

MODEL RAIL RADIO
NOTES

MICHEL BOUCHER
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MY GOLDEN RULES FOR DESIGNING A LAYOUT FOR OPERATIONS

- BEST FIT FOR THE SPACE AVAILABLE
 - MAINLINE VS BRANCHLINE
 - FIT THE GEOGRAPHY IN THE SPACE AVAILABLE
- BALANCED LAYOUT
 - PLAN A GOOD MIX OF MAINLINE (BRANCHINE) RUNNING VS SWITCHING
 - THE MAIN YARD DOESN'T OCCUPY A DISPROPORTIONATE AMOUNT OF SPACE
 - VERY DIFFICULT OBJECTIVE TO MEET
 - HAS TO MEET THE BASIC RULES OF YARD DESIGN
 - ONE OR TWO MAJOR INDUSTRIES (DEPENDS ON SPACE AVAILABLE)

PREPARE FOR A SUCCESSFUL OPERATING SESSION

- YOU HAVE TO HAVE ALL THE BASICS OF OPERATIONS IN PLACE
 - SCHEDULE
 - WAYBILLS
 - CLOCK
 - COMMUNICATION SYSTEM
 - DISPATCHER AND TRAINMASTER
 - ASSUME THAT YOU ARE NOT OPERATING YOURSELF
 - GOOD TRACKWORK AND MEET NMRA STANDARD FOR ROLLING STOCK
 - TEST EVERYTHING BEFORE HAND (IF IT DOESN'T WORK FOR YOU IT WON'T FOR OTHERS)
- CLEAN AND CLEAN AGAIN
 - LOCOMOTIVE WHEELS
 - TRACK MOW TRAIN
 - ROOM (VACUUM) CLEAR COBWEBS AND DUST
- PLAN THE GAME
 - SECURE THE PLAYERS
 - ASSIGNMENTS BASED ON SKILLS
 - KEEP OPERATORS INTERESTED AND CHALLENGED- FIND JOBS FOR EVERYONE
 - PRODUCE A DBO – INFORMS THE OPERATORS
- **STRIVE FOR EXCELLENCE**

HOSTING AN OPERATING SESSION FOR VISITORS

- YOU CANNOT DO IT ALONE
 - ASK SOME OF YOUR REGULAR OPERATORS FOR ASSISTANCE
- AFTER YOU HAVE GIVEN THE VISITORS AN OVERVIEW AND THEY HAD A TOUR
 - ASSIGN A REGULAR OPERATOR TO EACH CRITICAL SECTOR AND / OR
 - ASSIGN A PILOT TO TOTALLY INEXPERIENCED OPERATORS
- A NEWCOMER AT A REGULAR OPERATING SESSION
 - PAIR THE NEWCOMER TO A REGULAR OPERATOR AS AN ENGINEER OR CONDUCTOR
 - IF THE NEWCOMER HAS SOME EXPERIENCE GIVE HIM A THRU TRAIN SO THAT HE GETS FAMILIAR WITH THE LAYOUT GEOGRAPHY

FROM THE OCR TO THE D&H

PART 1

- OCR NAME ISSUE
 - RELATED TO THE NMRA LAYOUT NAME REGISTER
 - WHEN MY OCR LAYOUT WAS IRST PUBLISHED IN CRAFTSMAN SOMEONE HAD REGISTERED THE NAME WITH THE NMRA AND GOT INCENSED THAT I HAD USED THE SAME NAME – I IGNORED IT IF I REMEMBER.
- WHY THE D&H? CHALLENGING - GREAT PAINT SCHEME
 - THROUGH RESEARCH FOUND THE NORTH CREEK BRANCH
 - COULD FIT IN MY BASEMENT
 - HAD A MINING OPERATION SIMILAR TO THE OCR
 - NOT CP OR CN BUT CLOSE TO CANADA
 - DIFFICULT TO MODEL AT THE TIME-NOT MANY LOCO MODELS AVAILABLE
 - I HAD TO PAINT MY FIRST MODEL
- STAGING HAD TO BE RE-ARRANGED AND EXPANDED
 - REMOVED CENTER UNDER THE LAYOUT STAGING – OCR RAN NORTH AND SOUTH FROM CENTER
 - EXPANDED THE LAUNDRY ROOM STAGING – D&H BRANCH RUNS SOUTH TO NORTH

FROM THE OCR TO THE D&H

PART 2

- RE-WORKING THE LAYOUT RATHER THAN RE-BUILDING
 - MINIMISE OPERATING DISRUPTION – NO STOPPAGE CHANGE WAS DONE OVER THE SUMMER
 - COSTS
 - AS DISCUSSED IN LAYOUT PLANNING THERE ARE VERY FEW WAYS THAT A DESIGN CAN BE INTEGRATED IN A SPACE. THE DESIGN OF THE OCR MET THE D&H BRANCH DESIGN AT ALMOST AN 80% DEGREE.
 - WITHIN A MONTH THE STAGING CHANGES WERE COMPLETED
 - WITHIN A MONTH THE OCR EQUIPMENT WAS SOLD ON E-Bay AND REPLACED BY D&H
 - THE TWO ANCHOR INDUSTRIES OF THE OCR WERE THE CEMENT PLANT AT PICTON AND THE IRON ORE MINE AT MARMORA
 - THE TWO D&H ANCHOR INDUSTRIES ON THE NORTH CREEK BRANCH ARE THE INTERNATIONAL PAPER MILL AT CORINTH AND THE TITANIUM MINE IN THE ADIRONDACK PARK. PERFECT FIT.
 - THE CEMENT PLANT WAS REPLACED IN SHORT ORDER AND THE MARMORA MINE COMPLEX WAS KEPT IN PLACE UNTIL THE EXPANSION IN 2001.
 - A MINE IS A MINE
 - AT FIRST ALL I NEEDED TO DO WAS CHANGING THE ROLLING STOCK