

### **Conrail Bulletin #040131**

There will be 2 Dispatchers

Dispatch 1 is the CR Lowgrade Mainline Dispatcher – He will control all trains from Phillipston to Driftwood.

Dispatch 2 will control all of the Short line interchange traffic – Shortline operators will call Dispatch 2 to inform him of interchange cars ready to be moved. He will coordinate with Phillipston Yard Master for trains.

#### Phillipston Yard Master

Phillipston YM will be in charge of the yard, the making & breaking of trains. He will also coordinate the train movement to and from Staging (Venango – Kiski)

He should have 2 Yard Men to do most of the car movement work.

#### Short Line Operators – P&S – B&P – FCRR – S&R – B&LE – LEF&C

The Short line Operators are to call Dispatch 2 to coordinate all coal movements. This will eliminate any coal trains from blocking the CR mainline.

They will also coordinate the movement of interchange traffic with Dispatch 2 who will in turn coordinate with the Phillipston YM to get trains out to pickup interchange cars.

### **Conrail Bulletin #040915**

No engines are allowed under the limestone tipple at Sugar Hill Limestone #1 in Reynoldsville due to low clearance.

No engines are allowed past the coal dump at Doan tipple in Falls Creek due to tight clearance.

A speed restriction (of 5 mph) in East Brady behind East Brady Pallet Co due to shifting track work, which causes close clearance with the building. Any swaying cars will contact the building.

MOW Ballast cars at Sugar Hill Limestone #1 are to be pulled as a unit from the tipple and set out on the Hill Track in Reynoldsville. Empty Ballast hoppers are to be spotted as a unit at Sugar Hill Limestone #1 tipple.

All turnouts are to be set for the main (Green) when leaving a town.

### **Conrail bulletin #041115**

Work on the new crossing in Clarion is well underway. The new Rhea Lumber Co siding is in and the crossing is just about finished. (Electrical points control is the issue).

This siding is an extension of the IO rear siding and crosses over the wye track.

A new large radius turnout has been installed in Phillipston yard on the west end. This turnout is located on the Yard lead and connects the #1 engine house track. It comes directly off the Yard lead. The turnout now eliminates the double turnout to access the engine house tracks from the west end.

A second large radius turnout will be installed adjacent to the first one and this will eliminate the double turnout that accesses the Caboose tracks #2 and #3

### **Conrail bulletin #041130**

Work on finishing the backdrop begins. All of the walls and peninsulas are painted a blue/gray base color. Minor puttying of the seams is done.

The last piece of backdrop is put in at Rimersburg. This is a triangle piece that separates the B&P track coming from Dubois yard and the C&K coal tipple.

Seam work is started on the Falls Creek backdrop piece. This is the section that just had the edges glued and then covered with drywall paper tape. The tape was fastened to the Masonite with paint only. This was done on both sides.

Latex caulking was applied along the edges of the plywood board holding the panel box and along the drainpipes. The drainpipes were painted the blue/gray base coat also.

The pipes will be painted the regular backdrop colors.

The Rimersburg tipple area was releveled and the edge of the bench work was cut back to aid the lower view block (St Charles area) The furring strip was cut out, turned on its side and reinstalled under the subroadbed. This change in height of the lower opening as well as the releveling the Rimersburg tipple area really opens up the St Charles area.

At Summerville the lower staging bench work was widened to allow easier access to the hidden staging.

Above the staging the edge of the bench work was cut back approximately 6" to make switching Hanley Brick easier. Plans are to install a large radius turnout at the base of the hill and move Hanley Brick back along the wall. This will then allow the town of Summerville to be built.

Additional OSB base will have to be put in covering most of the hidden staging.

Two large radius turnouts are planned to replace the #6 turnouts at Rimersburg on the north end of the tipple. They will alleviate the tight radius trackage going into the passing siding.

### **Conrail bulletin #041209**

Additional sanding and mudding of the backdrop seams is worked on. Additional help from Brian B for base scenery work is started tonight. Brian is cutting and fitting foam to the corner at Climax. Plans are to add rock castings in this area. Brian also began fitting foam to the corner between HF siding and Bostonia siding.

### **Conrail bulletin #041214**

Work continues on the backdrop painting. Most all of the seams have been filled and sanded. The blue/gray paint will act as a primer coat and provide one-color base for the sky colors.

The first cover coat of paint for the last backdrop piece will be put on and the paper drywall tape could be installed.

December 01 & 02, 2004

Well

What's new?

Well on Monday and Tuesday I was painting the backdrop.

I finally have all of the backdrop that was in painted. Painting the old brown backdrop at Falls Creek really made the area brighter.

While I was waiting for the paint to dry, I decided to do some minor cosmetic work. Well this did not last too long as I decided to relevel the Rimersburg tipple area. Then I modified the bench work to help the view block at St Charles (and it really opened up that area) then I finally bit the bullet and put in the last 2 pieces of the backdrop at Rimersburg tipple. This was a double sided triangle piece.

I am waiting until the construction glue dries now so I can paint it and begin mudding the seams.

Then I went over to Summerville and reworked the Hanley Brick siding (I have to wait for a curved turnout) so I modified the bench work. Also opened up the access to the staging area underneath.

So right now the place is a mess but it really looks good with all of the backdrop and walls one color.

I even painted the drain pipes the base blue color and then later in the morning I got out the caulking and closed you the cracks around the drain pipes and around the plywood behind the panel box.

With half a tube left I figured that it would go to waste so I filled in the edges of the door opening to the stairs. (I can now paint the wood around the stairs when I am ready)