

## **North Central Crossings Operating Sessions Layout Descriptions**

### **Mike Burgett, C&O, Clifton Forge Division**

An accurate 1965 depiction of the C&O's Clifton Forge Division. HO Scale, 75% full scenery, 100% CTC Mainline. [WWW.CliftonForgeDiv.com](http://WWW.CliftonForgeDiv.com)

Scenery and design are exceptional, a must see is the CTC dispatcher's panel.

### **Ken Chick, Danforth, Hadley & Northern N**

The Danforth Hadley & Northern is a 40' x 50' freelanced railroad loosely based on the Mountain Division of the Northern Pacific, between Billings and Garrison, Montana with two branch lines. It features point-to-point operation with a large yard at one end and a medium yard at the other end. There are ten towns and switching areas.

### **Tom Dart, Durango & Silverton On3**

The Durango & Silverton is a club size layout with complete scenery and housed in a beautiful setting. On3 with hand laid track, all brass locomotives and stunning scenes depicting the old West of Colorado. Time Table/Train Order operating scheme, you will find your time operating the D&S interesting and fun!. No circle burners on this layout, there is real railroad work to do.

### **Gratiot Valley HO**

The GVRR is located in a 4050 sq ft. building, with over 400 ft of main line both double and single track modeling the 1940s thru the 1950s steam thru the diesel transition period. There are a lot of large industrial areas with a waterfront, narrow gauge logging, all run by dcc.

### **Richard Harden, Chicago & North Western – Peninsula Division**

The CNW Peninsula Div. is a 29' x 32' with a 7' x 13' classification yard & a 18" x 13' staging yard. It is a HO scale freelanced RR based on the CNW operating in the UP of Michigan and NW end of Wisconsin in the fall of the 40' to mid 50's. The RR is fully operational and the nicely done fall scenery is 80% complete. There are 14 towns and numerous industries, both the towns & industries are named after ones that were actually switched by the CNW. The layout is run using a CVP - EasyDCC system with radio throttles. The structures range from repainted & detailed kits, kit bashed and some scratched built to fit specific areas.

### **Ron King, Erie HO**

Ron models the Erie with spectacular fall scenery representing Pennsylvania and New York in the early 1950's. Highly detailed steam & diesel locomotives and rolling stock and a majority of the structures are scratch-built and kit-bashed. Fully operational three color signal system is in place.

### **Scott Kremer, GN Cascade Modelers HO**

Modeling the Great Northern Railway through the Cascade Mountains in the early fall of 1955, Scott Kremer's layout features beautiful scenery that varies by elevation and location and includes snow scenes and the gray, rainy areas so common to the Pacific Northwest. The layout runs steam, diesel and heavy electrics operating under over 140 feet of catenary. With few exceptions all structures are scratch-built, most to prototype drawings and photos. The layout has been expanding by over 135 sq. ft. over the last two years and much has changed.

### **Marty LaForte HO**

Martin LaForte's Spartan Division of the Burlington Northern features an around-the room layout with a double-track mainline, a room dedicated to a large yard, and hand-painted backdrops. The layout was designed for heavy grain operations and continuous running

**Dan Lewis, North Montana Line N**

Dan Lewis' North Montana Line (MILW) is set in central Montana in 1953 on the Long Branch line working northward from Harlowton to Great Falls and beyond. The layout is filled with scratch-build structures and beautiful scenery. Thoroughly researched, it is built to operate as close to the prototype as reasonably possible in the confines of an average sized basement.

**Norm Logan, Michigan Southern Railway HO**

The Michigan Southern is a free-lanced model of a railroad running from Michigan to Tennessee. This triple-deck point-to-point layout features a single track mainline, 13 towns, 26 working interchanges with other railroads, and car tack operations. Norm enjoys painting backdrops for layouts, and has painted for at least five railroads - one which made the pages of Model Railroader magazine.

**Phil Masske, UP & Santa Fe HO**

Philip's layout models the Union Pacific and Santa Fe in the early 1950's, and features floor-to-ceiling scenery with a layout design where a train traverses a particular scene only once. The layout is designed for point-to-point operations between two staging yards (Winslow AZ & North Platte NE), meeting at Aurora, CO. Scenery includes a large desert scene.

**William Moore, B&M HO**

The Requiem Railroad models the junction between the Boston & Maine and Central Vermont Railroads at White River Junction, Vermont, in HO scale. Freight and passenger cars are interchanged between B&M trains arriving from Concord, NH; Greenfield, MA; St. Albans and Wells River, VT. There are classification yards at Concord, Wells River and Greenfield. The layout measures 22' X 28' and is in the early stages of construction with little scenery but a functional operating system powered by a Lenz DCC system with CVP radio throttles. Track is code 70 with Fast Track turnouts. The operating system is "laid-back-TT/TO," with car cards and a "shout-across-the-room" dispatcher. The layout is a "must see" due to its extensive planning and execution of layout design and construction.

**Bill Neale, PRR Panhandle Division HO**

Modeling the PRR Panhandle Division in 1939, through western Pennsylvania, the West Virginia Panhandle and a sliver of eastern Ohio. Scenery is 95% complete. All steam, sound equipped DCC engines. Radio Digitrax throttles used throughout. Car forwarding system is car-cards and waybills. Train control requires tower operators. The layout has been featured in several publications, including Great Model Railroads, 2010.

**Dewey Norton, Norton Branch, N&W HO**

The Clinch Valley Line represents the N&W prototype, single track branch line from Bluefield WV to Norton V in 1934. Only steam power runs using DCC w/sound servicing seven coal mines and 4 out of the 8 town before turning and returning to Bluefield. Five bridges and three tunnels along 238 ft of mainline track are completed with 80% scenic. Car movement is controlled using a random computer generated train order dispatch system.

**Sandy Nelson C&C, Saginaw & Mid Michigan HO**

The C&O is a double decked layout based roughly on the Michigan area between Grand Rapids and Detroit and Detroit to Bay City. The upper deck is primarily Industrial Switching in Plymouth and Bay City. The lower deck takes you to the coal fields of West Virginia. The lower level will eventually include the Ionia Sub of the C&O.

### **Dave Regitto, Conemaugh & Juniata HO, Hon3**

The Conemaugh and Juniata RR represents two divisions of the PRR. Features division point yards, engine servicing, four on-line towns with switching, and other industrial operations. The layout includes a HOn3 coal mine branch; and features operating ABS signals, helper grade, and staging for 16 trains at each end of the railroad.

### **Jim Revenaugh, GUN & RI RR HO**

The HO Great Union Northern & Iron Range RR is primarily a Ore Hauler from Mine to Ore Dock in Aug of 1941 with a scheduled passenger Local & occasional way freight. Track Warrents to MPs control traffic from a CTC panel with only Switch Levers operating at this time. The GUN&IR is all sound; all radio NCE & all steam with a main line run of around 524' on 4 levels with scenery about 35% complete.

### **Gale Saxton, B&M, Green River Sub HO**

Gale Saxton's Green River Subdivision depicts the Boston & Maine Railroad. Designed for operations, the layout features many industries and switching challenges for train crews. Modeling the 1950's era with steam and diesel locomotives the layout is an excellent example of modeling an east coast railroad.

### **Dave Simpson, Western Maryland – Cumberland Division**

The theme is transition era, 1950-1953, running from Hagerstown, MD. (staging) to the next division point at Ridgley W. Va., to Connelsville, Pa., (staging). Three branches feed into the system, the Elkins sub, Cherry Run branch, and Georges Creek branch.

I use O gauge to model this and use Easy DCC for power and control.

### **South Oakland County Model Railroad Club**

The Grand Trunk Western, Holly sub, circa 1970, set in a double deck 1,500 sq ft layout with 80% completed scenery. True to the railroad only actual motive power, rolling stock, and industries are represented. The Holly sub starts in Detroit, runs through Ferndale and Pontiac, on to Durand. The operating session will run all day with a break for lunch at a local restaurant.

### **Brooks Stover, Buffalo Creek & Gauley S**

The Buffalo Creek & Gauley is a 44' x 25' S scale layout depicting the operations of an 18.6 mile coal-hauling short line located in West Virginia in 1958. All track is operational and the scenery is 95% complete. Control is with wireless NCE, all locomotives are sound equipped and operations are done in four 2-man crews using enhanced switch lists and a fast clock.

### **Doug Tagsold, Toledo Terminal HO**

The HO scale TERMINAL OF TOLEDO RAILROAD models all of the railroads serving Toledo industries during the late 1970's. Featuring Conrail, Chessie, N&W, AA, D&TSL with lots of industrial switching with some CTC mainline thru traffic.

### **Larry Wright, Beaver Valley & Pennsy HO**

The Beaver Valley and Pennsylvania RR is based on the Maryland and Pennsylvania RR, but is moved from east to western Pennsylvania and Ohio. It's 100 percent scenicked in a basement layout roughly 35x50 feet. It runs on an 11-train computer system and all engines run on steam-sound DCC.