

Dave Abeles: Conrail's Onondaga Cutoff

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Conrail	1994	HO	25 x 35 two levels	70%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
CTC, Dispatcher, FRS Radio	NCE	Switchlist & Train Manifests	10

Description:

The Onondaga Cutoff is an HO scale, proto-freelanced former New York Central bypass around the city of Syracuse, NY, set in 1994. The Conrail operation is a high-density, heavy-duty, double-track mainline operation. Conrail operates the Chicago Line freight and Amtrak passenger schedules on a simulated 24-hour fast clock, including simulated darkness overnight. The railroad is controlled by CTC and is fully signaled, operating according to NORAC rules. Crews use hand-held radios to communicate with the dispatcher and yardmaster. Mainline freights pick up and set off at Onondaga Yard, working around Amtrak, Conrail intermodals and wayfreights, as well as interchange moves from the NYS&W and local shortline Minoa & Euclid.

The Onondaga Cutoff was featured in *Model Railroad Planning 2018*. Dave frequently posts to his blog at <http://onondagacutoff.blogspot.com/>

Craig Bisgeier: Housatonic Railroad

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Housatonic RR	1892	HO	36 x 22 two decks	20%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
TT&TO	NCE & WiThrottle	Waybills	10

Description:

Craig's version of the Housatonic features many scratchbuilt cars and structures, a virtual requirement when modeling 1892. The layout is a point to point design, single track with passing sidings, and has 3 yards.

(waiting for him to get back to include more information)

Craig's website can be found at <http://www.housatonicrr.com/>

Joe Calderone: Delaware & Hudson Railroad

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
D&H Susquehanna Division	Late 1960s - Late 1970s	HO	20 x 25	90%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
Dispatcher, FRS Radio	Digitrax (radio equipped)	Car Cards	6

Description:

Joe's Susquehanna Division is a freelance version of the Delaware and Hudson RR situated in upstate NY in the foothills of Catskill mountain region. The area of focus is the 36 mile section of the mainline from the once large division yards at Oneonta, NY to Nineveh, NY. Sidney includes the NYO&W interchange as a working branch off the D&H to serve the Catskill area and connect with the Ulster & Delaware RR. Sidney is a busy place as there are interchange tracks, industries and a small yard area. Other towns modeled along the D&H mainline are Bainbridge, Unadilla, and Afton, NY. Along the NYO&W branch I have freelance modeled the Mohawk paper mill and U&D interchange. Areas represented at the north end of the line are Albany, Troy, and Mechanicville, with Binghamton and Scranton, PA, to the south.

Garden State Model Railroad Club

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Open	Open	HO	40 x 30	100%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
Dispatching with CMRI signaling	NCE and DC	Car Cards	10

Description:

The Garden State Northern has a double track mainline of 275' that requires a Dispatcher, 3 yard positions, and several engineer jobs for setouts and pickups. The style of operation is walkaround. Assignments are made in sequence, where when one job is done, another job is drawn from the stack. Construction of the current layout started in 1992.

Club website: www.gsmrrclub.org

Fr. David Garretson: Great Western Railway

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Severn Tunnel Jct.	Mid 1930's	OO/HO	25 x 48	30%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
Verbal	Digitrax	Wagon Tickets (Waybills)	7

Description:

David models the Severn Tunnel Junction of the Great Western Railway in the mid 1930's. Operationally the layout is a British version of a division point yard with two Eastbound routes to active staging yards and one Westbound route to a staging yard.

STJ is a 'division point' yard that sorts loads of anthracite Eastbound (Bristol/London) and the Midlands (Gloucester) and receives empties returning to the Welsh Valleys. There are also bankers (helpers) added/removed for trains passing through the Tunnel towards Bristol. East bound locations are represented by active staging yards. Westbound locations are also represented by a staging yard. There is also an active passenger service represented.

Steve Kay: Lackawanna Terminal

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Freelanced	Mid 1980s	HO	29 x 24, two decks	90%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
Verbal	NCE	None	Open

Description:

The LT is a post-Conrail system based out of Scranton, PA, featuring much custom painted equipment, including locomotives acquired from Conrail. Scenery represents eastern PA, southern NY, and northern NJ. The layout will be open for visitors and operators at the same time, as there is no formal car forwarding system and the layout is self staging. Enjoy running a few trains without learning an operating system! No registration for operating is required.

The Lackawanna Terminal website is www.ltths.org. Several hours can be spent reading the many pages of activities and disclaimers posted by LT management.

[Joe Lecaroz: Summit Ridge Lines](#)

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Freelance	Steam/Diesel	HO	30 x 26	70%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
Verbal	Digitrax	Car Cards	6-8

Description: The layout is a lazy oval which can also be run point to point, and features a heavy presence of NYC and Erie locomotives, along with NYO&W. Most freight switching is done by the home road Newburgh Terminal (NTR). A wye on the mainline leads to East and West End Staging. Estes Yard is the busiest location on the railroad, handling NYC and Erie trains for classification and forwarding. The NTR handles local freight to 5 locations with over 50 customers. The NYOW has rights for a coal drag which is off-loaded to a barge as well as a passenger train. There are also a dozen passenger trains on the schedule with several setting out head end cars.

The Model Railroad Club

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Freelance	Transition	HO	Huge! 40'x40' plus 60'x80'expansion	40	Limited for Operations

Operating Scheme	Control	Car Forwarding	Guest Positions
TT&TO, Manual Block, CTC on the Trenton Northern Traction	Digitrax	Tab on car	Up to 30: Road/Yard Crews, Towers, Dispatchers, Terminals

Description: Founded in 1949, The Model Railroad Club is one of the largest clubs in North America. The club building is approximately 11,000 SF. Mainline freight & passenger, as well as interurban and short line railroading is represented. The main railroad, the Hudson, Delaware & Ohio, is a Class 1 operating between Hoboken, NJ and Pittsburgh, PA. Two divisions are currently in operation. Transition era is modeled(summer, c1955). There is Mainline freight, passenger, commuter ops, local freights, engine terminals, and a coal branchline. The Trenton Northern Transportation and Light Co. is an interurban railroad, controlled by CTC. Rahway River Railroad is a shoreline operation. The club website is www.the-model-railroad-club.org

Phil Monat: Delaware & Susquehanna

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
Freelance	Modern	HO	32 x 36	60%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
CTC	Railcommand, FRS Radio	Car Cards	10

Description:

The D&S is a proto/freelance layout loosely based on the Lehigh Gorge area in Pennsylvania. The railroad is centered between Wilkes-Barre and Allentown, with each city having a large classification yard. The single track main line is fully CTC controlled with US&S type S signals

(searchlight), communications are FRS radio when needed. Traffic is widely based, dense and typical of the modern era double stacks, TOFC, unit coal, ethanol, and trash trains along with heavy manifest traffic going into New Jersey, Philadelphia and south eastern US from New England and points north and west. There are many locals with much switching, as well as block swapping and other work.

Dave Olesen: CSX Alleghany Subivision

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
CSX	1986	HO	25'x32', lower staging	10%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
TT&TO	NCE, Telephones	Card Waybills	10

Description:

Dave models heavy CSX traffic in West Virginia. The easternmost point is Clifton Forge (staging), proceeding through Covington (home of Westvaco mill), Alleghany (summit), White Sulphur Springs (home of the Greenbrier Hotel), Whitcomb (junction with the Greenbrier Branch to Durbin WV), Ronceverte (small yard supporting Greenbrier Branch operations), Snowflake (Acme Limestone, main supplier of C&O ballast), Hinton (division point), and Handley (staging). The railroad's primary purpose is to haul coal over the Alleghenies to Newport News - helpers are added to push coal trains eastward up the ruling grade to Alleghany. Other traffic includes a number of manifests and local jobs, as well as Amtrak's Cardinal. A full operating crew can be up to 18 people.

Ted Pamperin: C&O New River Division

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
C&O, Mann's Creek	1943	HO, HOn3	15 x 40, lower staging	100%	No

Operating Scheme	Control	Car Forwarding	Guest Positions

TT&TO, CTC & ABS	NCE, Telephones	Card Waybills	10
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Description:

The C&O New River Division has been created to replicate the operations across selected elements of the prototype railroad between Hawks Nest, WV and Alleghany, VA during late Autumn 1943. Also modeled is the Mann's Creek NG railroad serving Clifftop and Landisburg, WV and its interchange with the C&O at Sewell WV.

All power is steam, and the leaves have dropped from the trees. Wartime traffic is heavy, with new crews needed to fill in for those who have been called into the Armed Forces.

Dave Ramos: New York Harbor Railroad

Prototype	Era	Scale	Layout Size	% Scenery	Handicap Access
NYC, LV, Erie	1947	HO		10%	No

Operating Scheme	Control	Car Forwarding	Guest Positions
Verbal	NCE	Card Waybills	4-10

Description:

The layout represents the West Side of Manhattan during 1947. Operation is primarily switching, carfloat, and transfer moves. The railroads and main features included are: New York Central (30th Street Yard), Erie Railroad (28th Street Yard), The New York Terminal Stores Building, the Lehigh Valley Railroad (27th Street), and the New York Central's High Line. All three railroads are served by car float operations. The New York Central provides main line running to 60th Street Yard and northward towards the Bronx. Last year Dave completed rebuilding much of the railroad.

Dave's website is www.NYHRR.com