

SOUTHERN NEW ENGLAND RAILROAD

The SNE relocates to Northern Colorado

By Dave Zamzow

In September the Club was treated to a tour of a work in progress, the HO scale Southern New England of Marty McGuirk. Even though the layout is located in Longmont, turnout was good on a beautiful fall day.

Marty's SNE is a fictional subsidiary of the Central Vermont, set in 1953. There was a real Southern New England. It was designed to provide a connection between the Central Vermont (CV) and its parent, the Canadian National (CN), between Palmer, MA and Providence, RI. It was graded and some bridges were even built. It never came to fruition because the founder decided to take a little cruise on the Titanic. The SNE didn't make it past this point, except in Marty's world. The modeled portion runs through Rhode Island, up to southern Massachusetts. Staging is provided at Providence on the south and Palmer to the north. The visible portion of the railroad is in an approximately 25' X 24' area. It will feature several typical New England fall scenes with some hidden trackage in a crawl space and some additional hidden track planned for Marty's workshop.

Some of you probably saw the article on the original SNE that was in *Model Railroad Planning 2000*. It was torn down when Marty moved from Milwaukee to Longmont. Construction began in November 2003. Benchwork is open grid supported primarily by wall brackets, with legs on peninsulas



Marty gives a demonstration. *Dave Zamzow*

only. Track is mainly Micro Engineering code 70 and 55 flextrack, with Central Valley turnout kits. It is laid on cork roadbed, much of which is N scale. Marty likes the lower profile this roadbed provides. Minimum radius on visible track is about 25 inches. Grades are light, with a maximum of about 1.25%. Control is provided by a North Coast Engineering DCC system.

Scenery reflects the layout's setting in New England in the fall of 1953. Trees, ground cover, and backdrop painting all are in muted fall colors, using mostly Scenic Express materials (he just says no to Woodland Scenics products). The backdrop, painted by Mike Danneman, is quite nicely done.

Although the SNE maintains some rolling stock, the motive power is pretty much all CV. Using the "prototype freelance" philosophy allows Marty to model the CV the way he thinks it should have looked in the 1950s, rather than strictly following the prototype. Diesels are already taking over, although some steam remains. One of his steamers is a Bachmann 2-8-0 that was reworked into a CV N-5a. It was the subject of a makeover article in *Model Railroader*.

Although a work in progress, I for one look forward to future visits to see what Marty has accomplished both scenically and operationally. He has gotten a lot done in a short period of time. My thanks to Marty for his help with the details in this article.



This beautiful Consolidation was rebuilt by Ian Rice to look like a CV prototype. Ian featured it in Model Railroader a few years ago. *Bob Sobol*

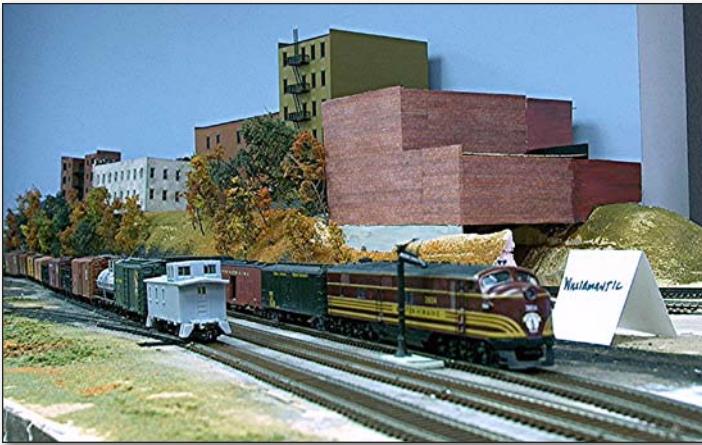


A local waits for clearance. The F units have Soundtraxx sound. *Bob Sobol*



Someone who works at a company that owns an NC (computer controlled) laser cutter must have *way* too much time on his hands! *Bob Sobol*

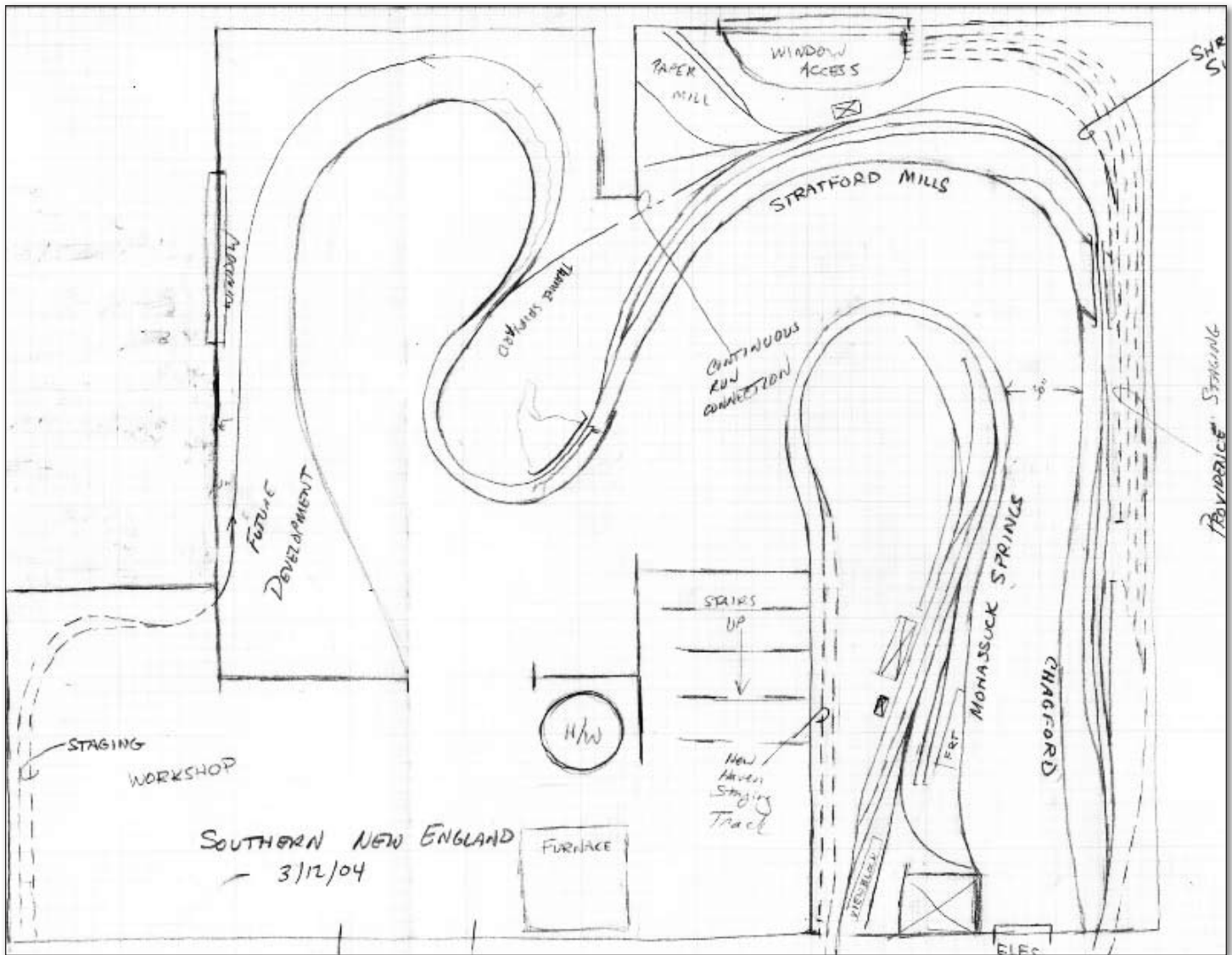
Inspiration for a scene. *Dave Zamzow*



Waiting in Willimantic. Dave Zamzow



Willimantic local. Dave Zamzow



Track plan, taken from Marty's Yahoo Group, SNE_RY@yahoo.com. Marty McGuirk