



Consolidated Rail Corporation



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CONRAIL BULLETIN # 091015

General offices at:
851 Reed Road - Clarion Pa, 16214

Crew Call time is 18:00 hrs. (6:00pm – for the civilians).

Well it's on again, the next OPs session, for Thursday night Oct 15, 2009 at 6:00pm!

I want to thank everyone that made the last OPs session – We had 25 operators and that made for a very busy layout! We had ZERO problems (as far as I could tell) with recovering from track shorts (with the sound engines) so that problem is corrected.

The lights for the Kiski staging area are now on a timer so they will shut off automatically. All that has to be done is press the start button on the timer located at AJ tower (Kiski Jct.) on the layout and the lights will stay on for about 45 seconds.

I have also added additional signage around the layout again. It seems that I still do not have everything named. New signs include – Summit – Sabula – Bostonia Tipples #1 & 2 – Leatherwood & Climax tunnels Shannon & Rimersburg Tipples. Unfortunately I also had to install some more pieces of fascia so I had a place to properly mount the signs.

Plans are being made to extend several sidings by about a car length or two. They are - ROSE - Brook - Schenley. This is in anticipation of future changes that have not been finalized at this time.

I roughed in some more basic scenery at various spots around the layout (some because I had the fascia in and other places where I had extended a tunnel and now had the proper portal for it).

I continue to add cars to the layout and I finally reached the 900 car count!

The following OPERATIONAL changes that will be going into effect this date:

Sligo Branch will now be run using the engines assigned to those Unit Coal Trains. The trains will be picked up in Pittsburgh (Kiski staging) and will run through to Lawsonham and proceed up the Sligo branch – switch out the empties for the loads and then return to Pittsburgh via (Kiski Staging).

This will eliminate the need to switch out engine power in Phillipston Yard and help eliminate excessive congestion in Phillipston. The train WILL STILL have to do a run around move at Brady Siding to get the power on the proper end of the train to run up the hill to Lawsonham

The switch engine assigned to Rimersburg will continue to do the local freight switching (both Rimersburg & Sligo) and drop the cars at Lawsonham as has been done in the past.

The turnout on the back track in Phillipston Yard to the Pittsburgh Main is now active (it had been spiked closed previously). This will ease the congestion with the KC-1 & KC-2 through freights stopping in Phillipston yard to drop blocks of cars destined for the Lowgrade.

KC-1 train ran last session and had to back out of Phillipston yard to Brady Tower and then take the East Brady track through the tunnel and on into Oil City. Reactivating the Back Track to Pittsburgh main line connection will allow the KC-1 & KC-2 trains to enter/exit Phillipston yard directly (eliminating any backup moves).

See you there on Thursday night!