

Welcome to the Southern Exchange Railroad

Operations on the Southern Exchange Railroad

The SE Exchange RR is setup for operations in the early eighties. This is a DCC /Digitrax controlled layout. There are very few signals on the mainline to date so communications with the dispatcher are a must. The Southern Exchange railroad operates out of 5 yards. Four of these support the movement of goods, while the fifth is a maintenance/Utility yard.

In all 17 industries are supported by the railroad. These include but are not limited to:

- Gravel, Stone, Concrete.
- Grain, flour, corn.
- Paper products, Furniture, lumber and wood products.
- Plastics, petroleum, and fuel oil.



Four excursion passenger stations are also fully operational; one has been redone to represent the Bristol Station and supporting train buildings as they were in 1923.



Minimum Train Crew members needed is Six. Additional Duties are available.

1. Dispatcher – Controls flow on the layout and decides right of way
2. Yard Masters - set out and block cars for pickup by train engineers, and switch assigned industries.
3. Engineers - Proceed from point to point dropping off and picking up cars from the assigned yards. Engineers are responsible for switching in and out the cars for their own trains.

Each engineer will either have a set of car cards for their train, or one assignment card for through freight trains and passenger excursion trains.

This layout is primarily Norfolk Southern during the early days of the merger. Freight motive is diesel powered by NS, NW, Sou, CSX four and six axle locomotives. Excursion motive power could be steam or diesel from several different railroads. Southern, Penn, NYC, and Vermont's Bristol RR. to name some.

This layout is located in the basement with no wheel chair access. Also for this event please run the motive power provided.

Regards J.S Allen