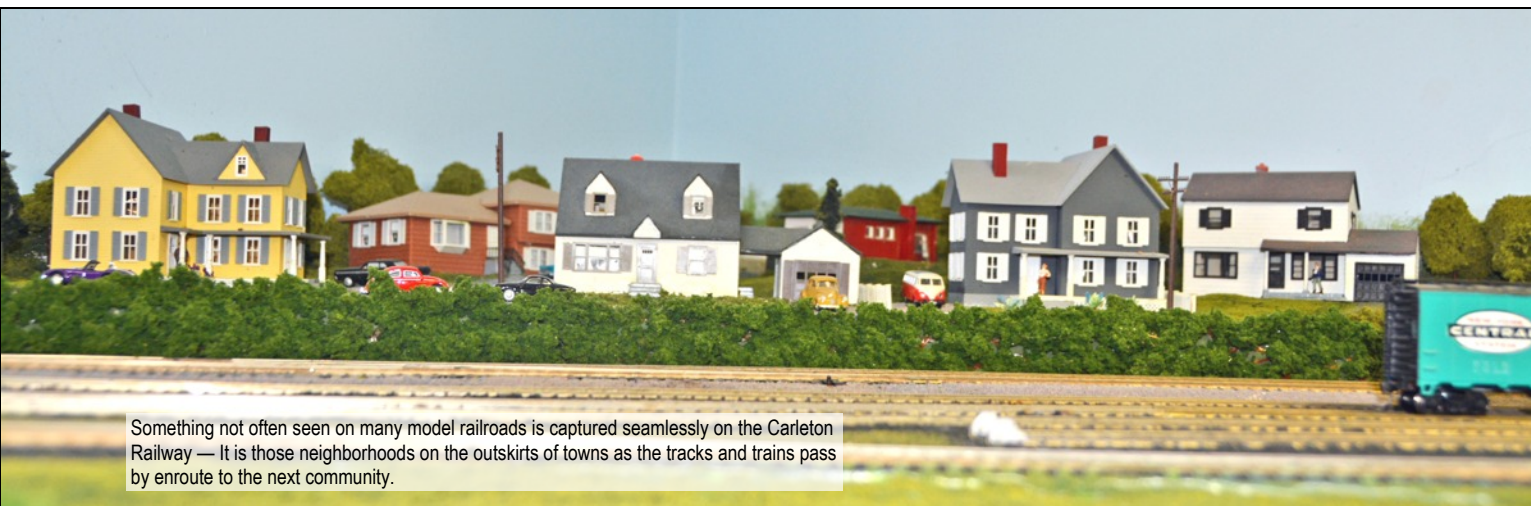
nearly complete. Although there are two decks and staging tracks are on a third deck, there is no helix – the railway slowly climbs from east-end staging (36") to west-end staging (60"). The grades are gradual, with the exception of the 2.9% grade from South Newbridge to Pembroke.

OPERATIONS

The primary goal of the layout is realistic operation, so it was designed with that purpose in mind. Using a 6:1 fast clock, a typical three-hour operating session consists of 10-12 crew members operating 16 trains (10 freight and six passenger) running between 6 AM and 10 PM. Two people work as yardmaster and assistant yardmaster in the major classification yard at Avondale, while the Avondale hostler also moves trains to and from west-end staging according to the timetable. One person serves as yardmaster in the mid-point industrial town of South Newbridge, which is located at an important junction with the branch line to Grafton and Northampton. Other crew members are called as needed to operate the variety of trains that make their way across the layout.

When the fast clock starts running at 6 AM, the layout quickly comes to life. In the big yard at Avondale, the yard crew begins making up the *Carleton-York Peddler*, a way freight that will slowly traverse the entire mainline on its way to Millville, and at 6:15, the *Capital City Commuter* passenger train stops briefly on its way from Lakeville to Fredericton via the connection with the CPR Gibson subdivision at Millville. A train made up of only a locomotive and a caboose makes its way from Avondale to Waterville, where it will spend the morning switching the big Buckingham Quality Meats packing plant – the railway's largest single customer. Soon, the *Fast Freight East* will arrive from Montreal followed shortly by the first-class *Nor'Easter* limited passenger train from Boston. Meanwhile, in Millville the *Valley Local* way freight is preparing to depart on its long westward journey; the crew of the *Northampton Local East* is making up their train by switching the large *Patterson Lumber*





Something not often seen on many model railroads is captured seamlessly on the Carleton Railway — It is those neighborhoods on the outskirts of towns as the tracks and trains pass by enroute to the next community.



Passengers in Lakeville rush to catch the RDC-equipped *Capital City Commuter* as it prepares to begin its morning journey. Beyond the station, local industries and housing back up to the tracks.



At right, the author is all smiles as an operating session progresses smoothly on his two-level layout. That's the huge potato field in front of him on the upper level. A better look at the field is in the photo below. Potatoes are a major crop in New Brunswick and nearby Maine, both served by the Carleton Railway.

sawmill at the end of the branchline; and the South Newbridge switcher is picking up cars from local industries. By 7 AM, everyone is busy as the railway efficiently carries freight and passenger traffic.

Since the railway depends so much on agriculture, operations are affected seasonally by the ebb and flow of the growing season. In the spring, there are fertilizer shipments. But traffic is lighter with few potatoes being transported except for a few carloads of "culls" being shipped to the Hatfield Industries starch plant in Grafton. During harvest season in the fall, however, potato shipping becomes priority number one. Second sections are added to trains along with occasional extra trains in order to speed the many loads of potatoes in ice-bunker reefers from farm to market. Although the Carleton Railway has a large fleet of its own orange ice-bunker reefers, an even greater number of weather-beaten leased reefers (MDT, ART, FGE) show up on the railway during the fall harvest.

The Carleton Railway connects with the outside world by interchanging at Avondale with the CNR Centreville subdivision, and at Millville with the CPR Gibson subdivision. There is also an interchange with the BAR in Monticello, Maine (represented by west-end
(Continued on page 8)



The Carleton Railway



At top, passengers at Lakeville await arrival of the southbound limited to Boston as the *Capital City Commuter* prepares to leave on the next track. Unique vignettes add much interest on model railroads as the author proves with his true "slice of life" scene of a yard



sale, above left. There are no doubt many HO "bargains" to be had here. Above right, Patterson Lumber at Northampton prepares to accept another load of logs at its mill. It is one of 60 line side industries on the layout.



South Newbridge is a typical small town with the usual shops and services expected to serve the surrounding rural region. The Farmer's Store has plenty of fresh produce available.



"Beyond the layout" in the Carleton Railway's case is not something imaginary. The author built elements of his line's Aroostook Subdivision on six modules of the St. John Society of Model Railroaders' layout. Here, the Carleton Railway enters Monticello, ME. An interchange with the Bangor & Aroostook (BAR) is in the background.

(Continued from page 7)

staging in the basement and by the six modules on the SJSMD layout).

Passenger trains typically operate with a lone crew member, although the engineer/conductor must complete paper work at each station stop. Freight trains usually operate with two-person crews, so one can operate the wireless throttle while the other carries out switching duties and organizes the car cards and waybills. Each crew is given a small clip board with their train orders and car cards.

Although the Carleton Railway never existed in the real world, operations have been designed "as they might have been" if the railroad had really existed in 1965. The Employees' Time Table has been designed to look as much as possible like those of prototype railways, and the scenery has been crafted to provide the feel of rural Carleton County as I remember it from my childhood days.

MOTIVE POWER

The Carleton Railway shows a preference for Alco/MLW locomotives, with C424s and RS3s being the most prominent on the layout, along with S-4s in the yards and a few C420s, C628s, and RSD15s. The railway also has some FM

Trainmasters, including one still in passenger service, and several F units (the only GMD power owned by the railway) that are used in passenger service. Two GE U25B units recently were added to the roster. All locomotives have sound, and the layout uses North Coast Engineering's wireless DCC system.

Operating sessions on the Carleton Railway provide a sense of realism and the satisfaction of accomplishing the tasks that are necessary in order to maintain a rail transportation system. But equally important is the social aspect of operating the railway. At the half-way point of each three-hour operating session, the fast clock stops and everyone heads upstairs for good food and conversation before we return to complete the day's tasks. The guys who serve as crew members, whether they are local club members or visitors from away, have become good friends.

Several NER members visited the layout as part of the two operating sessions and the layout tour during the May 2016 *Port City Rails* convention. I always enjoy showing the layout to fellow model railroaders. If you are visiting the Saint John area, I would be glad to provide you with a tour of the layout. My email is mcmulls@nb.sympatico.ca. ☒

A Scheme for Operating a Model Railroad and Still Have Some Prototypical Practices



By JAMES MAYO
Photos by the Author

While transitioning from casual to more serious model railroad operations, I was invited to participate in a “guest” operating session on a model railroad. This session had approximately equal portions of serious, experienced operators and novices. This model railroad operated on verbal authority from a dispatcher, with the operator having to remember all of the instructions. I didn’t remember my instructions correctly and ran past my authority into a working yard. The layout owner, dispatcher, and the yard operators were not very happy. I have not been invited back to operate there.

Why did this happen, besides me not remembering the instructions? For that, I look at how a model railroad is different from the real thing.

- Model railroads don’t have rules classes and exams (as in hand and lantern signals, three point protection, NORAC).
- Model railroaders don’t typically have intimate knowledge of the territory being operated (mileposts, signals, interlockings).
- Model railroaders typically perform more than one craft

(engineer, conductor, brakeman).

- Real railroads don’t let guest operators loose on the road. The real railroads will have a pilot for engineers until they get qualified.

That got me thinking that there has to be another way to control train movements without having to introduce lots of paperwork for all involved. The things I am looking for in an operating system:

- Memory of authorization of movements is reduced.
- Reduction or elimination of paper work created during the operating session.
- Still sounds like a real railroad.

One of my friends was describing how a freight railroad is dispatched and operates on the Northeast Corridor. Most of the freight work is done off peak commuting times and the train’s tasks are repetitive. That is that each job (Train 123) performs the same tasks (work x+y) the same way every day that job is run. So, in that area of territory, Amtrak uses a “check block” system to dispatch freight operations. This is where movements between mile posts (MP), control points (CP), or other identifiable landmarks are clearly spelled out and then given a unique number. This is a system I can work with.

First, I need to make my Shreveport & Central Mississippi model railroad more like the real thing. Everything of importance on the railroad needs to be named and labeled clearly. I decided against using mile posts because it’s hard to pass off five miles in the length of two locomotives. Therefore, I am using the turnouts (in most cases) as locations to be identified, and naming them after the town (Jackson East) or location served (Cheat River). In the other cases, I identified clearance points (CP) that are to be a post on the side of the right of way or a dot on the map. The second step is to gather the information for the check boxes. This means running each train on the layout and developing the moves required. This is also a good time to record the times required to perform each task. That information will be needed later to develop a timetable and a string diagram (time and distance chart). After all of the jobs have been run and the individual tasks are recorded, its time to analyze the data and establish operation boundaries.

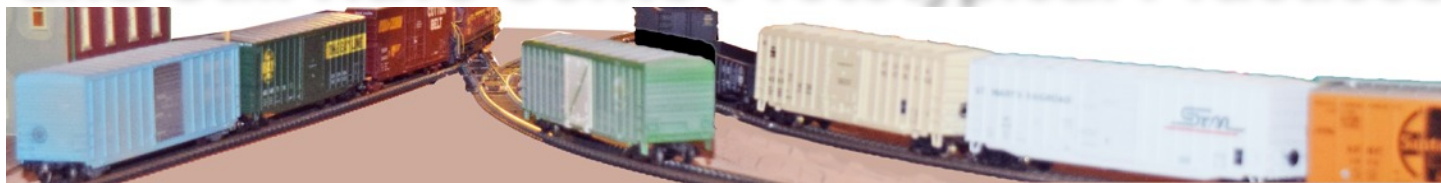
I grouped these operational boundaries into three groups: movements east; movements west; track and time with no direction (occupancy only). Occupancy only will be needed when an operator needs to

(Continued on page 10)



Greg Lane, *above*, is handling the Edwards local on James Mayo’s Shreveport & Central Mississippi Railroad. *At the top of the page*, Andrew Porter cuts a car at an industry while operating the Dixon local. With track in place, the layout can host operations even before being scenicked.

A Scheme for Operating a Model Railroad and Still Have Some Prototypical Practices



(Continued from page 9)

occupy the mainline for “head room” to perform switching tasks or to perform a run around move. I entered all of the information into a spreadsheet, removed any redundancies and questioned where there could be any variances or alternate scenarios. That would be if a meet would take place if the timetable or train sequence would change. This created the “master list” of movements. Numbers were assigned to each operational boundary creating check blocks. From this master list, I created check block sheets for each job.

S&CM RAILROAD EAST

1	PROCEED EAST, TRACK & TIME FROM SHREVEPORT TO CLEAR AND WEST OF MJ. OS AT MJ.
2	PROCEED EAST, TRACK & TIME FROM VICKSBURG TO CLEAR AND WEST OF EDWARDS EAST. OS AT EDWARDS EAST.
3	PROCEED EAST, TRACK & TIME FROM SHREVEPORT TO EDWARDS WEST. TAKE SIDING AT EDWARDS WEST. OS WHEN CLEAR AND EAST OF EDWARDS WEST.

S&CM RAILROAD WEST

99	PROCEED WEST FROM MERIDIAN TO CLEAR AND EAST OF JACKSON EAST. CONTACT THE JACKSON YARMASTER PRIOR TO ENTERING THE YARD TAKE SIDING AT JACKSON EAST. OS WHEN CLEAR AND WEST OF JACKSON EAST.
98	PROCEED WEST FROM MERIDIAN TO CLEAR AND EAST OF JACKSON WEST. OS AT JACKSON WEST.
97	PROCEED WEST FROM MERIDIAN TO CLEAR AND EAST OF IC WEST. OS AT IC WEST.
96	PROCEED WEST, TRACK AND TIME FROM JACKSON WEST TO DIXON EAST. TAKE THE SIDING AT DIXON EAST. OS WHEN CLEAR AND WEST OF DIXON EAST.

S&CM RAILROAD OTHER

40	TRACK & TIME, EDWARDS WEST TO CLEAR AND EAST OF MJ. OS WHEN CLEAR.
41	TRACK & TIME, EDWARDS EAST TO CP BOOTH. OS WHEN CLEAR.
42	TRACK & TIME, EDWARDS WEST TO CP BOOTH. OS WHEN CLEAR.

This is an example of a check sheet — this being the Clinton local.

CL-1, CLINTON LOCAL

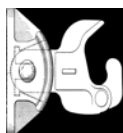
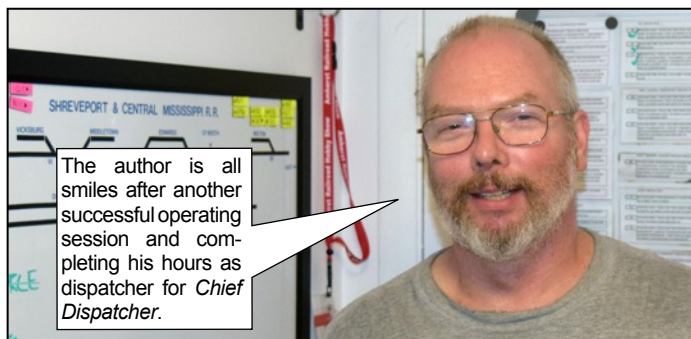
84	PROCEED WEST, TRACK AND TIME FROM JACKSON WEST TO BOLTON EAST. OS WHEN CLEAR AND EAST OF BOLTON EAST.
83	PROCEED WEST, TRACK AND TIME TO CP BOOTH. PROCEED EAST TO CLINTON WEST. TAKE SIDING AT CLINTON WEST. OS WHEN CLEAR AND EAST OF CLINTON WEST.
43	TRACK AND TIME, BOLTON EAST TO CLINTON WEST. OS WHEN CLEAR.
45	TRACK AND TIME, BOLTON EAST TO CHEAT RIVER. OS WHEN CLEAR.
13	PROCEED EAST, TRACK AND TIME FROM DIXON EAST TO JACKSON WEST. TAKE SIDING AT JACKSON WEST. CONTACT JACKSON YARMASTER BEFORE ENTERING JACKSON YARD. OS WHEN CLEAR AND EAST OF JACKSON WEST.
51	TRACK AND TIME, CP WALL TO IC WEST. OS WHEN CLEAR.



Kaylee Zheng sorts cars in Jackson Yard on the Author's Shreveport & Central Mississippi model railroad.

After an operating session or three, and after the second batch of guest operators (others) have descended on my layout and shredded my operational concepts, my check boxes needed to be expanded. New check boxes have been created, given the next number in sequence, and only the affected job sheets need to be revised. That way, the system is adaptable and can be expanded.

The results after five operating sessions have been good and have met my expectations. All of this work has helped create a well running model railroad and completed the documentation requirements for my *Chief Dispatcher* certificate. ☒



NEW MEMBERS

Compiled By
MARK HARLOW
NER Office Manager

As of 8/1/16

QUEBEC

Patrick Brennan
Stuart Coley
Marc Hudon
Philippe Leblanc

NEW BRUNSWICK

Louis Mc Intyre

CONNECTICUT

Karen M. Kline
Lawrence Southwick
GMT Racing

MASSACHUSETTS

Tom Ballas
Avram Baskin
William Beshalo
Kathleen J. Conant

Paul Fenner

Fred Locke
Daniel A. McEleney
Genny Morley
Al Neff

George Ordway
Michael Polan
Tom Wemett
Steven Winship

MAINE

Glen Barrett
Nelson O. Baum
Brad MacLean
Eric Schade

NEW HAMPSHIRE

Jack Duffy Jr.
Edward Hinton
Dave Kotsonis

Aaron Mansur
David G. Simpson Sr.
Donald Woodward

NEW JERSEY

Dr. Robert Unger

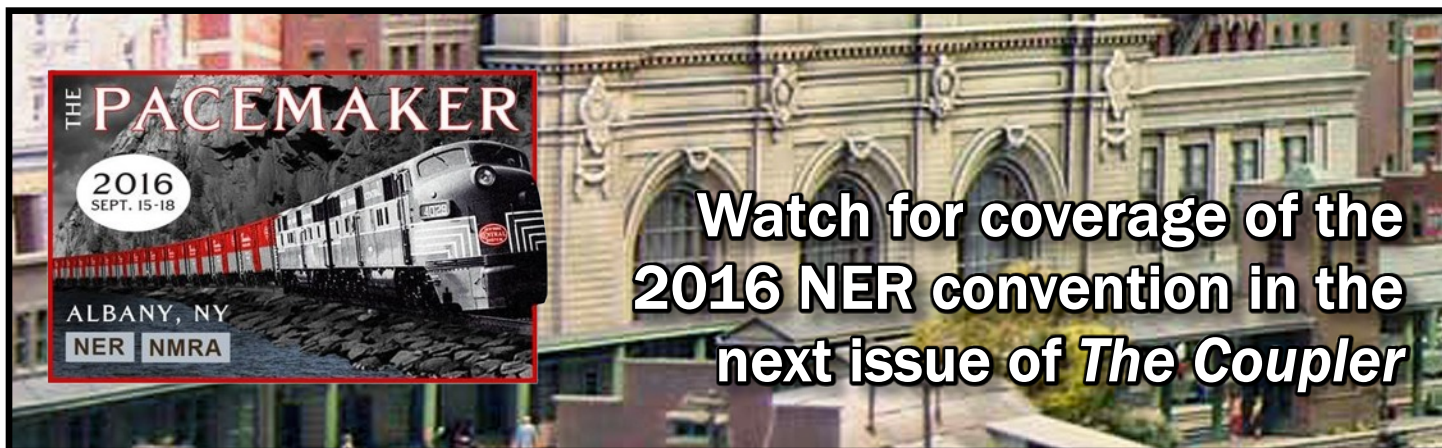
NEW YORK

Ken Clute
Cecil Hunter
Elijah Hunter

Louis T. Kling
Tara Knack
James Lauser
Melvin Mora
Donna Sahagian
Sean Sutton

RHODE ISLAND

Daniel G. Marso
Dean J. Trigg



Mid-Continent Region Offers H0 Reefer



The Mid-Continent Region (of NMRA) is offering as its current car project a set of six 40' wood refrigerator car kits lettered for the St. Louis Refrigerator Car Company. The cars are produced by Accurail and include trucks and Accumate couplers. Car numbers in this set are 4265, 4317, 4280, 4302, 4894,

and 4836 and unique to this project. St. Louis Refrigerator Car Company was established in 1878 by Anheuser-Busch Brewing Company to transport its products across the U. S. At its peak about 1920 the reefer fleet was made up of over 5000 cars. The build date on these cars is 10-42. The cars are priced at \$25.00

for one car, \$24.50 each for two cars, \$24.00 each for four cars and \$23.00 each for all six cars. Shipping is USPS flt rate based on the number of cars ordered. To order contact: <http://www.mcor-nmra.org/Regional-Car-Kit.php> ☒



There's a Story Behind This Load!

By AL SOHL MMR
Photos by the Author

We have a large dual gauge (narrow gauge as well as standard gauge) yard on the 950 sf O scale Western Bay Railroad layout here in Port Saint Lucie, FL. It is used to transload freight (as well as passengers) from the 'wide gauge' to the narrow gauge, and from the narrow gauge onto the standard gauge in our operating scheme.

I didn't have room to build an operating standard gauge, so the cars and engines just sit there as a stationary diorama, so to speak, while the narrow gauge does indeed busily scoot in, out, and around the yard. It is large enough that it requires two operators to handle this yard during our monthly op sessions, but again lacking space to have enough track for the wide...well you get the idea!

A couple of months ago, I was given a very nice Red Caboose O scale (standard gauge) flat car, which I immediately built. It needed a load. Otherwise, I felt it would disappear behind the box cars and reefers sitting in the Denver yard. I was going to add a lumber load when reading the Jan/ Feb and the Mar/ Apr issues of the *Narrow Gauge and Short Line Gazette* articles on the Rio Grande's way of transporting vehicles in the '40s via its 40' special built 6500 series flat cars. I got that 'Ah Hah' moment!

We (here on the Western Bay Railroad) model in 1939 — truth be told, June 12, 1939 — and only have 30 foot freight cars (over a hundred...but still no 40') on the layout. I felt a vehicle load would and could be doable on this 'wide' gauge flat car.





It's those details at the front of the layout that really attract attention! Al Sohl hit upon a wonderful idea for an unforgettable scene on the O scale Western Bay Railroad. He put his O scale workers to work "unpacking" one of two sedans that just arrived on the standard gauge railroad. They

now must be moved to the adjacent narrow gauge for transport to some exotic mountain location. The guys are rolling up the protective tarp onto the roof and unhooking the heavy chain holding the auto in place. And, no doubt you noticed the fellow in charge, supervising from the ramp?

I did not have room to add the correct 'end of track' unloading ramp, so I cobbled together the two portable (*portable...ha! They had to be heavy, heavy, heavy! But I did add four grab irons per ramp*) ramps as well as the extra wide wood road way to (theoretically) allow them to turn the vehicle once off the ramp and either load one automobile onto a 30' narrow gauge flat car or maybe onto a flat bed truck? So the flat car was glued to the track as were the ramps.

It looks like it could have been, and I think it makes a nice scene on the Western Bay Railroad. For more on our layout, visit www.westernbayrailroad.org. ☒

Al Sohl is a former member of the NER who relocated to the warmer climate of Florida.





A Goodbye and a New Chapter

Were you as shocked as I was to hear in the last issue that Glenn is stepping down from his *Coupler* column? We have enjoyed his tips and pointers in each issue and know his insights and wit will be sorely missed. As a Chessie modeler, I specifically enjoyed hearing of how his C&O layout was progressing. I could not stand by and see his column fall by the wayside, so I volunteered to continue Glenn's good work. I hope I can do half as well as he did for the NER membership. Best of luck, Glenn!

Who is this new guy?

By way of introduction, I have been a Nutmeg Division member since 2009 and am an avid model railroader. I am working on the Achievement Program and have three certificates completed to date with additional work done on two more. I am also a "lone wolf" modeler and have done all the work on all my layouts myself.

When it comes to my layout, it is prototypical. The road is based on the Chessie System's East End subdivision in HO scale. This line runs east from Brunswick, MD, to Cumberland, MD, though almost all of the trackage is actually in West Virginia. The current rendition of the East End is a multi-level point to point layout running on NCE DCC in my basement. This layout will be the

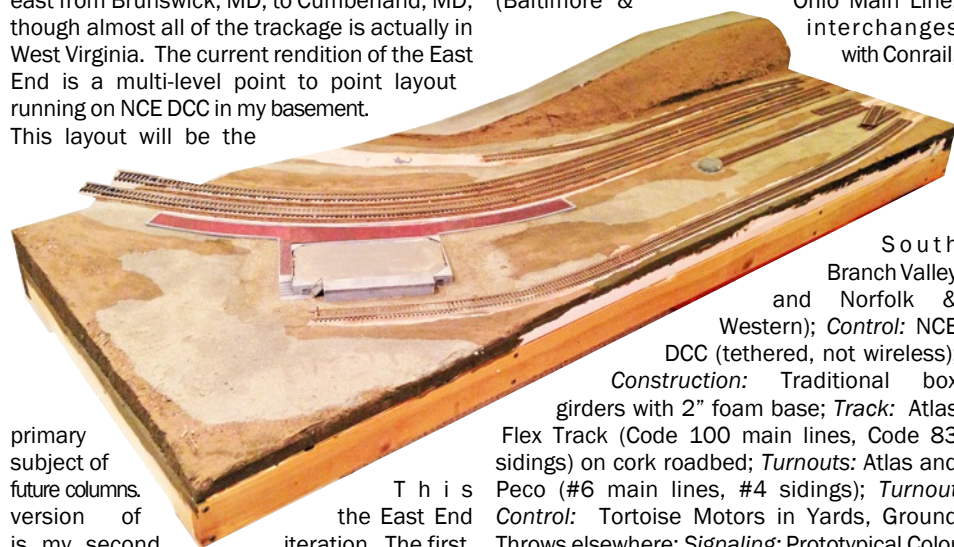
I am a big fan of planning and using my time wisely. Being employed full time, married, and having three kids, my model railroading time is both scarce and inconsistent each month. I try to use the minutes or hours of free time I have to continue making progress on the layout. I always keep the old question "How do you eat a whale?" in mind. The answer is "One bite at a time!" Building a layout is no different. The best thing any of us can do is make some progress, even if it is an absolutely minuscule amount of progress.

I have a website at <www.trainweb.org/chessie> that shows all of my locomotives, freight cars, cabooses, structures, etc. I also maintain a Yahoo group on my layout progress called Chessie System: East End.

Setting standards

To tackle a multi-year long project, it is a good idea to set some standards to go by. General rules or standards can keep a project focused and moving along. My general rules are as follows:

Scale: HO (1:87); Prototype: Chessie System (Baltimore & Ohio Main Line, interchanges with Conrail,



primary subject of future columns. version of is my second iteration. The first, built from 2003-2012, was in our old home. We moved across town in 2014, creating the need for a new design to fit the new space.

To date, I have completed more than 250 freight cars, more than a dozen locomotives and 10 or so cabooses. Most are custom painted and decaled and all weathered. Each piece of rolling stock also has a Micro-Mark car card created, which will be part of the operating system for the road. I've scratchbuilt all of my structures and really enjoy this part of the hobby.

This

the East End

South Branch Valley and Norfolk & Western); Control: NCE DCC (tethered, not wireless); Construction: Traditional box girders with 2" foam base; Track: Atlas Flex Track (Code 100 main lines, Code 83 sidings) on cork roadbed; Turnouts: Atlas and Peco (#6 main lines, #4 sidings); Turnout Control: Tortoise Motors in Yards, Ground Throws elsewhere; Signaling: Prototypical Color Position Lights; Car Routing: Micro-Mark Car Card System; Scenery: Carved foam, painted with house paint and covered with natural materials and ground foam. Trees are both natural branches and commercial products. Roads are sanded and painted plaster; Backdrops: Painted walls and some photos.

I have standards for locomotives, freight cars and cabooses as well, but that will have to wait for future columns. If a product does not fit into these standards, then it is not bought or made.



Planning for the eventual move

Many model railroaders lament moving and the day they have to take a saw to their precious layout. This is usually met with the realization that hundreds of hours of work cannot be reused in the new location, as sections are cut up and thrown in the dumpster. I have been driven not to experience that remorse by designing a layout from the beginning that is movable.

One of the first and best decisions made in creating a home layout was recognizing that I wouldn't live in my current home forever. Over the course of life, up or downsizing happens to most of us, and I am no different. In 2003, when I started my original East End, I set about making it largely like a club layout — in movable sections, or modules. This design allows for a layout that is not just a single mass of wood and track. Each section is separable from the neighboring ones. To plan the track work, I used the simple rule that no 3' piece of flex track would cross over two sections. Crossings between modules or sections would be accomplished with a six inch Atlas straight track section or in some rare cases, a turnout. Also, the wiring goes through terminal blocks at the ends of each section, so the layout could be easily disassembled and moved without cutting wires. These early decisions paid off royally, when in 2014, we moved from one home to another in Cheshire, CT. The layout came apart in a matter of days, was packed up and virtually all of it was reusable in the new house.

This advanced planning provided an easy transition to the new house and gave a jump start to an even better East End. Hundreds of hours of work were not lost to the saw and dumpster. I estimate about 90% of the old East End can be used as is in the new house. I look forward to sharing more on the new East End going forward, but until then...

Keep on workin'!



MADE IN THE NER

Seaport Model Works

By MIKE TYLICK
Contributing Editor

Bruce Nickerson has always loved the ocean and seafaring vessels — his grandfather was a commercial fisherman and he has always made sure to live near

career. Although he still owns several of his businesses, Seaport is his favorite and he still devotes about 40 hours a week to it. With

George's help — and encouragement from Randi and Leo Terrien of Crow River Products — Seaport



A rare idle moment has Bruce manning his booth at the Amherst Railway Society Hobby Show in West Springfield, MA.



Seaport has acquired the rights to the Tugboat Exeter.

combination of wood, metal, styrene and resin parts. Assembly is straightforward if the directions are followed. It is well worth a phone call or a visit to their Web page to see what is new. Also listed in their catalog is the Sylvan Scale Models line of maritime craft and the small tools necessary to build the models, a convenience not offered by other hobby manufacturers. Seaport Model Works also offers assembly and custom ship model building services for those who lack the time or inclination to do the work themselves. Over the years, this custom work has grown into a large part of their business.

the ocean. Twenty-eight years ago, Bruce was planning to build a former Belfast, Maine, sardine processing plant for his model railroad. He needed a tugboat and barge to complete the scene and sadly found little or nothing available commercially.

Being resourceful, Bruce acquired a copy of Dynamite Payson's "How to Build a Model Boat," where he found drawings for a sardine carrier. Before he was done, he had found hundreds of photos and also built a barge. Both were built from wood. It was suggested he make up some copies for sale. Bruce took them to a friendly dealer who quickly sold out. The small tug did appear later when Bruce bought the rights for the H125 harbor tug made by George Barrett of Sheepscott Scale Models. Since Bruce had always owned small manufacturing enterprises, Seaport Model Works seemed a natural extension to his

has continued to prosper and now boasts an extensive line of seafaring craft that are small enough to fit on a model railroad, and yet are large enough to be interesting models in themselves. Their many loyal customers continue to support their business and happily supply them with articles, photographs, and drawings for future models. Thanks to their input, and some hard work by Bruce and his wife Nancy, an extensive line of marine models is now available in all of the popular scales, as well as some structure kits.

Bruce does most of the design and production work in a small shop down the street from their home, which is close enough to hear and smell the ocean. Nancy manages the Web site and does the other office and computer work. She is also a very pleasant and effective salesperson at the shows they usually attend together. Most Seaport kits are a hybrid

Some of us have always felt that all prototype railroads begin at the sea. Then they either parallel the coast or head inland. Few railroads of any size do not reach the water somewhere — landlocked railroads are really an extension of those that do reach the ocean. Bruce feels the railroad and maritime industries are extremely connected to each other — if not one and the same thing.

For many years, this aspect of the hobby was largely ignored. But now, marine models are becoming one of its fastest growing segments. Bruce believes much of the increased interest is because affordable commercial models of American vessels are now available from companies like Seaport, Crow River Model Works, and Sheepscott Scale Models. Seaport Model works hopes to continue to provide the model railroad hobbyist with new and exciting maritime products. Be sure to look for them at some of the better hobby shows. (X)



At left, The Car Ferry is shown tied up at its dock on Bruce's show diorama. The buoy tender at



right is one of Bruce's favorites. It has a resin hull, and an etched brass deck and pilot house.

Seaport Model Works

PO Box 1883
Hampton, NH 03843
seaportmodelworks.com
603 926-8518



Another view of Monticello, ME, on the St. John Society of Model Railroaders' modular layout. This is one of six modules Steve McMullin built to carry his Carleton Railway far beyond his basement — actually

taking the railroad on a branch from New Brunswick into Maine. It gives a whole new perspective into modeling "beyond the layout!" Read more about the Carleton Railway beginning on page 5.

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