

Kevin Beck – Central Carolina Southbound

The N-Scale Central Carolina Southbound (CCSB) is 3 railroads on 2 layouts in 1 building. The overall size is 18' x 48' with separate Dispatcher and Trainmaster's office. Over 900' of track work has been laid and ballasted with scenery about 50% completed. Controls are Digitrax with Radio, IR and wired jacks. The 200+ turnouts are controlled locally by ground throws with slow-motion machines on hard to reach spots and twin coils in the Spencer Hump Yard. Track control is by verbal warrant with FRS radio and operators must be familiar with changing channels on the fly.

An around the walls point-to-point nolix represents the Norfolk Southern from Danville, VA to Charlotte, NC with staging yards at both ends. Set as the modern era, about 1/3 of the schedule are thru trains of intermodals, auto racks and Roadrailleurs. Another 1/3 are the mid-layout crew changes at Linwood Yard and inbounds to Linwood. There are a number of special trains: CSX reroutes, a steam excursion, a high and wide, and several heritage trains.

The 5 NS locals are switched with 4-cycle waybills and all pass thru the working hump yard in Linwood. The 27 foot long yard includes a 4 track Receiving Yard, 4 track Forwarding Yard, 8 track Class Yard, and 3 track Cleanout Yard.

The Yard crew must hump inbound/outbound locals, oversee crew changes and prepare outbound locals and returns to staging. Dispatchers are taxed with navigating 3 areas of single track as does the current NS.

A new addition adds the NS M-Line from High Point to Asheboro, and another adds the Thomasville Beltway.

The Winston Salem Southbound (WSS) and the High Point, Thomasville and Denton (HPT&D) are represented on a completely independent double decked island. A 5-turn enclosed helix carries the track to the upper level with CCD camera monitoring the loops. Here, operators enjoy dark territory as they run one of the 2 locals or 2 interchange trains own their own. All WSS/HPT&D cars are controlled by 4-cycle waybills.

More info at my blog: <http://ccsb2007.blogspot.com/>

David Koss - Atlantic Coast Line – Spartanburg Division

N-scale layout based on a semi - fictitious route between Wilmington, NC and Spartanburg, SC. At Spartanburg, the railroad interchanges with the Clinchfield which runs north into Virginia/Kentucky.

Layout is a classic point to point with one terminal set at Wilmington and the other terminal at Spartanburg. Track runs through a number of small towns with small sidings and lots of switching. A small classification yard is located at Laurinburg.
Spartanburg Division

Stations along the line include (running east to west)

Wilmington
Clarkton (Pulpwood)
Pembroke (Auto parts)
Laurinburg
Hamlet (Scrap metal/feed stock)
Rockingham (Propane/lumber)
Wadesboro (Grain)
Monroe (furniture)
Rock Hill (Gravel/stone)
Spartanburg East
Spartanburg
Clinchfield Subdivision
Spartanburg
Spartanburg North
Spruce Pine (Lumber)
Kingsport (cement)
St. Paul's (coal)

Layout is under construction with essentially all of the track work completed and trains running. The control system is DCC (Digitrax) radio throttles. Track system is Atlas Code 55 sectional track.

Main line run is approximately 125 ft with over 70 turnouts and 16 sidings.

The railroad operates to move freight from the Midwest and South (via Spartanburg) to the port at Wilmington, NC and to move merchandise from outside the US to Atlanta, GA and Cincinnati, OH. Industries along the line include grain/tobacco, furniture, forest products, and auto parts. Coal from Kentucky and Virginia arrives at Spartanburg via the Clinchfield to be transported to Wilmington for export.

The Charleston, Roanoke & Eastern Railway

This is an N scale layout owned by Marcus Neubacher.
The website of the layout is www.kntower.com

The Charleston, Roanoke & Eastern Railway is an operations oriented N Scale model railroad depicting a fictitious railroad line between Charleston, WV, and Danville, VA.

The concept of the CR&E is that of a coal hauling bridge route connecting the midwest and the southeast.

Drawing influences from actual railroads such as the Clinchfield, the Southern Railway, and the Norfolk & Western, the railroad has developed its own operating character. Model railroad influences include W. Allen McClelland's Virginian & Ohio, Tony Koester's Allegheny Midland, and Eric Brooman's Utah Belt, among others.

The railroad is operated by Norfolk Southern as their CR&E Division. Despite efforts by NS to merge the CR&E into its neighboring Pocahontas and Virginia Divisions, the railroad retains just a bit of its former identity by still being operated as a separate division.

The modeled portion of the CR&E represents the railroad between Lewisburg, WV, and Roanoke, VA. This is the west end of the railroad's former Ridge Division, now a portion of NS's Lewisburg-Dundee District of the CR&E Division. The railroad is set in the late 1980's/early 1990's (1989-1993).

The CR&E is a double-deck N Scale model railroad currently occupying an 11 X 22 foot room. The railroad is an around-the-walls linear design with a center L-shaped peninsula that connects the two levels of the railroad. Two staging yards are located in an adjacent garage. Future plans call for renovation of the garage and extension of the railroad into that space.

A classification yard is located at Lewisburg, the west end of the currently modeled portion of the railroad. The railroad also features several industries for local switching.

The CR&E is a single-track mountain railroad with passing sidings located at Lewisburg (two main tracks), Glace, Ridge, and Paint Bank. Approximately 30 simulated miles of tough Appalachian railroading is represented in about 180 feet of mainline. Coal trains, complete with pushers to tackle the 2.5%+ grade over the Alleghenies, share the mainline with a pair of intermodal trains, several merchandise trains, a rerouted Amtrak "Cardinal," and local freights. CSX has trackage rights to move some coal traffic over the route as well.

This is the second version of the CR&E, with construction of Phase 1 beginning in late 2008. There is plenty of operating to be done, but no scenery yet.

Digitrax DCC. FRS radio with verbal track warrants. Car cards. Fast clock.

Penn Central – Lehigh & Delaware Division

This is an N scale layout owned by Mike Pennie.

It's June, 1970, and business is booming. The Penn Central railroad, desperate for a way to bypass the clogged Northeast corridor, has merged it's 97% owned Lehigh Valley into the fold.

Among other things, this has resulted in the newly formed Lehigh and Delaware division of the Penn Central Railroad. It's a mix of Penn Central and Lehigh Valley tracks, running Northwest from Philadelphia, PA to Buffalo, NY.

Integration is just starting, but several high priority PC trains are already running on ex LV tracks.

However, most trains, both PC and LV, are still running as they have in the past. The Central Railroad of New Jersey and the Lehigh and Hudson River still have track rights over much of the LV mainline. There is still a fair amount of CNJ traffic.

The layout is an N scale layout, more or less filling an irregularly shaped basement about 1100 square feet in size. It is complete as to track and wiring. Scenery is about 80% done. It is a single level design, with no duck-unders. The layout is point to point, with staging yards at each end.

The longest mainline run is about 10 miles, but only a few trains make the whole run. About 1/3 of the mainline is single track, with the rest double track.

Two new branch lines are in process, one being the Hazleton coal branch and the other being the Easton & Northern branch, which handles general merchandise traffic. Both branches are about 2 miles long.

CTC – signals with JMRI panel. FRS radio as needed. Waybill on cars.

Digitrax DCC (radio/plug in). No fast clock. Sequential timetable

The following operating positions are available for guests: Dispatcher, Assistant dispatcher, Phillipsburg yard, Easton interlocking, Easton yard, Bethlehem Steel and Lehighon yard (2). These must be filled before operation can begin. There are also slots available for 6 - 8 road engineers. Some jobs are easy; others can be challenging.

For additional information, see Great Model Railroads 2007.

Norfolk Southern – Pocahontas division

This is an N scale layout owned by Scott Teague.

The Norfolk Southern Pocahontas division fills a basement space of 17 ½' by 42', and has its track and scenery complete.

Based in the mountains of West Virginia, there is also lots of coal traffic. If locals are your interest, the railroad has plenty of these as well. Scott has taken a freelance approach to the area, modeling the scenery and general feel of the area, but adding industries as needed to increase operating interest.

The lower level is modern class 1 railroading, with plenty of coal, auto rack and piggyback traffic. The upper level is an extensive coal branch just over 6 miles long. Many people spend an entire operating session on the branch!

On the Pocahontas division, it's always today. Scott tries to keep the locomotives and rolling stock up to date. As the Norfolk Southern retires or adds equipment, so does Scott.

Digitrax DCC – radio or plug in. Magnetic dispatcher panel. FRS radio. Waybill on car.

For more information on this layout, see the March – April 2006 issue of N scale Railroading or Great Model Railroads 2004.