



Laurel Mountain Division of the Pennsylvania Railroad

Frank Coat

- Style: Freelance PRR fictitious Division
- Era: 1950-1970
- Scale: HO
- Size: 20' x 21' with 6' x 8' extension at one corner
- Mainline: 255'
- % Track Completed: 100%
- % Scenery Completed: 50-75%
- Control: NCE DCC Plug-in Throttles
- Access: Railroad in basement access by one flight of stairs



The fictitious Laurel Mountain Division of the Pennsylvania Railroad occupies most of our basement. The trains run around the basement twice and also traverse two peninsulas. This gives the mainline approximately 255' of track. The layout is not double decked but because of a carefully planned track plan and scenery techniques you don't realize you are passing the same area twice. The layout is DCC using NCE equipment. Operating sessions are held twice a month using car cards and waybills by Shenandoah software. The classification yard is the heart of the layout containing four arrival/departure tracks and eight classification tracks along with an engine facility and some industries. Eastbound from the yard winds your way to four small communities and a whole lot of switching and then into the staging yard. Westbound from the yard also winds your way to four small communities and again a lot of switching and then into

the staging yard. The staging yards can hold a max of eight trains eastbound and eight trains westbound. The layout will handle up to 5 operators, but 4 is optimal.