

## Mike Buehner's N Scale Grand River Railroad

Review and Photos by Mike Wolf

Mike graciously expanded from 8 to 10 operators for this evening's session at the Grand River Railroad and everyone remained gainfully employed for a full 3 hours. His layout features a bi-directional staging yard, main yard, 2 smaller yards, single track mainline, a branch, and plenty of industrial areas around the layout to switch. Mike has also incorporated his NTRAK module into the layout and uses Shipt to generated switchlists.

Approximately 11 thru or local freights and a couple passenger trains ran under the watchful eyes of rookie dispatcher Michael Romanowski with no major log jams or delays. The main yard was manned by Seth Neumann and Travers Stavac and the rest of the operators worked mainly as 2 man teams working 2-3 different trains each throughout the evening. GRRT car cards also include photos which were appreciated by several of us who attended the *Eyesight, Aging, and the Modeler* clinic earlier in the week. A great time was had by all (including several first time N scalers).



Mark Smith (left) and Fred Gemmill pull cars from the yard at Fairport Harbor



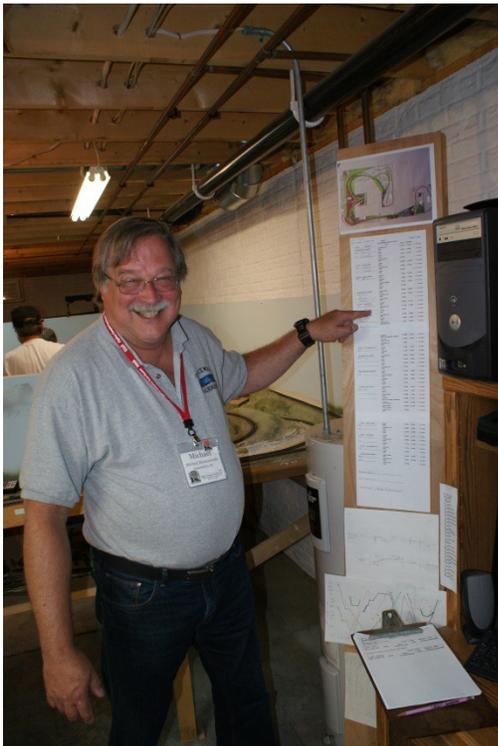
Yardmasters Travers Stavac (left) and Seth Neumann (right) sort out the paperwork at Painsville yard with two crews.



Chuck Hermes (left) and David Heinsohn contemplate their next move at Cleve.



Layout owner Mike Buehner (left) discusses the trackwork in Euclid with John Bate from Winnipeg, Canada



Dispatcher Michael Romanowski.

## Cuyahoga Valley & West Shore Club HO Scale

Review and Photos by David Arday

The CV&WS layout is located in a former railroad depot along what is now the Norfolk Southern right-of-way (formerly NYC, then PC, then CR), with NS trains frequently passing within a few feet of the north side of the building. The layout is double-decked with helix connections, and features two yards and a long mainline run in between. The club recently installed JMRI software and had begun remotely dispatched operations. The dispatcher's office was in a former PRR cabin car (caboose) next door to the station building. The dispatcher's panel controlled signal indications and mainline turnouts, while communications with the engineers was via handheld radio.

I served as assistant dispatcher during the three-hour session, helping with radio communications, planning moves, and keeping track of up to eight trains manually, as the layout motive power had not yet been equipped with transponders that would them to automatically appear with identification on the two computer screens displaying the layout schematic. The senior dispatcher and I could see which blocks were occupied, but not the train number that was occupying it. For that, we resorted to using small "sticky-note" tags that were moved along the schematic as trains moved from block to block, occupied sidings, or were turned over to yardmasters.

Many thanks to the club and to OPSIG for providing this session at this year's national convention.



CV&WS club member checks track at Lenville



Dispatcher at the CV&WS club



West Cuyahoga lower level and Cuyahoga Heights East upper level on the CV&WS

## Joe Filipiak's HO Chessie System Chicago Junction

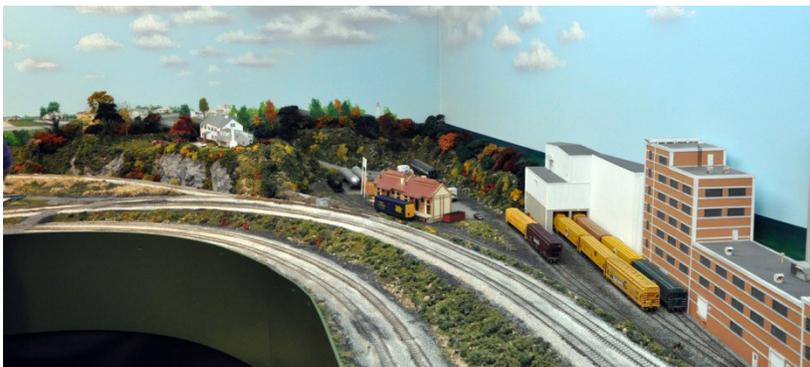
Review and Photos by David Arday

On Joe Filipiak's Chessie System Chicago Junction layout I was assigned to the Peach Creek Yard, where, seven at a time, I shuttled empty hoppers up a switchback to the M. Kay Mining Co., in Logan, WV, and brought loads back down to the yard, where I assembled them into a long coal drag. Another operator was assigned to the private mine trackage, pulling the empties under the loading tippie, where they were live-filled with simulated coal.

After my coal drag was assembled, I drew a pair of road engines and caboose from a nearby engine terminal. My train then traveled the layout's entire mainline to Lorain, OH, where my

cars were dropped off at a yard handled by another guest operator, who unloaded the full coal cars into a waiting Great Lakes freighter using an ingenious rotary dumper scratchbuilt by Joe Filipiak. I then assembled a new train of empties, and took them back to Peach Creek, WV. Joe is a gracious host, and my fellow operators were friendly as well.

Photos below are from Joe Filipiak's Chessie System Chicago Junction





## **David Hazlett's HO DH Rail**

Review by Bill Raymond, photos by David Heinsohn

On Tuesday, July 15<sup>th</sup>, eleven operators carpooled to David's home in Akron, which was about an hour's drive from the convention hotel. David's operations oriented DH Rail is a 1970's era, Akron, OH based short line railroad centered on three yards; DH Yard, Walston Yard and G&SS Yard. Each yard acts as its own division, controlling the mainline, servicing the local industries and sending cars to the other yards or offline staging. Occasional through freights, coal and passenger trains also traverse the layout. NCE DCC is used to control the layout and car cards/waybills controlled car movement. Telephones are used for communication between the yards and train crews.

After a brief but thorough crew briefing jobs were assigned and the op session commenced. I was assigned as the DH Yard yardmaster, which was probably the busiest of the three yards. In addition to exchanging cars with the numerous through freights, there were three subordinate yards, each with its own assistant yardmaster, for which cars needed to be transferred to and from DH Yard.

Initially, things went pretty well but with the three subordinate yards bringing cars to the yard in addition to the through freights, the yard started backing up. Fortunately one of the assistant yardmasters finished his work and was able to assist me with setting out, picking up and classifying cars. In short order we were back on track and the balance of the 3 hour session went smoothly.

This was a fun railroad to operate and everything ran smoothly. While only 10% of the railroad is scened, a large portion of the layout real estate is taken up by the yards which usually have minimal scenery anyway. When the session ended, there was no doubt the eleven of us had had a great time!



David Hazlett doing some paper work on his DH railroad



Raoul Bataller (l) and Mike O'brian enjoying operations on the DH railroad



Bill Raymond working DH yard



View of DH yard

