



Your portal to *more* fun in scale model railroading

To promote Model Railroading and help educate modelers in the skills of Model Railroading

This is your invitation to participate in the General Membership Event of the NMRA Nutmeg Division of the NMRA on the SECOND Saturday of the month, April 11TH 2015, at the

**Wethersfield Police Department
Community Room
250 Silas Deane Highway
Wethersfield, Connecticut**

**This facility is wheel chair accessible
Non-members, family and friends are welcome to attend**

The agenda is as follows:

8:45 AM to 9:15 AM: is Setup:

9:15 AM to 9:45 AM: will be to socialize, have refreshments and review the white elephant table and member's latest modeling efforts and memorabilia.

There will be a table for members wishing to sell excess equipment structures, etc. and are invited to bring these items to the meeting for the white elephant table. A donation to the division of 10% of the selling price will be greatly appreciated.

Attendees are also invited to bring in their latest modeling efforts and memorabilia for everyone to see and appreciate.

9:45 AM to 10:00 AM: will be the start of the meeting and for General Announcements.

There will be two clinics.

10:00 AM to 10:50 AM

Clinic #1: "Big Steam on the C&O Railway" presented by Carl Liba

Carl Liba will show us prototype slide pictures of steam engines and steam powered trains of the C&O Railway. When looking at the pictures, modelers should note three things. First is the scenery of the C&O territory. The second is the locomotives' usage conditions and wearing. The third is the cars also in terms of usage and wearing. To make your scenes more realistic, these pictures will provide you with hints and directions

The C&O was the largest of the five Pocahontas Roads, as defined by the ICC, serving the coal industry principally in West Virginia. It originated more coal than any of the other roads, 63 million tons in 1950. At the time, the C&O had 5,118 route miles. It served two primary coal traffic flows, both from mines to transshipping facilities. One was to tidewater at Newport News, VA, for transport by ship and the other was to Toledo, OH, for Lakes' transport.

The presentation will feature the C&O's Class H-8 locomotives, 2-6-6-6. These were exceptionally heavy locos for getting more tractive effort for both the heavy grades and the heavy trains. We will see both coal mine lines and main line action. To balance out the presentation, we will see some of the other steam powered trains in other areas used by the C&O before diesels supplanted all the steam.

This includes Pere Marquette trains and steam locos. The C&O acquired the PM in 1947 in order to both make more money and to also diversify their traffic. This acquisition of the PM added 1,941 route miles, chiefly in Michigan, and a high proportion of merchandise traffic. They used, and we will see, their Berkshires, 2-8-4, are similar to that of the Nickel Plate.

With these views, the audience will know more about the C&O, and the PM, their operating areas, their traffic and their steam motive power. The impressions gained from viewing these may provide impetus for improved layouts and models of this area and era.

11:00 AM to 11:50 AM

Clinic #2: "Battery Power and Radio Control for Trains – An Update

A detailed review of this method of cab control and what is needed for custom building or converting existing models, followed by a demonstration of several radio controlled models.

Topics will include incentives for radio control with on-board power, battery types and performance, charging methods, new train receivers and features, motors - when to use or replace what you have, modifying locomotives for dc, dcc and/or rcc* operation, and using dcc sound equipped locomotives with BPRC.

*copyright pending

12:00 PM to 12:30 PM Break for lunch

There will be a BOD meeting at the Wethersfield Police Dept. All NMRA members are invited to attend.

1:00 PM to 4:00 PM Layout Visits

NMRA Nutmeg Division

Tour Announcement for April 11th, 2015

Two great layouts plus a tour of an interesting small, semi-private museum are on tap for the April 11th Nutmeg Division meeting:

- First, Jonathan Harger has generously opened his Central Vermont Connecticut Division layout up to us again, as the February 14th snowstorm prevented most of us from reaching his home.
- Next, Bob Murphy is opening his large New Haven early diesel-era layout. Bob's work was recently chronicled in the January, 2015 Model Railroader "Trackside Photos" section.
- Last, Chris Greaves will open his great little Yankee Steam Works museum for us, where a collection of steam vehicles, classic cars and a double decker bus are on display in his semi-private setting.
- **NOTE: Doors open at 3:00pm for the Yankee Steam Works.**
- **Please plan to finish touring the two layouts by 2:45pm and give Bob and Jonathan time to visit this museum themselves.**
- **Bob and Jonathan's layouts are not wheelchair accessible. The Yankee Steam Works is easily accessible.**

As both Bob and Jonathan are members of the Mohegan and Pequot club, they have requested that those members be invited to the tour. We may find this a great opportunity to meet this team as well as to recruit non-NMRA personnel to our Nutmeg Division.

Full tour descriptions are outlined below. Driving directions will be provided at the April 11th meeting.

Greg Lane // Tour Coordinator

Bob Murphy's New Haven Layout // April 11, 2015

Bob Murphy's New Haven Railroad is a model of his past. Bob's father was a conductor and a trainmaster for the New Haven. Among his best memories, Bob's father took him along to work on the Airline, where he remembers switching the New Haven Trap Rock plant (as it was called then) in East Wallingford, the Middletown yard, and the CL&P coal fired power plant in Middletown.

Bob's layout captures many of those and other memories. It measures 25 X 32 feet, has two large yards, staging yard, a branch line and features custom painted New Haven equipment. The New Haven ran substantial length trains on its Maybrook, Shoreline and Hartford lines so he also wanted the ability to run trains of 25 to 30 cars.

Bob has maintained certain design features that were important to him:

- With the exception of the branch line, there are no grades.
- The aisles are wide so that operators can move around easily.
- The curves are 48 inch radius and larger (most are 60 inch and larger).
- In many cases the track level is higher than the scenery base allowing track to be located on the side of a hill or embankment.
- Single track main line with passing sidings

The track work and most of the switches are Atlas code 83. The roadbed is either homemade Homasote or cork. Mainline passing siding turnouts are powered by Rix or Atlas under-table switch machines. Yards and industrial sidings use caboose ground throws, surface mounted slide switches or under table mounted slide switches.

Train control is by a standard DC block system. Because of the single track mainline, the blocks can be logically located and therefore the DC block system is not an impediment to operation. Bob has three main line cabs with walk around memory throttles than allow operators to follow their trains. There are also 3 yard throttles; one for each of the two yards and one for the staging yard. Finally, there is memory walk around throttle for the branch line.

A dispatcher controls all mainline blocks and passing siding turnouts from a mainline control panel. All of the passing sidings have operating signals indicating the turnout position. In all it takes 7 operators to run the entire railroad although Bob can run the mainline from the main control panel.

The branch line was inspired by the Branford Steam Railroad located in Branford CT. It still runs today. Back in the 1960's, the line used GE 44 tonners to haul trap rock from a quarry in North Branford to an interchange with the New Haven shoreline route and a barge operation at Stoney Creek. What struck Bob about the line was the short trains, sharp curves, steep grades and how it hugs the hillsides above Route 80. Bob's branch line was built with the similar features.

The railroad has typical New England scenery with plenty of trees. Most of the hills are conversed with poly fill forests. The scenery is mostly plaster and paper over a cardboard web support.

There are approximately 40 New Haven engines on the layout, all first or second generation diesels. Subscribers to Model Railroader might recognize Bob's beautiful modeling work from the January, 2015 issue in the "Trackside Photos" section. We are privileged to have the opportunity to view this great layout.

This layout is not wheelchair accessible.

Jonathan Harger's Connecticut Division - Central Vermont

The CT Division CV has its main yard in New London and then runs up the Thames River to Montville and Norwich before moving on to Willimantic with the 2nd largest yard. The line then crosses over New London (about 4 feet one has to imagine does not exist) before heading north to Tolland and finally Palmer Mass. which is actually the northern staging yard. The line also heads south out of New London through the industrial area to

New Haven or the southern staging yard. The main room is 11' by 17' with an additional 8' of yard area for New London and the staging areas that are both through a wall to another room.

The layout is proof that model railroading can be done on a limited budget. The whole layout track work was put together for about \$30. A couple of used Peco turnouts and track to replace some problem areas has now doubled the cost of the track to \$60. The Bachmann and AHM motive power is now giving way to newer locomotives, some brass, along with DCC power. Rolling stock ranges from Jonathan's first box car in 1959 to train show pick-ups and completed Funaro Carmenlengo and other craftsman kits. Scenery is all scratch-built, made from sawdust, weeds, ground foam and rocks. Buildings are a combination of scratch built, kit-bashed, and straight kits.

As Jonathan was teaching Connecticut geological history as a part of his 8th grade science class, he had to apply that to the layout also. Therefore, as you follow the layout north, you start out on the glacial flood plain of New London, head up through Avalonian gneiss to Montville where a fault leads into lapetos schist, through an igneous intrusion in Norwich and then onto the glacial flood plains and gravel pits of Willimantic. After crossing the Willimantic and the "nonexistent" bridge over New London, you travel the eastern highlands to Palmer Ma.

There is also a 17' two rail O gauge switching layout overlapping some of the HO layout.

This layout is not wheelchair accessible.

The Yankee Steam Works Museum // April 11, 2015

As the name implies, the Yankee Steam Works Museum is a tribute to all types of steam-powered conveyances, including two steam launches, five steam-powered cars and a genuine 1912 steam roller! Other pieces in the collection include classic autos from the 1930's (Auburn, Cord, Rolls Royce), a 1913 air-cooled Franklin race car, a fully restored Bristol double decker bus and more fascinating pieces, each with a great story.

Yankee Steam Works is a semi-private museum, where Chris Greaves, the proprietor, has given us the privilege of a personal, private tour. To help defray operating expenses, a suggested donation of \$5 is appreciated.

The facility is wheelchair accessible but the rest room facilities are not.

Don't forget to visit the <http://www.nutmegdivision.com> website to visit the latest issue of the newsletter.

Sincerely and respectfully submitted for your pleasure,

Ronald J. Pelletier nmranutmegmembership@comcast.net
Communication Manager / Membership Promotion Manager / Newsletter Editor

If you need to talk with me, please call 860-977-5573 any evening between 7:30 PM and 11:00 PM. This is the time period that I am usually near my computer. If you are unable to call during this time period please send me an e-mail so that we can arrange some other form of communication.

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