

## Ops Saturday Report

Article and Photos by Mat Thompson, MMR

Saturday, March 4, 2023, was the Potomac Division's Ops Saturday. In the morning, Jim Rogers opened his B&O railroad to a crew of eight. In the afternoon, a crew of 14 ran Mat Thompson's Oregon Coast Railroad.

Photo right: Jim Rogers, in the broad striped shirt, briefs the crew before the start of operations) Jim Roger's HO scale railroad is a proto-freelance version of the B&O Railroad from Cincinnati east to Baltimore.



At Grafton there is a branch to a major paper mill and a branch to Charleston, West Virginia, which is serviced by the B&O and the NYC. Model railroad operations currently schedule 11 trains, split between mainline through trains, locals and a dedicated coal mine run. The DCC controlled layout is built for operations. Crews were kept busy working the yards and running mainline trains. Car cards and switch lists are used to facilitate operations which followed a planned sequence of trains run during the session.



Photo left: Alban Thiery is the yardmaster at Clarksburg. He's preparing for the start of operations by dialing up the yard switch engine on his throttle. He has also temporarily put car cards on the layout to familiarize himself with the outbound cars he will be adding to passing freight trains.



Photo above: Chuck Woods (in green shirt) is bringing his train into Grafton Yard at the direction of Yardmaster Travis Workman. The Yard switcher engineer, Christian Fields, with throttle in hand, is ready to pull the cars to be dropped at Graton from the train and add cars bound for Cincinnati.



Photo left: Conductor Tom Matty is watching the caboose to ensure his westbound train rolls out of the Baltimore Yard safely.

The modeled portion of Mat Thompson's Oregon Coast Railroad is a switching layout serving the yards and industries of north Portland, OR. Three crews worked the yards and adjacent industries at Hoyt Street, Willbridge, and



Vancouver, and ran yard transfer trains between the yards. Another crew switched reefers and stock cars in and out of the Swift Packing Plant. A one-person crew ran a local serving the industrial area of Kenton.

**Photo left: Hoyt Street Yardmaster Herb Biegel is surveying the yard tracks and planning his work, knowing the tracks will soon be busy with inbound and outbound transfers and cars to and from Swift.**

**Photo right: Bill Schultheiss takes time out to smile for the camera while backing a Swift train into the Plant.**



**Photo left: At the Vancouver Mill, Lee Stoermer is pulling loaded cars of finished lumber. He will add the cars to outbound yard transfers being built at Vancouver Yard.**



Photo above: Engineer Jim Novaco is ready to back tank cars down the hill to load on a car float headed to Ilwaco, WA.

Photo below: Ken Wilson, who hadn't operated before, worked the free-standing shelf layout of Victoria with experienced operator Ernie Little. Within an hour, he and Ernie were a skilled team, planning moves and switching cars like old hands.



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