

The Central New York Division of The NMRA Presents:

“Ops Til You Drop” Weekend 2023

- **Saturday and Sunday, April 22/23, 2023**
- **Three Sessions Totaling 10.5 Hours of Railroad Operations
On Three of Eight Top Layouts in the
Syracuse NY Area**
- **Open to NMRA Members and their guests. Non-NMRA Members
Should Join The NMRA Before Returning For a Second Year**

The Leadville and Red Cliff of Bill Brown

The Canada Spokane and Pacific of Drew James

Ogdensburg and Norwood of Jim Heidt

CSX Northeast of Dave Martini

THE D&RGW Colorado Narrow Gauge of Bill Brown

The B&A Central Of Dick Hehir

The New Haven Railroad of Ed O'Rourke

The Sioux City Lines of Bob Vickery

The Schedule:

Saturday April 22th

12:00 Noon – Arrive at First Assigned Layout for Orientation

12:30pm to 4:00pm – First Operations Session

4:15pm to 4:45pm – Travel to Your Second Assigned Layout

4:45pm – 5:30pm – Dinner Served at Second Layout Site

5:30pm to 6:00pm – Orientation at Second Layout

6:00pm to 9:30pm – Second Operations Session

9:30pm – Travel to Your Hotel

Sunday April 23th

8:00am to 9:00am – Common Breakfast (Site TBA)

10:00am – Arrive at Third Assigned Layout for Orientation

10:30am to 2:00pm – Third Operations Session

Cost: \$12

Covers Your Saturday Dinner and Snacks at Each Session

You Will Be Responsible for Your Hotel Cost

and Sunday Breakfast



Layout #1 - Canada Spokane and Pacific of Drew James –

The HO Canada Spokane and Pacific Railroad (CS&P) is a freelanced bridge line jointly owned by Burlington Northern and Canadian Pacific set in June, 1981. A long mountainous single track mainline connects five modeled towns with Spokane, Washington with Calgary, Alberta on this 40'x 35' point to point railroad. The design features wide aisles and a comfortable lounge for off duty crews. The scenery is 100% complete. The layout is operated by wireless NCE DCC and all trains are headed by sound equipped diesels. A replica US&S CTC machine is utilized for dispatching. Operating sessions feature a wide variety of local, manifest, and through freights as well as streamlined passenger trains. There is a large yard in Nelson, BC as well as several opportunities for switching at over 20 industries.



Layout #2 - Leadville & Red Cliff of Bill Brown

The LARC fills a 2400 sq foot basement and was featured three times in [Model Railroader Magazine](#). The layout depicts the Rio Grande Tennessee Pass line through central Colorado as it would appear today if it had not closed in the 1990s. The LARC is controlled by Digitrax wireless DCC with CTC control and full signaling. This expansive layout features 6 foot high mountains, deep valleys, over 300 structures, 400 pieces of rolling stock, 80 sound equipped engines, and stunning scenery. One special attraction is the computer day/night sequence in which the lights dim, the sun sets behind the mountains, and hundreds of building lights go on and off individually during the night...all during the operations!



Layout #3 - CSX Northeast of Dave Martini

The CSX Northeast is a 24'x40' prototypical, freelanced CSX/Conrail merger prior to the breakup of Conrail. The layout features a single track mainline from Cleveland OH to Buffalo NY both represented by staging. Overhead freights pass through Euclid OH, Erie PA, Fairport Harbor and Dunkirk NY. There are several industrial switching areas and a helix to a 2nd deck and the fictional S&N Railroad. Unit trains of coal and cement are generated that travel east, while sweeper trains handle online switching duties. The West end features the shortline Central Ohio Railroad that interchanges with CSX at Euclid OH. Mainline trains are dispatched by a master schedule while locals and yard jobs work from switch lists. The layout is DCC (Digitrax) with operating signal on the West end of the Division.



Layout #4 – D&RGW Colorado Narrow Gauge of Bill Brown

Sitting above Bill Brown's modern LARC layout is a second level that takes one back in time. The D&RGW Narrow Gauge was featured in The July 2013 issue of [The Narrow Gauge and Short Line Gazette](#) and the June 2018 issue of [Model Railroader](#). The plan features several intertwined aspects of Colorado Narrow Gauge including some aspects of the Rio Grande Southern from Ridgeway to Ophir Loop, The Rio Grande from Salida to Silverton, and the Silverton Railroad to Red Mountain Town. Most is set in 1949 with the exception of The Silverton Railroad which is set in 1910. All steam engines are sound equipped and the plan features timetable/train order dispatching.



Layout #5 – The B&A Central of Dick Hehir

The B&A Central is an 11' x 11' (plus staging) freelanced layout representing a fictitious part of The Boston and Albany Railroad connecting the two towns of Westfield and Mill Creek Mass. At Westfield there is an interchange with the New Haven, and at Millcreek there is an interchange with the Boston and Maine. All three railroads share some mainline trackage. Freight service operates from all three railroads with passenger service also connecting the towns. Don't let the small size fool you, there is a great deal of operating action on this finely scened pike with an operating turntable, staging and a need for helper service. This is an ideal session for those who are new to Ops or just want to see how much activity can take place on a room size layout.



Layout #6 – New Haven Railroad of Ed O'Rourke

Ed is modeling the New Haven Railroad as he remembers it growing up along the "Electrified Zone," around New Haven Station in the early 1950's. Mainline passenger trains exchange electric motors for steam or diesel in New Haven. Mainline freights are pulled by electric, diesel and steam. Trains run point to point from two staging yards, one representing New York, Washington, and Maybrook, the other functioning as Boston, Springfield, Montreal and Cedar Hill Yard. Electric operations are under (non-powered) catenary. Ed has also modeled the Canal Line and New Hartford branch, which is an out and back switching turn and RDC passenger trains. Scenery is 100% complete.



Layout #7 - Ogdensburg & Norwood of Jim Heidt

The HO scale Ogdensburg and Norwood is a circa 1948, Class 1 bridge line connecting Canada with southern New England, using late steam and early Alco sound equipped locos via Digitrax radio control. The 400+ feet mainline of the Northern Division is a double deck, centered by a distinctive helix and terminated by two, separate and independently motorized staging elevators. Four other staging areas add in all the prototypically accurate interchange and branch line traffic. This layout also features theater-style lighting, no repeat scenes, unique and easy facia-mounted turnout controls, and lighted town names on facia - all designed for the visitors. Add in the 1940s touches of lighted analog scale time clocks, OS to dispatcher by phones, signals but subject to timetable and train order, and switching by waybills, the O&N ops is a fundamentally unique prototypical experience based on generational family inspiration. Finally, Jim is ill, but thankful to have best friends in a crew to continue providing customer service on the O&N. No abandonment yet!



Layout #8 - The Sioux City Lines of Bob Vickery

The Sioux City Lines is an HO model of the Great Northern, Chicago Burlington & Quincy, and Illinois Central single track main line operations in Nebraska, Iowa, Illinois, and Minnesota and is set in the late 40s, 50s, and early 60s. The Sioux City Lines features wireless DCC and sound equipped motive power. The layouts design includes a large CB&Q / GN interchange yard (approx. 35 ft.), an IC yard (approx. 20 ft.), and single track mainlines (approx. 200 ft.) connecting a double ended staging yard. Mainline operations feature 25 to 30 car freights operating through 5 towns (currently) with local switching operations.

Lodging and Group Breakfast

Please note that the hotel where we have always reserved rooms and held the Sunday breakfast has closed. We are working on arrangements for this year. At this time you are on your own for hotel arrangements, and we will let you know about a Sunday breakfast location at a later date. We suggest you try one of the bargain sites like Expedia or Booking.com for one of the many Syracuse hotels. **LET ME KNOW IF YOU ARE SEEKING A ROOMMATE TO SHARE COSTS AND I WILL EMAIL A PARTICIPANT LIST.**

Covid 19 Safety

All participants should bring a mask in case the individual layout owner requires them. At this time they are optional but as everyone well knows conditions could change. Note that by requesting participation in this event each person agrees not to hold any layout owner or the CNY Division liable.

Also be advised that should the event be cancelled due to local, state, or CDC requirements a full refund will be given.

Mail by April 1 with your check for \$12 to:

Bill Brown

6002 Singletree Lane

Jamesville, NY 13078

Checks should be payable to "CNY Division NMRA"

List Participants who are Riding Together and Must Be Assigned to The Same Layouts:

Name _____ Email: _____ NMRA # _____

Address _____ Cell Phone _____

Name _____ Email: _____ NMRA # _____

Address _____ Cell Phone _____

Name _____ Email: _____ NMRA # _____

Address _____ Cell Phone _____

Name _____ Email: _____ NMRA # _____

Address _____ Cell Phone _____

Layout Requests – Note that each person on this form will be assigned to the same layouts. There are only a limited number of slots available for each layout so first forms received will get priority.

Select 3 layouts and number them 1, 2, 3 with 1 being your top choice. Layout assignments will be made approximately 2 weeks prior to sessions. There are no guarantees we can honor your preferences but we will try.

_____ Layout #1 - The Canada, Spokane and Pacific of Drew James

_____ Layout #2 - The Leadville and Red Cliff Modern RR of Bill Brown

_____ Layout #3 - CSX Northeast of Dave Martini

_____ Layout #4 - The Colorado Narrow Gauge of Bill Brown

_____ Layout #5 - The B&A Central of Richard Hehir

_____ Layout #6 - The New Haven Railroad of Ed O'Rourke

_____ Layout #7 - Ogdensburg and Norwood of Jim Heidt

_____ Layout #8 – Sioux City Lines of Bob Vickery