

GNRW Operating Sessions Typically at 7 PM on the 3rd Saturday of the Month

As always, use good judgement about whether to come. Those who are sick or around those who are sick should stay home. The layout is large enough (full 1500 SF basement) with enough room to maintain 6' in the bulk of the basement. I'm 74 and am comfortable with having guests. Also, if you're like me and retired, you've been in your house the last few months and aren't really exposed to other people.

From what I understand, UV light kills viruses in seconds: if it's 91 degrees outside, just walking from the car will take care of any viruses! Don't worry about the basement temperature as it's 68 down there. Will feel good from 91! The parameters for Ohio state opening will increase in the next few weeks so that can determine what is best for you. As usual, each of us must do what we're comfortable with.

Below are directions, plus layout, operations, web blog and videos info. You may bring your own DCC engines to run plus your Digitrax throttle. Pizza at 6:30-7:00. Junk food and beverage provided.

Great Northern Railway

Mission Statement - Main theme of my railroad (besides modeling the Great Northern Railway): when building the railroad, I wanted to model mainline running with big time steam and 'scale like' trains of 25-45 cars on single track mainline with passing sidings.

Recent Projects -

- Installed software and hardware to remotely operate mainline turnouts from dispatcher's monitor screen using LCC.
- Installed decoders in 7 more engines.
- Most testing done with passenger trains seems to be ending as the longer passenger cars are about twice the length of a regular freight car and pose different problems but they seem to be resolved, finally.
- New vintage metal Athearn/Varney and wood Silver Streak/Ambroid freight cars have been tested and working well over the mainline.
- Finished adding the last tunnel portals that I failed to do, 40 years ago.
- Got to do some PM on 3-4 engines.
- New passenger yard completed.
- The signaling system using LCC is complete along with monitor showing train positions on the layout.

Operations – The GNRW has been updated to DCC operations. I've moved all my vintage metal Athearn/Varney and wood Silver Streak/Ambroid freight cars to Seattle so freight drags will mainly be them plus passenger trains of your choice. You may bring your own DCC engines to operate plus your Digitrax throttle.

Please email me which you would like to do –

1. Mainline operator(4)
2. Local mainline operator
3. Seattle freight yard: 14 tracks, 550 car capacity.
4. Seattle roundhouse: 24 stalls
5. St. Paul freight yard: 12 tracks, 420 car capacity
6. St. Paul roundhouse: 24 stalls
7. Cascade tunnel electrics: operator (2)
8. Ore dock: 120 car capacity.
9. Main panel dispatcher.
10. Swan river logging railroad: operator (2)

Layout Specifics -

Time: 1938. All steam and electrics. The GN railway is a point to point railroad, 400' mainline with two 400-500 car yards at Seattle, Wash and St Paul, Minn., each having 20+ track turntables and one staging yard holding 300 cars. Minimum radius, 48" with #10 turnouts. Track all hand laid on individual wooden ties. 100% scenery. Four track 12' ore dock. Interface railroads: NP, SP&S, Milwaukee, DM&IR, UP, SP, D&RGW, SF and CN. Swan Lake logging railroad. Has interface with GNRW, yard, John Allen's 'time saver' and double switchback into the valley.

Blog/Pictures - <http://ogrforum.ogaugerr.com/topic/great-northern-railway?page=1>

Videos - <https://www.youtube.com/watch?v=tOb7SgZTLWA>

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