

Ogdensburg and Norwood Railway

Northern Division

Jim Heidt and Meribeth Seaman

Jim's O&N layout is a freelanced, Class 1 bridge line connecting Canada (CP) via car ferry across the St. Lawrence at Ogdensburg with southern New England (New Haven) at Pittsfield, MA. Set in summer 1948, the O&N interchanges along the line (modeled and off layout) with the NYC, Rutland, NYO&W, DL&W, D&H, and B&M. The layout is double-deck, centered by a single track helix, and anchored by two 9-track motorized elevator staging yards at either end representing Canada and the line's Southern Division. There are three other staging yards. Operational emphasis is wayfreight and local industrial switching on a single-track main with occasional passing track, using timetable/train order. It is 80% signaled for absolute permissive block, with detection of train location and turnout position. Analog/lighted fast-clocks run 4:1, and are computer coordinated with variable layout lighting separate from layout room lights for true 24-hour operation. The layout is long and linear, taking about 20 real minutes in steady, leisurely running from end to end, with no repeat trackage or scenes, and no classification yard operation. See the website listed under contact info for more information, photos of the layout, and the layout trackplan.

Contact Info

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Layout at a glance

Name: Ogdensburg & Norwood Railway Co.
Scale: HO standard
Size: 24' x 30' main room, 7' x 24' side into elevator staging.
Prototype: Ogdensburg & Norwood, NYC, Rutland
Locale: Northern NYS, Adirondack Mts., St. Lawrence River
Era: First week of July, 1948
Style: Linear walk-around
Mainline run: 402 feet
Minimum radius: 24-inches mainline
Minimum turnout: #6 – 90% FastTrack, 10% Shinohara
Maximum grade: 3.23 percent in helix
Benchwork: "L-girder"
Height: 36" +/- lower deck, 52" +/- upper deck
Roadbed: Homabed over homosote over spline-lattice
Track: Code 70 main, code 100 staging & helix, some 55 sidings.
Scenery: US Gypsum "Structolite" over foam; plaster rock castings
Backdrop: Vinyl flooring painted sky blue, some commercial
Control: DCC – Digitrax radio; Soundtraxx equipped power

Operating positions:

All positions assisted by regular O&N "coolies" who watch and guide only

Road Crew #1: Operates mainline trains as engineers/conductors (including wayfreights, passenger trains, locals, block ore train, milk run), including switching (if any) and throwing turnouts as brakemen, and also acting as stations agents at selected locations to report OS to dispatcher.

Road Crew #2: Same as 1; **Road Crew #3:** Same as 1; **Road Crew #4 (if numbers warrant):** Same as 1

Ogdensburg/Northville/Staging Elevator Operators: Two-person crew operates the two-9 track, motorized elevator staging "yards" representing "Canada" on the north end, and the O&N "Southern Division" on the south end, and handles Ogdensburg (lower deck)/Northville (upper deck) switching. Responsible for coordinating the timely arrival and departure of trains, and communicating OS with dispatcher.

Dispatcher: Records train movements reported ("OS") on dispatcher sheet, writes train orders and clearances as needed as most trains run as scheduled trains. Also monitors train movement, train location, signal displays and turnout alignment...all via computer J/MRI.

Comments:

- Typical op-sessions last at least 3 hrs, operators are busy but not rushed with time-tested timetable.
- Op-session starts with a "shotgun" start, some trains on mainline.
- 24-hour operation features lighted analog fast-clocks located at all operating locations, lighted town signs in fascia, and lighted turnout controls.
- Home to the CNY Division library with lounge area, and extensive NYO&W prototype memorabilia collection.
- W. Allen McClelland's original Virginian & Ohio "Dawson Spring" section now here and in layout.
- Cover feature article - February 2017 Model Railroader Magazine.