

**Railroad Prototype Modelers Meet-Valley Forge**  
**Operating Sessions**  
**March 2010**

We are planning to have several operating sessions as an adjunct to this, our Fourth RPM - VF.

These will be limited, primarily due to scheduling.

There will be four layouts available: one, the GATSME Club in Fort Washington will be open Thursday evening; the other three will conduct operations from 930am to 230pm on Friday.

Following will be brief descriptions and the procedures we'll use to get things organized.

**GATSME.**

Thursday is their regular operations night. They can pretty much take as many as show up. However, if you do plan to participate, it would be nice if you could contact Val Pistilli, [vpistilli@verizon.net](mailto:vpistilli@verizon.net).

Operations start at 730pm; directions are available at <http://www.gatsme.org>. Control is Digitrax, FRS radios.

The other three railroads are as follows. Each can take about 10 or so guest operators:

**Bill Blackburn's PRR Great Valley Division** . This is an imaginary Secondary Line using local place names. It is mainly a freight hauler with thirteen passenger trains, eighteen freights, two work trains and four yard jobs. The theme of operations is mainly local work with mainline freights dropping off and picking up at Paoli. Motive power is all brass PRR steam with sound. Operation is by card system, with about 700 cars moved during a session. Control is NCE. FRS radios.

### **Steve Salotti's NYS&W (Susquehanna).**

This railroad is based on the NYS&W in Northern New Jersey in 1949. The railroad extends from the eastern interchange connections in Jersey City west through Little Ferry yard and various North Jersey towns to Butler, thence west to its western connection with the LNE at Hainesburg NJ.

TT&TO. Passenger operations. Through freight to western Connections (LNE and M&U) (both real railroads), and numerous locals, both over-the-road and in the North Jersey / Weehawken waterfront. Large Little Ferry yard, where all trains are made up. Car control is done with computer generated switchlists. Control system is Digitrax.

### **Jim Dalberg's Railroad.**

This should be a special treat because I have just converted the railroad to a clone of the Northlandz system---this is a big display system up in NJ—I have never seen it but it sounds exciting—something like 25 separate systems with spectacular scenery. While I can't recreate all of them we will have several in operation. My favorite, especially this winter is the Ice Line. Lots of silvery, shiny tinfoil---either looks cheap or great, depending on your perspective. There is a huge silvery mountain with many tunnels—you look into them and receive an icy blast in the face from an AC blowing from the other side---Then you see the train coming and you pull back or it will clip your nose. Equipment is a shiny silver Tyco F9-one truck powered—and two shiny cars. The next one is the “switchback”, another exciting operation. This is a loop that goes up a steep track to the switchback, with another F-9, one log buggy and two streamline passenger dome cars. In this case the equipment is all dirtied up to represent a backwoods logging operation. The tail track will only hold the loco and one car, so the challenge is to get the cars all onto the next level.

There are several others. Control is DC using the small power packs of yore,--the ones with the small slider that moves about an inch, with speed going from zero to warp---another control challenge for the operators. Crews will be five-man, since this is replicating a union operation.

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Actually my railroad has been known as the NJN for many years and numerous incarnations, but currently represents the Lackawanna in Northwestern New Jersey and some parts of Pennsylvania. Formerly it was based on the CNJ and LV between Jersey City and Pittston, but was originally designed to be converted at a future time, which arrived about a year ago.. It now runs between Hoboken and Scranton/Buffalo via Dover, Port Morris, etc. This is the one on which we will operate!

The former Reading RR to Philadelphia is now the Erie to Port Jervis. Era is late '50's , before EL. Mainline passenger trains—Twilight, Owl, Pocono Express, etc, Road Freights—NE-4, BH-8, HB-3, CX-99, etc, Commuters, and locals---the Washington Roustabout, etc. Yards at Jersey City and Port Morris. CC&WB; Digitrax. We use FRS radios.

### **Signing Up for Sessions.**

You will need to email me at [jedalberg@aol.com](mailto:jedalberg@aol.com) and tell me your preference. The assignment crew, who I won't name to protect them, will make assignments on a first come basis.

The plan is that we will meet at the Desmond lobby at 845am on Friday to get things lined up and fill any available slots, and hand out directions and be off. The railroads are all within 4-6 miles of the hotel.

Now, as I noted at the start, this is our first shot at holding operating sessions as part of the RPM Meet. We don't know what

the response will be. In the event we don't get enough sign-ups, we may have to consolidate and use only one or two railroads. Management will make that decision at the appropriate time—like Friday am at the Desmond.

Jim