



Consolidated Rail Corporation

Internal use Only!!

CONRAIL BULLETIN # 100429

General offices at: 851 Reed Road
Clarion Pa, 16214



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

Another session is set to go - Thursday night - 4/29/2010 !

Structures:

I am continuing to build structures and in these past 2 weeks I have been working in Ridgway. Russell Snowplow has been the center of attention. I have moved Miola Central Interchange spot down to Emporium Yard. This was done with the intention of doing live Interchange with said railroad.

Work continues on the Russell Snow Plow building as I am building the structure to extend down the wall past the Panel Box. This will make the building around 6 feet long and give the impression of the true size of the real one in Ridgway.

Trackwork:

Other than moving the Miola Interchange to Emporium the only other changes were moving the Flags around to indicate the new building. The sidings will eventually be changed to make more switching at the plant.

This won't happen until I begin the Blue Jay Southern extension into the Office (which I plan to do once the OPTUD 7 is history)!

OPTUD 7:

Speaking of OPTUD (**OP Till U Drop**) - plans are underway for this monumental event to take place on July 31, 2010. It has been 5 years since OPTUD 6 and now that the new addition is, for the most part, done, I felt it was time to get back into the Extra OPs Sessions! See pages 2 & 3.

Room Work:

Well the Urinal has been mounted to the Pooper Room wall. I still have not started the plumbing to it yet!

What I have been doing is/was a major undertaking that has been in the serious planning stages for the past 2 years - The Back Door !

I have now built the steel framework and have cut the layout benchwork. While I knew that the door was going to be a problem in design work I had no idea how complicated it was going to get. This is like a typical Government Project - Throw enough money at it and it will eventually work! I am now to the point of realigning the tracks on the movable portion of the swing in door and HOPEFULLY it will be ready come OPs time on Thursday night!

OPTUD – 7

Well as amazing as it sounds it's that time again for another OPTUD (OP Till U Drop)!

This is an EARLY OPTUD-7 announcement!

This announcement is for mainly for my regular Operators! This Session is being scheduled for Saturday - July 31, 2010.

Things will get underway at 9:00AM and will proceed until 9:00PM.

Again you do not have to be present for the whole day and you may come at any time until 9:00PM.

So please do not feel that having to work until Noon on a Saturday that it is too late to come. We NEED operators for the afternoon and evening shift. This is where we tend to fall way short in the afternoon and evening shifts.

Actually things work out better if we can have 3 shifts (9:00am – 1:00pm – 5:00pm). We did this at previous Operation Sessions and it worked out very well.

Hopefully the weather should be co-operating and it will not get crazy hot !

Food and refreshments will be provided but bringing a Covered Dish, Soda, Chips, DESSERTS, to share, will help out.

We will be stopping to eat between 12:00 & 12:30pm and again around 5:00pm.

Snacking will proceed throughout the day.

This is an early announcement. And again - this is for my regular Operators to get your schedule rearranged so that you will be able to attend.

The regular announcement for the invited guests will be around the end of May 2010.

My regular Operators will be ask to take one Guest Operator around with them for a run to help them get familiar with the layout and its Operating scheme.

We will be using Digitrax Radio. So bring your keypad (and any extra Keypads you have), FRS radios, some food and have a great day operating (playing) trains.

Bob H

LAYOUT BACKGROUND INFORMATION – OPTUDs (OP Till U Drop) !

A little background about what I am trying to model:

The line is the Conrail Lowgrade from **East Brady (Pittsburgh - Buffalo main)** to **Driftwood (Harrisburg - Buffalo main)** which really makes the Lowgrade a bridge route!

We are modeling the **East Brady to Dubois** area with the line running south from **East Brady** through **Kit-tanning & Ford City** to **Kiski Jct.** (multi track staging). On the Dubois side we go to staging at **Driftwood & Emporium**.

The layout has 7 active Short Lines which operate independently from the Lowgrade.

They are and INTERCHANGE at:

P&S - at - Brookville

LEF&C - at - Summerville

B&P - at - Dubois

B&LE - at - Phillipston

Rimersburg & Sligo - at - Lawsonham

Falls Creek RR - at - Falls Creek to Ridgway & Interchange - at - Emporium

Reynoldsville & Falls Creek line – working out of Reynoldsville

Train length is 12 cars unit coal and 12 cars for freight. Most trains run with a single engine.

I have eliminated the need to swap power at Phillipston yard on any train coming up from Kiski Jct. Originally any trains on the Pittsburgh/Buffalo main that used 6 axle power exchanged it at Phillipston to 4 axle engines. **THIS HAS BEEN ELIMINATED!**

Since adding a number of RUN Through Trains to the Schedule the need to keep the Yard Operator busy is not needed and it was just too much work that swamped the Phillipston Yard operator during heavy OPs!

I have made most grades at the 3% plus so that the trains usually require helpers (even though they in real life did not - but then again they ran multi units on the trains),

I have done this to slow down the pace of the operations.

This is NOT a Roundy-round layout. The main focus is switching. Although the Lowgrade in the period I am modeling ('75 to '85) did not have as much switching as mine does.

Most of the Short Lines will require about 2 1/2 hours - to do their work if operated at realistic speeds. This is the same for the local switchers on the main. Although I have the most trouble with some of my regular operators wanting to run 2 units and speed along the layout (remember they are roundy-rounds) I keep trying to slow them down.

To do this I use mostly hand throws on the turnouts. I have added some complex switching in some towns and most Industries have specific places for car placement. We also use the Modified Pin System of car movement.

During an OPTUD we can have as many as 20 trains operating on the layout. We will be using a Dispatcher that uses a computer line drawing.

New crew members will get a pilot engineer to get them qualified on parts of the layout.

As the day moves on and there are fewer trains and if you feel that you want to take a train out solo then you may do so. We want to make the OPs a fun thing so we do not push anyone into operating.

The OPTUD is broken into 3 - 4 hour time sessions and each session represents an 8 hour DAY!

I usually **REPIN** the cars at industries on the fly, so there will be multiple car switching at most Industries throughout the day at each town. This is to keep the crews busy. I can reason this - due to the fact that most businesses operate on an EIGHT Hour day and can usually empty a freight car in a few hours – so making multiple switching sessions in one day is reasonable as we are assuming that each session is equivalent to another DAY!

After all WE came to play trains! Also we have new crews coming throughout the day so they will be able to keep on running trains.

The above info is for those receiving this Bulletin and that are not regulars at my Thursday night OPs. If you have anymore questions please feel free to ask.

Later - BOB H