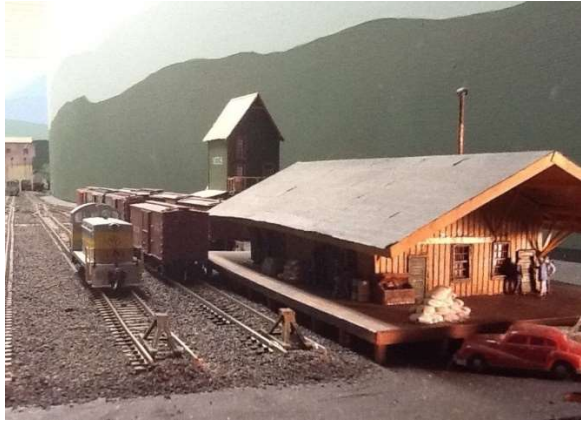


New York, Ontario & Western (Joel Morse) – Layout Description for NMRA Surfliner 2024



Early Morning in Delhi



NW-2 #131 heads up the Delhi branch from Walton



Merrickville



Shellysburg, NY



Walton, NY



The Cut at the North end of Walton Yard

(continued on next page)

Concept:

The 541 mile Class-One New York, Ontario and Western Railway (NYOW) traversed the dairy lands of the Catskill Mountains in upstate New York, and the rich Pennsylvania coal fields around Scranton, from around 1876 until abandonment in 1957. The layout loosely models the main line up and over the rolling hills surrounding the rural towns of Walton, and Sidney, along with the Delhi Branch, and a connection with the Delaware, Lackawanna & Western mainline at (fictional) Shellysburg, NY, in the spring of 1954.

As modeled, the line has been quite a bit more prosperous than in real life, supplying both raw materials and finished products to help rebuild war ravaged Europe. As modeled, the NYOW is unlikely to be abandoned in just three years' time. Traffic consists of dairy products, coal, bluestone, farm products, produce, wood chemical products and a variety of manufactured goods, including furniture, musical instruments, household appliances, machinery and electrical components from the famous Scintilla Works in Sidney. At one time the O&W was one of the region's largest haulers of milk and dairy products to the New York City area, as well as haulers of anthracite. The layout has been featured on the cover and within the January 2024 edition of the NMRA Magazine, and in three editions of the OpSIG magazine "The Dispatcher's Office".

Design and Construction:

This approximately 150 square foot E-shaped, folded dog-bone, N-scale layout is designed for operation with 20 staging tracks in two locations that allows for both continuous running (for open houses), as well as point to point operations.

The first layer of scenery has been completed on the entire layout with some areas having the second or third layer applied. Delhi, Shellysburg and Walton are the most fully scenicked, but none of the scenery is complete. Trackwork consists of ballasted Code 80 Atlas flex track and hand thrown Code 80 Peco turnouts (with Hex Frog Juicers), Digitrax Simplex and Duplex throttles, along with mobile phone capability provide train control.

O&W division points of Cadosia and Norwich are represented by a 10 track "hidden" staging yard and includes 8 stub-end tracks and two through tracks. Cadosia Staging includes four tracks representing the stations and connections to the south and east, including New York City, New England and the coal fields around Scranton, PA. Norwich Staging consists of four tracks representing the stations and connections to the North, including the prototype interchange with the DL&W, and connections to the Great Lakes and the west. The two through tracks are used only for originating and terminating stations for passenger trains, continuous running is not used during operations. The D&H crossed the O&W in Sidney, and interchange traffic is modeled in one "hidden" staging track. Staging for traffic originating on the DL&W is provided by a 9-track, swing up staging yard representing the DL&W mainline between Binghamton and Syracuse.

(continued on next page)

Operations:

Operations on the NYOW consist of a variety of train types and crew jobs, but the Walton Yard is the heart of the layout. Traffic from Cadosia staging enters Walton Yard to be broken down for classification and building of locals, branchline trains and interchange transfers. Locals head north out of Walton to service the towns of Merrickville, Maywood, and Sidney, terminating in Sidney or at Norwich staging. Branchline trains head up the Delhi Branch to service the customers in Delhi or service the coal mine. Interchange Transfers from Walton leave O&W trackage at Merrickville Junction and enter DL&W trackage and terminate in Shellysburg after switching customers. High priority through trains originating or terminating on the DL&W, including passenger trains, Fast Freight service and a “Beefer Reefer” train add to the mix of jobs, as well as low priority through coal drags and local coal turns on the Delhi Branch. Finally, a transfer job on the D&H picks up cars in Sidney for the D&H

Operation sessions utilize Car Cards (with pictures) and Waybills along with a prototype inspired Form 19, with the Dispatcher using a prototype inspired Train Sheet to keep the trains moving, in a modified Verbal Warrant/Mother May I format. The session starts with a sequential order of 5-8 trains based on which trains timed out at the end of the last session on the layout, what trains are available in staging and the order of release of trains built by the YM in Walton in the first few minutes of the session.

All trains on the NYOW are extras. However, once the session starts, the sequence may be followed, or other trains may be inserted, at the direction of the hat, is likely to release. The Walton Yardmaster and Assistant Yard Master/Engine Hostler classify incoming traffic and build 10 to 12 car trains to service the NYOW customers and interchange with the DL&W and D&H.

The Walton Yard is the heart of the layout, and a steady Yard crew, in close coordination with the Dispatcher and Traffic Manager/Superintendent is needed to keep the trains moving. Headed by first generation diesel power, local trains work the line, including the Delhi Mixed Turn and Delhi Coal Turn, both behind NW-2 (due to weight restrictions), and the Sidney Turn, behind a pair of F3-A units, all in O&W livery. Transfer traffic from the DL&W is worked by either an O&W or DL&W crew, working the Shellysburg customers along with the Binghamton and Syracuse staging tracks. The DL&W Transfer is a highly desired run on the layout, along with the Delhi Turn and Sidney Turn.

Through trains, originating in Cadosia, Norwich or in DL&W staging consist of mixed freight, coal drags, empty hoppers, high priority perishables, fast freights, in both directions behind FT A/B sets in O&W livery or with connecting road power, complicate local crew efforts. Passenger trains also traverse the layout. A typical operating session will include:

Traffic Manager/Superintendent,

Dispatcher,

Walton Yardmaster,

Assistant Yardmaster/Engine Hostler, and

4 road crews to run 15 to 20 trains in a 4 hour period.

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FORM

FORM

19

New York, Ontario and Western Railway

19

Joel Morse, Trustee

TRAIN NUMBER: DATE:

TRAIN NAME:

TO: DELHI From: CADOSIA

Name: Delhi Coal Run

ENGINE #: CLASS:
 ADDRESS: TYPE:
 CABOOSE #: MAX. TONNAGE:

INSTRUCTIONS:

Run from Cadosia yard to Delhi via Walton with empty hoppers. Work Delhi Coal Co. Pick up loaded hoppers for Cadosia Only. Return to CADOSIA AS DC-2

USE SOUTH LEG OF WALTON "Y" TO REACH DELHI

EMPTY HOPPERS FOR DELHI COAL MAY BE ADDED AT WALTON IF CAPACITY EXISTS; ALERT WALTON YM IF CAPACITY EXISTS

SET OUT EMPTIES AT DELHI COAL, PICK UP LOADS FOR CADOSIA ONLY

BE ALERT FOR LOADED HOPPER FOR DELIVERY TO DEAN AND BRAMLEY

RETURN TO CADOSIA YARD AS DC-2. CONTACT DISPATCHER FOR NEW FORM 19

In Yards and Sidings with Multiple Tracks, Track ONE is adjacent to the Aisle.

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER

Made _____ Time _____ M. _____ Operator _____

(Continued on next page)

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