

Conrail Bulletin 050726

The Conrail Lowgrade has moved into a new era. This happened on July 24, 2005 at 4:00pm when the 2 8-amp boosters went on line.

With this the layout should be able to run all sound units. A lot of rewiring of sections of track had to be done, as proper wiring procedures were not followed when the layout was initially built.

Once the sections of track were properly separated the change over was rather easy.

Other items:

The Phillipston yard lead has been disconnected from the track going to Venango yard. The through track is now connected to track #2 in the Road-Railer yard. This will allow trains to keep from fouling the switching lead and also keep the switcher from fouling the staging tracks.

The track coming into Summerville has had the roadbed raised ¼" (thickness of HO cork) to help ease the grade into Summerville, additional N scale roadbed has to be added closer to the middle of the curve yet.

Plans are to add a turnout at Summerville on the LEF&C main line just north of the station. This track will be long enough to hold a complete coal train. It is hoped that with this additional storage capacity, that it will help eliminate the congestion at the passing and interchange tracks that Summerville experiences during operations.

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The track coming into Summerville has had the roadbed raised ¼" (thickness of HO cork) to help ease the grade into Summerville, with additional N scale roadbed was added closer to the middle of the curve. This has helped but the grade is still too steep in the middle of the curve. Additional cork will have to be added to ease the grade. A more accurate grade tool needs to be developed.

The plans are to add a turnout at Summerville on the LEF&C main line just north of the station are proceeding. This track will be long enough to hold a complete coal train. It is hoped that with this additional storage capacity, that it will help eliminate the congestion at the passing and interchange tracks that Summerville experiences during operations. From preliminary observations the track will be across the main road and will result in the hopper cars blocking the crossing for extended periods. Additional planning will have to be looked at to eliminate this problem.

Foundation work is progressing on the Hanley Brick plant building. Homasote has been put in place and most of the subbase for town is also in place.

Work has also been going on at Sugar Hill Limestone. Prep work is on going to be able to install the curved turnout and the new short line trackage to Empire coal tipple at Sykesville. The new short line operator (Reynoldsville & Falls Creek RR) is hoping to be in business before Christmas.

The Reynoldsville & Falls Creek RR is a resurrected railroad that ran from Falls Creek to just north of Sykesville. It had gone out of business in 1928 but with the price of oil and energy in general, it became much more feasible to put the mine back in operation.