



# Consolidated Rail Corporation

Internal use Only!!

**CONRAIL BULLETIN # 100304**

General offices at:  
851 Reed Road  
Clarion Pa, 16214



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

It's on again, another OPs session for 2010 - Thursday night Mar 04, 2010 at 6:00pm!

## Trackwork:

The one turnout (electrical problem) over at Stahlman Tipple area (LEF&C) is becoming a large PITA ! I replaced the turnout throw with a RIGID throw instead of a SPRUNG one. While it puts a lot of tension on the turnout I hope that it will cure the electrical contact problem by forcing the points tighter into the stock rail.

## Scenery:

I have added some foam scenery base over a Sligo Tipple roughing in the Tipple area. I also added foam scenery base at Clarion on the LEF&C side (they are back to back on the top level).

I have painted the support posts that are exposed in the main room. I did these in backdrop colors to try and match the backdrop hoping that it will not as noticeable when taking pictures! The bottom color is being a problem as I had run out of the original lower strip color and everything I have tried (using my left-over paint) is not working. I may have to hand mix a color!

## Structures :

I have the Tipple Truck Dump, Conveyor and Loader built at Sligo and installed more or less. I also have been working on Kinsley Coal – Truck Dump, Conveyors and the Stacker. This area is quite small in comparison to other areas and it had a support post running right through that area. I painted the lower part of the pole (one reason to finish painting the other layout room poles) to represent the cement stacker base and then built the hopper building around the pole. Might as well use the pole to my advantage!

The above project is the reason a lot of areas seem to just sit around not getting worked on. I have to build or figure out how to use/disguise some part of the layout – using the pole as a Coal Stacker was one way of making more room in a small area on the layout!

I had done this over in Reynoldsville at the Engine house using the support post (painted white) to represent a fuel tank for the engine facility!

## OTHER STUFF:

I think I have settled on the COLORS I am planning on using around the layout to mark the problem areas. I have been using some large round tacks with various colors to mark the problem. The standard colors I am using now are:

**RED** – This marks any **NEW** Problem that I need to look into!

**YELLOW** – This marks the area in question - indicating that I have made some kind of **Change/Repair!**

**WHITE** – This marks the area in question – indicating the Problem is **Supposedly** Fixed – but references the area as a past problem

I may have more than one tack marking an area – this indicated that it is a continuing problem – or that it has not been through several Operating Sessions – so be aware of a Problem in this area and Report any Problems to me! If I do not get any reports then I will have to ASSume that I have fixed the problem and will change the PIN colors. The WHITE pin may stay at a former problem area for a long period of time – removing it is at my discretion and is not set on any timetable!

See you there on Thursday night! –

**BOB H** General Manager of Operations for Conrail - Lowgrade Secondary

## BULLETIN – EXTRA

This time around we will look at the Rolling Stock situation.

This past month I have made an effort to add more cars to the layout. So far the count (this year) is 54. It was a busy time getting these done as I had boxes full under the layout and what I thought were duplicates was not the case as I was checking my HO Car Roster and found quite a number were not listed on the roster.

I also went through the Clubs inventory and checked out what was left of some of the older Athearn and MDC cars and again (once I checked the CAR numbers against my Car Roster) I found a number that I did not have. Since they were not selling (I guess most members think they already have them on their layouts) I decided to purchase them for my layout.

Now these are not the Super-Detailed Ready-to-Run cars we are used to getting Now-A-Days but they make good stand-in cars as I continue to adjust my fleet!

One thing about the old time kits – when they fall on the floor – they survive a lot better and look no worse for wear, unlike the RTRs, when they hit the floor (rug or not) they are down to the old time kits level of detail in a hurry or **worse!**

As for adjusting my fleet - I am trying to get to the supposed magic number of 1000 cars.

How I arrived at this number was using a layout design program that I found on Joe Fugate's web site which allowed you to calculate the max number of trains that your layout would support for operations and the theoretical number of cars needed to support this level of operations.

While a number of those on the forums stated they were not going to build their layout to some theoretical program (which THEY again missed the theory of the program entirely) only shows that they had no idea how to design nor build a layout nor did they understand how the program worked.

It (the program) was to show potentially how many trains could be run with a amount of track, passing sidings, industrial track and yards. It said nothing about how to build the layout. It was saying after YOU have the layout built how to begin thinking about Operations and the number of cars and trains that COULD be run on the layout as it is designed.

I went through the needed calculations , which required a lot of measuring the lengths of Passing Sidings and Industrial tracks to arrive at the needed values. This was back when I only had 2880 feet of track (I am now over 3300ft).

At the time the stats indicated that I had an area to layout benchwork ratio of 78% (meaning that 22% of the available room was aisles.

In a 24 hour operating session (most layout sessions are figured to run 3 to 4 actual hours and represent an 8 hour shift). So the program calculated for 3 - 8 hr shifts - my total was 66 trains divided by 3 equals 22 trains in a typical OPs session.

It also calculated the train length of 13 (7 inch) cars - a typical length of a Bowser 100 ton Hopper). Which I had set 12 as my limit (pretty close wasn't it)?

Then it gave a calculation of the max number of cars that the layout could theoretically be able to operate with before becoming overloaded and that was (again using a 7" car) of 1366.

Now you know how I arrived at the **1000 car value!**

As I get closer to this number it will be interesting to note if this computer program knows what it was trying to tell us!

Although I really need to update my track lengths, sidings, etc. as it does not take into account the new room addition or the new staging tracks under Summerville and the new 10 track single ended staging that is yet to be finished!

It would only say that I could run more trains and I need a LOT more cars!