

VF RPM 2012 OPERATING SESSIONS

We are planning several operating sessions prior to the start of the Meet on Friday afternoon.

One of these will be on Thursday evening at the GATSME Club in Fort Washington. The Club location is about 25 miles from the Desmond, a relatively easy drive via US202 and the PA Tpk Exit 339. This evening is the Club's regular monthly operating session, so "no reservation required"—just show up, although a "heads-up" to Val Pistilli (vpistilli@verizon.net) will be appreciated---there may be one or two folks who would like to participate, but will need rides. Knowing who is going may help in this regard. Directions and information at <http://www.gatsme.org>

The other three op sessions will be Friday morning, 23 March. A description will follow, but first some brief Admin comments. We will meet in the lobby of the Desmond at 0915---this is to make sure everyone has a ride and to pass out some directions, and in the event of no-shows, fill any available slots with those who would like to participate. Once these preliminaries are taken care of, we will shove off for the Layouts, which are about 4-to 7 or 8 miles away. Sessions will start at 1000 and last til??---probably 2-2:30 pm or there-about.

Signing Up---You need to send me an email (jedalberg@aol.com) indication your 1st, 2nd, 3rd choices—As a note, last time, 2010, we had just about enough people to run all three; if we don't this time, we'll consolidate-

A brief description of each RR follows----

1. Bill and Martha Blackburn's Great Valley Division of the Pennsylvania RR. Mainly a freight hauler with 13 daily passenger trains, 23 freights and other jobs. The theme of operations is mainly local work with the main line freights dropping off and picking up At Paoli, with the many local freights departing from there to the branches. Motive power is brass steam, all sound equipped. NCE DCC, car card operation. The railroad is completely scenicked.

2 Steve Salotti's New York, Susquehanna & Western Railroad. Set in 1949, in Northern New Jersey between Little Ferry (main yard) and the western connection with the L&NE at Hainesburg, the railroad features road freights, many locals, interchange operations, waterfront/industrial switching and passenger operations between Jersey City and Butler. The railroad operates on TT&TO, so you will have to pay attention to the schedules. Digitrax DCC.

3. Jim Dalberg's Lackawanna Railroad.

I should tell you that I have changed my railroad from its original Lehigh Valley/CNJ to the DL&W (Lackawanna). This occurred about 3 years ago

The railroad represents the prototype between Hoboken and Scranton/west/staging, and the Erie between Hoboken (Jersey City) and Port Jervis/west. Mostly in North Jersey, part in Pennsylvania-- in the Anthracite region. Currently set about 1957 (Erie was in Hoboken by that time), with a few era-mixing liberties. Sequence operation, through passenger service, commuters, local switching operations and road freights. Two main yards—Jersey City and Port Morris plus the Hoboken passenger terminal. CNJ line serving Wharton/Rockaway—mostly switching. Car card/waybill, Digitrax, bring FRS radios. Railroad needs 14-15, but can operate with less—more gets too crowded.