

The

Whistle



Post

Official Newsletter of the

Neuse River Valley Model Railroad Club

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“All Aboard”

Don't know if it's the triple digit heat that we aren't used to coping with, or if there is a more basic problem with members' seeming recent loss of common sense. Pictures of acts of commission and omission are shared in the Whistle Post. All members must take responsibility for keeping the Club in good condition. **More care and common sense are certainly in order.**

This has been a particularly active month for donations to the Club. We have received N, HO, and O gauge donations in the last few weeks. This is a problem we can live with, but donations are a double edged sword. Help is needed from each layout committee to sort donations into four categories: 1) keep for the layout inventory, 2) clean up for sale/price, 3) salvage for parts, or 4) add to the “free box”/dispose. Don't be surprised if you are asked (voluntold) to help in assessment and processing of donations.

Lots of activity at the Club this past month:

- N scale had a ballasting workday and progress continues on the new track patterns;
- The HO layout is fully operational including the wyes, extension to the logging camp, and the new yard on module 9;
- Chuck Larnerd has taken charge of the HO Committee and is preparing guidelines for suggesting, submitting, and getting approval for new projects (see article below);
- Phil Michaud has agreed to head up the Building Search Committee. Please pass ideas and suggestions for the search process to Phil or a Board Member;
- John Spach has reactivated the Club's long-dormant eBay site. Merchandise is moving, and we welcome the additional sales income to strengthen our financial picture; and
- Restroom renovation is almost done with hot water soon.

Basic costs of operating the Club depend on dues, donations, and sales – dues are essential to cover operating costs for the Clubhouse. Don't forget to pay your dues by the end of the month!

All Aboard

Ken Howard, President

Membership Chairman Memo

By George Sawyer

The Club dues were due June 1. There are now several ways to pay. You can 1) come to pay in person at the Club and see the newly renovated restroom, 2) use the US postal service, or 3) pay electronically. Payment methods include:

- You can USPS-mail a check to NRVLMRC, PO Box 19573, Raleigh NC 27619.
- At the Club, you can pay by credit card using the machine to the right of the HO scale “for sale” shelf. Remember to put the receipt into an envelope in the library including your NAME and put the Dues amount into the info line, then put the envelope in the black mailbox above the file cabinet
- At the Club, you can put a check into the black mailbox in the library above the file cabinet (no envelope is required).
- At the Club, you can put cash into an envelope and put that into the black mailbox in the library above the file cabinet (envelope is required with NAME and write the amount into the DUES line).
- Using Zelle, if your bank offers that service, you can send the payment to NeuseRiverValleyMRC@gmail.com.

We would really like to see you.

Come on Folks!!

Just for grins could you all read the signs posted around the Clubhouse. This isn't new stuff – it's just another example of members who don't give a hoot. **ALUMINUM CANS ONLY** PLEASE is not an invitation for dumping banana peels and paper bowls into the recycling bin!



(photo by John Spach)

Report Damage

We all recognize that accidents happen and things may get broken. If you break something, it is incumbent on you to report the problem to a Board Member or the House Committee, so that the issue can be fixed or resolved. The damaged outlet box shown in the photo below occurred sometime during the first week of July and was first noticed on July 5, 2026. **It was not reported - just left dangling!** The (at least temporary) fix was accomplished in less than 30 minutes – no big deal you say, except the damaged electrical box might have caused other issues.



(photo by Ken Howard)

Membership dues for fiscal 2026-2027 are now past due. Payment by June 30th was expected. Members who do not complete payment by July 31st may be removed from the Club roster.

Operating Session in N Gauge

Phil Michaud hosted an operating session at his home layout on June 23rd. This may be a first for the Club. It was Phil's first attempt, and he really pulled off a fun session on the Bangor & Aroostook. John Spach, Ken Howard, and Tom Garren were Phil's guinea pigs, and more people will be invited for the next session.



Ken Howard, Phil Michaud, and John Spach discussing Northern Maine Junction (photo by Tom Garren).



Phil Michaud giving pre-operating session about the Bangor and Aroostook (photo by Tom Garren).



John Spach deep in contemplation of an operating problem (photo by Tom Garren).



Freight service on the way to Searsport (photo by Ken Howard).



Tom Garren and Phil Michaud operating the "Round Robin" freight service (photo by Ken Howard).



John Spach having fun with Tom Garren (photo by Ken Howard).

Randy Foulke's Trivia Question

What is the northernmost point of the New York Central System and the Pennsylvania Railroad?
(Hint: it is the exact same location.)

Find the answer on Page 10

Seniors Visit from StoneRidge

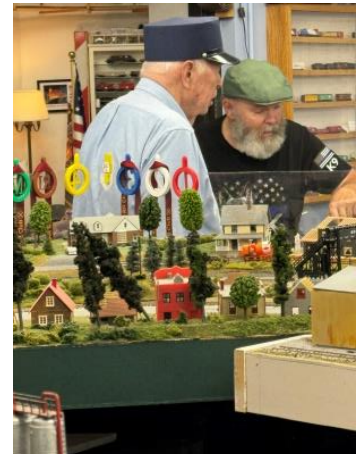
On June 24th, the Club welcomed sixteen seniors and staff from the StoneRidge Gracious Retirement Living in Cary on an outing that included touring the NRV Clubhouse. Bill Ferguson (dual citizenship; both guest and member), Tom Garren, Ken Howard, Paul Liebedenski, Don McPherson, Len Nieman, George Sawyer, John Spach, Chris Troino, Mike Troino, Ken Wesp, and Steve Wills participated in showing off our layouts. Thanks to all of you who participated in making this a special event for our guests and members. Thanks to Tom Garren for the photos below:



Bill Ferguson and other guests gather in the Crew Lounge.



Mike Troino explaining the operation of the HO layout to very interested guests.



Bill Ferguson and Don McPherson in the HO/N layout room.



George Sawyer and Steve Wills showing off the O gauge layout to the visitors.



Ken Howard and George Sawyer give a brief orientation to the seniors.



Ken Wesp operated the N scale layout for the guests.



Len Nieman and Chris Troino setting up trains to run for our guests.



Ken Howard discussing the wall decorations in the Crew Lounge.



Being entertained by multiple Lionel trains in the O gauge layout.

HO News

By Chuck Larnerd

If you've been to the Club lately, you've hopefully noticed a few changes in the HO layout room. There is now a diagram of the layout hanging on the wall. You can also find a place to leave comments, and enlarged diagrams of active changes going on. There is a key on the diagram for proposed changes, as well as any changes that have been approved. The HO group has a meeting every second Sunday at noon, where we discuss future changes, issues, and requests. We also vote on proposals for changes. Feel free to write suggestions or questions on the wall diagram. I will try to update the diagram about once every couple of months. If you want to have input on future updates to the layouts, please try to attend the Sunday discussions.

Please DO NOT take it upon yourself to make ANY changes to the layout. ALL changes (scenery, track, electronics, etc.) MUST be reviewed by the HO Committee and voted on. Once we get Groups.IO working, we would like to use it for news and discussions. Shortly, we will provide an updated Guide and Checklist for layout work. We will also be posting some "Good Neighbor" suggestions to ensure that everyone has a good experience when using the HO layout. See you at the Club.

Neat Links

Tom Magnani passed along the following link about the Big Boy tour with the comment that it is a "decidedly non-technical piece."

https://www.npr.org/2026/07/11/nx-s1-5872656/big-boy-locomotive-steam?utm_source=firefox-newtab-en-us

NMRA MER 2026 - Registration is open for the **Tracks to Tidewater Convention**. To register online click:

https://mer-nmra.com/convention/mer_convention_2026/index.html

Tom Garren passed along the following link from **Bernie Dawson** titled "How Broken Trains Created an Entire North Carolina Town."

<https://youtu.be/xUWihbbpzB8?is=xacc3wYnjCoK-hif>

Waste Equals Increased Costs for the Club

We buy paper towels that can be torn off as half sheets for three very good reasons: 1) using the smallest towel size needed for your job saves money, 2) using the smallest towel lowers the amount of waste that we have to haul off, and 3) using the trash as shown in the photo presents a poor appearance to the visitors who also use the facilities. Please do not tear off multiple sheets and then dispose of them without actually using them!



(photo by Tom Garren)

Real Railroads

By Carl Zetie

For my birthday, my wife Mary Louise Ravese bought us a trip on the Virginia Scenic Railway for an excursion behind the preserved Norfolk & Western Class J No. 611. Some of her photographs are presented below:

There are some notes and history about the loco at:

https://www.virginiascenicrailway.com/611-steam-locomotive_fall_2025/



(Photos by Mary Louise Ravese)

Upcoming Events

NMRA The NATIONAL TRAIN SHOW: August 1-2, 2026 at the Chattanooga Convention Center, One Carter Plaza, Chattanooga, Tennessee.

CSRRC 2026 ‘Field Trip Adventure to the Tweetsie Railroad and the Doe River Gorge Train: August 28-30, 2026. If you want to join the CSRRC group and get the discounted Tweetsie admission, you will need to send a check for \$55.00 for each participant, made out to ‘Ben Boney – CSRRC Treasurer’, to Ben at 3100 Old Craig Court, Mebane NC 27302. Please mail this check to Ben no later than July 31, 2026.

SOUTHBOUND MODEL TRAIN EXPO 2026: Sponsored by Southbound Model Railroaders and Mike’s Trains. August 29 from 9 am - 4 pm and August 30 from 10 am - 4 pm. Winston-Salem Fairgrounds Event Center, Winston-Salem, NC. Admission for both days \$10 for 12 and up

Tracks to Tidewater: NMRA/MER Convention from October 15-18, 2026 at the Holiday Inn, Virginia Beach. Events hosted by Tidewater Division.

Upcoming Club Meetings and Activities

July General Membership Meeting: The next membership meeting will be held on July 16th at 7:00 pm at the Clubhouse. **Jake Forbes** will give the presentation following the meeting titled *Norfolk & Western Passenger Trains*.

August Board of Governors Meeting: The August BoG meeting will be held on Monday, August 3rd at 7:00 pm. The meeting will be held on Zoom only.

August HO Committee Meeting: Scheduled for noon on August 16th.

Breakfast Social: Join us for the breakfast social every Wednesday, 9:00 am at Barry’s Café, Raleigh, NC.

Notes from the Editor

Please send articles, photos of real trains, Club activities, book reviews, product reviews, photographs of your home layouts, and interesting links to Ken Howard, Whistle Post Editor, at klhowardjr@aol.com.

Please support the Club’s new Instagram site by submitting videos of operations on the NRV layouts to Alec Urban at alec.urban@icloud.com. Alec is managing the new site.

Minutes of Membership, Board, HO, and N Committee’s Meetings

Minutes of Board of Governors, Membership, and HO and N Committee meetings are available on the Club website. The link below takes you directly to the Minutes page:

<https://nrvcub.net/meeting-minutes/>

Answer to Randy Foulke's Trivia Question:

The northernmost point of the New York Central System (NYC) and the Pennsylvania Railroad (PRR) was the ferry slip at St. Ignace, Michigan on the Upper Peninsula (the UP) just north of the Straits of Mackinac (pronounced MACK-in-awe) on Lake Huron.



St. Ignace/Mackinaw City Rail Ferry

The railroad/passenger ferry between Mackinaw City and St. Ignace was jointly owned by the Duluth, South Shore, and Atlantic Railway (DSSA), the NYC, and the PRR. The DSSA ran south down the UP from Trout Lake, connecting to NYC and PRR coming up from the south.

Compared to other rail options, this route provided a quicker route from the Duluth/Superior area to Detroit, Indianapolis, Cincinnati, Cleveland, and points east. Besides the freight traffic, all three railroads benefited from tourist traffic, fishermen, and skiers. The primary destination was Mackinac Island in Lake Huron off the coast of Mackinaw City. Mackinac Island has a long history dating back to the 1700's, and the entire island is listed as a National Historic Landmark. The Victorian-era Grand Hotel dominates the harbor for the ferries from Mackinaw City, and is on the bucket list for many people across the globe.

The NYC line to Mackinaw City was built by the Michigan Central (MC), later purchased by the NYC. The line travelled through Bay City, Grayling, Gaylord, Indian River, and Cheboygan before ending at Mackinaw City. The PRR line originated from the New York City/Chicago mainline at Fort Wayne, Indiana. It was built by the Grand Rapids & Indiana Railway, later purchased by the PRR. The line travelled through Kalamazoo, Grand Rapids, Cadillac, Spring Water, and Petoskey before ending at Mackinaw City.

The NYC and the PRR lines to Mackinaw City have been abandoned, as well as the DSSA line to St. Ignace (later purchased by the Soo). The PRR line still accesses Petoskey, but is owned by the Tuscola & Saginaw Bay Railroad. The NYC line ends just north of Gaylord, but is now owned by the Lake State Railway.

There was a branch line off of the PRR line from Petoskey to Harbor Springs. The significance of this branch was heavy traffic of private business cars in the summertime. Many ultrawealthy execs of major auto companies and their suppliers had mansions and mega-mansions on the shoreline of Little Traverse Bay. The route the private cars took from Detroit to Harbor Springs included the NYC, the PRR, and the Boyne City, Alpena & Gaylord Railroad. If you ever travel to Mackinaw City, make sure you take a detour to Harbor Springs.

From the mid-1970's to the late 1980's, I traveled the last full week of February to snow ski at resorts in the Petoskey/Harbor Springs area. In the Sunnybrook/Oden/Indian Point area on the north shore of Round Lake, east of Harbor Springs, I would see a private car with an open rear platform on a siding connected to a steam line until sometime in the early 1980's. I assumed the party on the private car was there for ice fishing, but I don't know for sure. I did not take the time to notice the lettering on the car. If anyone has information on this car, let me know.

BOARD OF GOVERNORS

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