

WHEEL REPORT **SMD**

SOUTH MOUNTAIN DIVISION - NMRA

smdnmra.org

FALL, 2009

FALL MEETINGS

September – Sunday, September 13, 2008, 2 to 5 pm. Dick McEvoy's Barneytown & Scupperville near Hagerstown. Dick's 1200 sq. ft. layout is an HO Class 1 railroad set in the mid-50's. The B&S is designed for prototype operation with multiple operators, a large CTC panel and walkaround throttles. Scenery is mostly complete.

Clinic:

October – no regular meeting.

NMRA Mid-Eastern Region Annual Convention, October 15-18, 2009 at The Plaza Hotel, 1718 Underpass Way, Halfway Boulevard, Hagerstown MD 21740 301-797-2500 To register, see <http://mer.nmra.org/MERConv/MERConv.html>

November – Sunday, November 8, 2008, 2 to 5 pm, Jay Beckham's at Berkeley Springs, WV

Clinic – The South Shore Line in Chicago by Jay Beckham. For an introduction to Jay's layout, see www.South-Shore-Line.com. Jay is a former SMD Superintendent.

NEW MEMBERS

Welcome to new members Katharine Alley, Jeff Drennan, Bernard Randolph and William Wilson. We invite you to our meetings: an important benefit of NMRA membership.

AAHH! GEOGRAPHY

"Some of you may have noticed that on the MER ballot the convention was listed as being in "Hagerstown, Virginia." We'd like to assure you of two things. First that this was noted. Second, that this was not something that was prepared nor proofread by anyone in SMD. The MER guys did this on their own. Guess there's a lesson in there. Pete"

WESTERN MARYLAND TRANSFER

The convention is almost here! The convention committee has been working diligently to put together an action-packed long weekend. The convention venue, the Plaza Hotel, is on the west side of Hagerstown, just off I-81 and easy to get to from all directions. You can call and make reservations now; ask for the Mid- Eastern Region, NMRA, rate. For more information, please check the website:

<http://mer.nmra.org/MERConv/MERConv.html>. Please note that if you are an AARP member, you can get an even lower rate. If you have any problems call or email Clint Hyde (chyde@cox.net) or Jane Clarke (301-610-2219, jane.clarke@bioreliance.com).

Please see the July-August issue of the Local and the website for information on the two all-day tours (East Broad Top and Union Bridge) and the

operations call boards. Please register for these events in advance because we need to make plans ahead of time to accommodate all attendees.

We add to the list of clinics on a daily basis; ultimately, we hope to have at least 2 dozen. Ray Price has been tireless in his pursuit of new clinics. The schedule isn't completely set at the time of this writing, so please check the website for updates. To whet your appetite for clinics, please see below:

Steve King: Time Table/Train Order operations

This is a 2-part clinic. Please register for both the clinic (Thursday 7 PM to 10:30 PM, item #611, \$15 extra fare) and the lab (Friday 9 AM to 4 PM item #901, \$5 extra fare) at one of three layouts.

On Thursday Steve will discuss the basic principles of the rights of trains operating under timetable and train order rules. Attendees will have the opportunity to copy a train order and will simulate the operation of trains over a railroad to gain an understanding of how to apply timetable and train order rules and principles. The class registration fee covers the RailGroup Condensed Code of Operating Rules book.

On Friday, Bob Johnson, Bill & Mary Miller, and Steve will host TT&TO operating sessions at their railroads to give attendees the opportunity to apply the TT&TO rules and principles during an actual operating session. You must attend the TT&TO class on Thursday if you wish to participate in the Friday operating session. You may register attend only the TT&TO class on Thursday evening if desired, however. Also, anyone who attended the TT&TO class at the Fall 2008 MER convention may register for the Friday operating session. (Please note this on your registration form.)

Please register in advance so we will have rulebooks available and can plan Friday's operating assignments! Also, please let us know if you wish to carpool together with another person.

Clint Hyde and Martin Brechbiel: Building in Wood

This hands-on clinic is item # 601 for HO scale or #602 for O scale, both are \$15 extra fare. Participants will construct a kit that is laser-cut, and features window and door castings, and a cast foundation. Kits will be available on both HO and O scale. Participants must bring their own tools (some will be provided, but having more is better), but the model and glue will be provided at the clinic. It should be possible to complete this structure in the 3-hour clinic. List of recommended tools to bring: scalpel or X-Acto with #11 blade(s), straight-edge, 90 degree inside corner angle, your favorite wood stain, sandpaper, and small spring clamps (clothespins).

The following clinics are NOT extra fare:

Pete Clarke: Modeling the East Broad Top

Pete will look at EBT operations and how they helped him design his EBT layout. He will examine how that design made it easy to design an operating scheme, and how we operate the layout. He will also look at how the addition of the Rockhill iron furnace changed the operating scheme. The layout will be open on Sunday. Combine this with Lee Rainey's clinic and the EBT tour for the full EBT experience!

Jack Dziadul: MMR Progress Tracking Spreadsheet

Jack will demonstrate an Excel spreadsheet developed to simplify the organization and tracking of progress toward achieving the Master Model Railroader designation. Attendees will have an opportunity to customize the spreadsheet for their specific certificate objectives. It is recommended that you bring your laptop to the clinic, but it is not required.

Jim Fisher: Michigan Copper Railroads

This clinic features 160 slides taken by Jim circa 1953-55 focusing on the Quincy & Torch Lake RR, the Copper Range RR, the Hecla & Torch Lake RR (Calumet & Hecla Mining Co.) and others. It includes some historical images and content on modeling these railroads. He will hand out some reference maps, too.

Charlie Flichman: Contest (AP) Judging

This is the popular intro to judging clinic offered for the past 2 years. Charlie will offer tips on filling out the judging forms. This is useful for new judges and for people with entries to be judged. Learn what is important for earning Achievement Program points!

Michael Hohn: Historic Prototype Modeling

The many new models of rolling stock available in wood and resin make accurate modeling for the period before 1900 easier than ever without having to scratchbuild everything. This clinic reviews advantages, products available, sources for decals, and resources for historic modeling of the period when the average car was 30-34 feet long and locomotives were small. The clinic includes a slide tour of Michael's layout which is set in upstate NY in 1888.

Stan Knotts: Phelps Dodge Copper Mining

This is an historic presentation on Phelps Dodge Corporation and the copper mining industry.

Richard Lind: The Hagerstown and Frederick Railroad

This is a PowerPoint presentation of the history of one of Maryland's last freight-hauling interurban railroads, the Hagerstown & Frederick RR, from 1896-1961. A discussion of the development of electric street railroad technology will be included. Emphasis is on Frederick City and Frederick County, with a discussion about the reason the line

was first constructed, its redevelopment as a freight-hauling RR, and its part in building a large power distribution company.

Richard Lind: Modeling Realistic Stone Structures from Styrofoam

This is a PowerPoint presentation, including a video, showing an easy and effective way to model stone railroad structures from Styrofoam extruded polystyrene insulation board. A photo presentation showing examples of stone masonry on local railroads will be included.

Richard Lind: "Super Trees" Made Easy

Helpful hints on making Scenic Express Super Trees. This alternative method uses cheap hairspray, flocking, paint, and planting to model an Appalachian forest.

Richard Lind: the West Virginia Northern Railroad

This is a PowerPoint presentation of a RR which was narrow gauge from 1887 to 1896 and which hauled timber, coal, and tourists until its abandonment in 2002. The presentation includes the line's history, rolling stock, structures, train length and frequency, tipple names and locations, disposition of equipment, and many photos.

Bob Markle: Railfanning in the Hagerstown Area

This is a traditional slide show featuring current and recent past operations of CSX, NS, Winchester & Western, and Maryland Midland railroads. See this slide show before you go out railfanning during the convention!

Lee Rainey: History of the East Broad Top

Handsome and powerful Mikados, heavy coal traffic, and a private car once used by President Grover Cleveland – all on three-foot-gauge track. In

fact, Pennsylvania's East Broad Top Railroad was not only the last narrow gauge line this side of the Rockies but also a big-time operation in everything but width.

This clinic will profile the line's history, rolling stock and operations, and is great background for those car-pooling to the EBT the following day. Lee Rainey is co-author of the definitive scholarly history of the railroad and now coordinator of volunteer restoration activities at the EBT's Rockhill Furnace headquarters. (Photo by Lee Rainey)

Bob Reid: Layout Designs for Smaller Spaces

This clinic will feature designs for bedrooms, what will fit, how era and radius interact, thoughts on aisles, design objectives, and gaining elevation without resorting to hidden track. These are some lessons learned from Bob's Allegheny and Shenandoah RR.

Roger Sekera: Prototypical Spice for Coal Operations

This will feature how to apply real-life, prototypical coal operations to bring some spice into your model railroad by avoiding up-and-back movements. Some thoughts on coal operations paperwork and billing are also included.

Bob Weinheimer: Operations on the Pennsylvania Southern

The Pennsylvania Southern is an HO-scale freelance line connecting Pittsburgh with the Deep South. The era is 1980 and the modeled portion of the line is that part in Pennsylvania. Topics include: a brief pictorial tour of the layout, a description of the rolling stock, scheduled trains, car-forwarding system, dispatching system, and the use of switch-lists in yard and local train operation.

Also at the Plaza Hotel

A new narrow gauge modular layout, James River Division On30 Modular Group, will be shown to MER for the first time ever. The Saturday evening banquet (item #401) at the Plaza Hotel will culminate in a keynote presentation by Linn Moedinger of the Strasburg RR and the contest awards.

Layout Tours

As of this writing we have more than 20 layout open houses confirmed. If there are no unforeseen circumstances we should have in the range of 30 layouts, clubs, etc. when we are done. There will be a good mix with most major scales represented including N, HO, S and O. This is my favorite part of any convention and our layout tour coordinators, Bob Johnson has done a great job with this. There will be no buses to layouts, but we will have a carpool sign-up sheet at the registration table.

Volunteering Opportunities

Of course there will be a raffle, white elephant table, auction, and model contest. Be sure to volunteer to help out while you're there, there's always room for additional help. Many volunteers will be needed to help set-up and break-down between clinics. We will also need to provide coverage at the registration table to help our registrar, PJ Mattson.

Non-Rail Activities

Please make use of the non-rail questionnaire on the website and send it to Stefanie Boss. We won't know what activities are desired unless we hear from you! There are lots of shopping opportunities from antiques to electronics nearby. We have a volunteer (OK, maybe she was conscripted) who will conduct an art framing clinic if demand warrants. There are many historical sites (such as Antietam battlefield) and recreational activities (such as biking on the C&O canal towpath) nearby.

Restaurants

You wouldn't believe how many restaurants are close to the Plaza Hotel! The list is posted on the website and we hand out the list and map at registration. Thanks to Harvey Heyser for assembling this.

I can't make any guarantees, but I think you will have a great time at the Western Maryland Transfer this year!

FROM THE DESK OF THE DIVISION SUPERINTENDENT:

In the last Wheel Report I noted how much modeling I hoped to get done this summer. Well the summer's almost gone and what have I done? I spent just about all of my model railroad time on the PC working up a new operating plan. Not what I had intended. But life often has us doing things other than what we thought we'd be doing. I could get annoyed about the modeling that didn't happen. But what did happen? Our new opps plan has train crews switch off as each train (train number, not train function) ends. It used to be that the guy who started running the freight train would run that same train for the entire session. But in the new system, he'll only run that train from its start in Orbisonia until it terminates in Mount Union. Then he'll sign off and another crew will run that train to Robertsdale. He'll put his name on the sign up sheet and the next train he runs could be the miners, the shade gap, or the passenger train. So each operator will have a chance to run multiple train types. Yes, it's true that it could also be that when his name comes up that the train is again the freight. But he would have the option to let the next crew take that train and still be first in line for the next train. With 4 mainline trains and a limited mainline length, we have trains terminating at regular and short intervals. This means that we now have an organized and logical way to rotate crews in and out, so if we have more crew than train it's not a problem. Each guy can sign up for a train, look around the layout and see how long it's likely to be

until the next train terminates. We also made the first steps in adding a dispatcher. Each train contacts the dispatcher who records the town, train #, time, and function (arrival, departure, or 'roll-by.') I'm not sure, but I think when I attend the Time Table/Train Order clinic at the convention, that I'll find that we are now pretty close to being able to claim to use this system.

So was my summer productive or not? Did I get things done on the model railroad or not? Not from a hardware point of view. But from a software viewpoint, I think a lot got done. Was it a good trade off? Time will tell if this opps system works well or not.

Jane and I have a schedule conflict and will not be able to attend the September meeting, but that will be our loss because Dick's layout is so nice. You should try to make it. Then I'll remind you that there will be no meeting this October. I hope I'll see all of you at the convention. Then in November we can all gather at Jay's, energized by the ideas we got while at the convention.

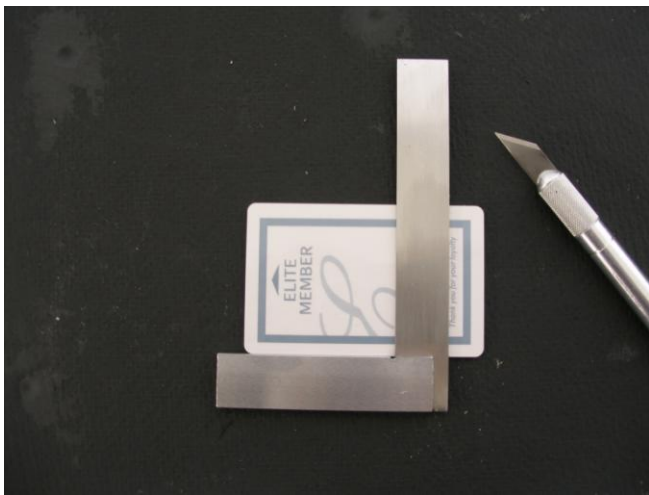
Speaking of the convention, don't forget about it and don't forget to talk about it to others. Jane has flyers that you could print on your own (she'd email the file to you) or we'll have some printed up and could mail them to you. If you go to a club that's not 100% NMRA, take a few and drop them off. It may seem like a long time from now, but it will be here before you know it. It's October 15 - 18. Make sure you are part of it. Host a layout tour, give a clinic, volunteer to help at the hotel, register and attend the convention. If you do any/all/any combination of those, you will help cement the SMD's reputation for being a great convention host.

Put Your Old Credit Cards to Good Use, by Don Florwick

We all know how to buy that new engine of craftsman structure kit with our current credit card, but what do we do with the card when it expires? I

have found a simple way to get additional mileage out of my old cards.

I delight in seeing how other modelers devised simple fixtures to make repetitive jobs easier. Sheet plastic is often suggested for making a jig or gage for simplifying repetitive tasks. For some reason I have a hard time cutting up good sheet plastic material for this use. Instead, I have been making my jigs, gages and other work aids for the railroad out of those old 2 x 3 1/4 plastic credit, hotel key, or plastic membership cards.



Here are a few examples of the uses I have found for these outdated cards.

I made a simple gage for spacing parallel track for



it my new yard. Once the first track is laid in a yard, becomes quick and easy to lay the adjacent parallel tracks. Lay a short section of two tracks at your centerline spacing then measure between the two adjacent rail webs and make a simple gage to lie between them. You can then gage the next track off the first track.

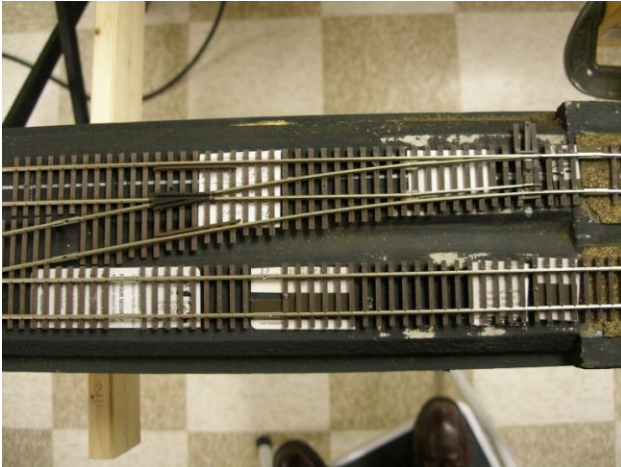
Need to space track for a passenger platform? Simply make another spacer to the correct width.



I finally made a simple template for marking the slot for tortuous switch machines. This template has save me a lot of time and helps me to keeps the slots uniform.



You can also use pieces of old cards for shimming up low spots in the roadbed as show in the next picture.



I'm sure you creative folks can come up with many more ideas for using those handy little plastic cards. So, the next time you check out of a hotel or get a replacement for your credit card, cut off the numbers if it is a credit card and recycle the rest of the old card for your railroad.

Riding the Potomac Eagle

On May 23, 2009, Jane's dad, stepmother, Jane and I rode the Potomac Eagle from Romney, WV to Sycamore Bridge and back. Jane's dad got first class tickets, so we rode in air-conditioned comfort and had a nice meal served to us.



The Romney station is a collection of rail cars used as gift shop, bathrooms, and a caboose as the ticket office. The train must have been 7 or 8 cars. One is an open gondola that allows the best views, another is an open sided car that has a roof so the view is almost as good but you can get out of the sun. Except for access to the gondola car, you can move about the train while it's in motion. The train stops before entering the scenic "trough" and again upon exiting, to allow passengers to get on and off of the gondola. The trough is a narrow valley between Mill Creek Mountain and South Branch Mountain. This area has no access other than by foot, train, or boat. Perhaps because of that, bald eagles live there.



As advertised, we were allowed to start boarding at 11:00 am, and the train started rolling at 11:30 am. In the club car we had multiple porters taking care of our every need. More iced tea? Dessert? All



served on “Chessie” plates. I’m told that there was food available for the unwashed masses as well. As the train moves along, a guide told the history of many of the buildings we passed. The train stopped at Sect or and we went to the gondola. The trough is beautiful. Those who’ve seen his layouts will understand when I say that it looks like a Steve Sherrill landscape. We saw about a half dozen eagles, including two young ones still in the nest. Just beyond the bridge across the river at Sycamore, the train stopped and we went back to our seats. The



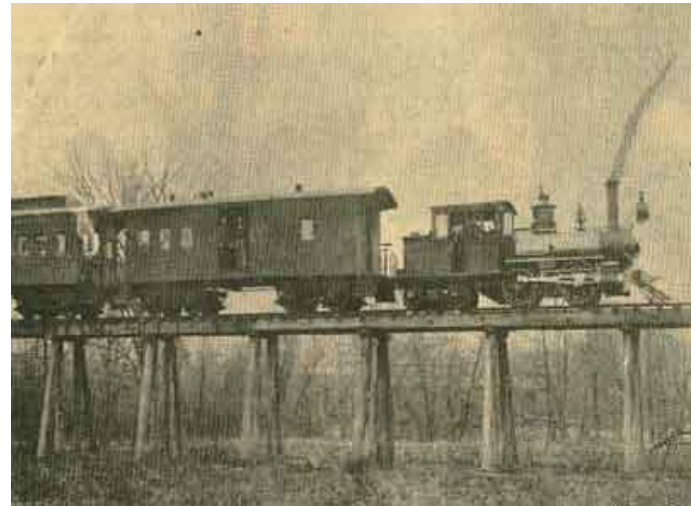
train then continued for a short distance through farmland in the widening valley. The train ran with an “F” unit on both ends. At the turn around point, the lead loco was given a rest and what had been the trailing loco pulled us back through the trough and to Romney. The ride took 3 ½ hours.



While just outside of SMD territory, this is a rail adventure that’s worth your time. There are also full-day trips periodically through the summer. See their website for more information and prices. <http://www.potomaceagle.info/>

Pete Clarke

Railroads in the SMD: **The Emmitsburg Railroad**



http://www.emmitsburg.net/archive_list/articles/history/railroad/mary_smith_remembers.htm

The Western Maryland Railway considered three routes over the Catoctin Mountains. One of the projected routes went through the town of Emmitsburg, Maryland. The citizens there were elated, because a railroad in town meant growth, business and prosperity. In short – money.

When the WM chose to locate its route through Thurmont, Emmitsburg moved to charter a connecting railroad. On March 28th 1868, the Emmitsburg Railroad was incorporated by an act of the Maryland Assembly. Construction was financed by a bond subscription (oh-oh), mostly purchased by the Sisters of Charity and Mount Saint Mary’s College.

Mount Saint Mary’s College and Seminary was founded in 1808 and the following year, Elizabeth Ann Seton founded a school for girls, which

was to become Saint Joseph's College. Transportation to the colleges remained slow and arduous, hence the risky institutional investment.

Ground was broken in July 1871, but funds ran out the following year when grading was completed. In 1875, the contractor finished building the 100-ft. wooden Howe truss bridge over Tom's Creek and laid second hand rails purchased from the Western Maryland Railway. The line roughly followed Motter Station Road, Old Frederick Road and Seton Avenue between Rocky Ridge and Emmitsburg.

The first train operated November 22nd 1875. Initially the Western Maryland Railroad operated the line on a cost basis (WM got its money!).

In 1879 the Emmitsburg RR took over operations, but the struggling railroad could not pay interest on the first mortgage bonds. These bonds were restructured with a lower interest rate and after some years the railroad defaulted again. (Sound familiar?). The line went into receivership and was bought an auction by the bondholders and reorganized. The new company progressively rebuilt the entire line from its earnings.

A new grain elevator and coal chutes were built at Emmitsburg. New locomotives were purchased and cars and stations refurbished.

A high point in the history of the line occurred when special trains were operated from Baltimore and Frederick to Emmitsburg for a Home Coming Celebration July 13-16, 1909.

Then the Maryland State Roads Commission began a road improvement program in 1912. Small, unregulated bus and truck operators began to proliferate. By 1920, it was no longer economical to run a steam passenger train. A gas-powered railcar was purchased for \$950.00. The railroad continued to lose passenger business, and in July 1925, discontinued passenger service.

The Public Service Commission granted the Emmitsburg RR permission to operate a truck line from Emmitsburg to Rocky Ridge for carrying mail, express, and freight. When needed, a steam engine was fired up. Traffic continued to decline until operations ceased on May 15th 1940. The railroad was sold at public sale on August 28th 1940 ICC authorized abandonment the following year.

Little remains to remind us of the Emmitsburg RR, but there's a set of oil tanks at the intersection of Seton Avenue and U.S. Route 15 that suspiciously look like they were served by the railroad.

To read more about the Emmitsburg Railroad, see articles by George Wireman and others on the Emmitsburg Area Historical Society website found on www.emmitsburg.net/history/

CLERK'S SCRIBBLINGS

This issue has two feature articles. When you send in an article, it will be printed in the next Wheel Report. I will not hold back articles. If there are six contributions before November, all will be printed in the next Wheel Report. If there are none ... well that's the breaks. Please keep sending them in.

Since I included a photo of Emmitsburg Railroad No. 2 on the back of the Summer 2009 Wheel Report, Pete Clarke asked me to begin a new regular feature: "Railroads in the SMD". Besides the class ones, there were many short lines in the SMD area. If you can, please write and contribute an article

EVENTS, OPEN HOUSES AND TRAIN SHOWS

Saturday evenings. [Strasburg Railroad](http://www.strasburgrailroad.com/wine-and-cheese.php) Wine and Cheese trains. September 5, 12, 19 at 7:00 pm; September 26, October 3, 10, 17, 24, 31, November 7, 14, 21, 28 at 6:00 pm.

www.strasburgrailroad.com/wine-and-cheese.php

Current exhibits at Railroad Museum of Pennsylvania: Energy, Innovation & Impact, and Trains in Motion, through December 31, 2009. www.rrmuseumpa.org for more info.

September 19, 9 am to 5 pm, September 20, noon to 5 pm. Main Line Hobby Supply Open House. 15066 Buchanan Trail East, Blue Ridge Summit, MD 17214

September 19, 2009, 11 am to 4 pm. Cumberland Valley Model RR Club open house, 440 Nelson St., Chambersburg PA. www.cvmrrc.com/events.htm in conjunction with Main Line Hobby Layout Tours

September 26, 2009. Potomac Eagle all day trip, Romney WV. www.potomaceagle.info/events.php

October 2, 2009. Brunswick Railroad Days Kickoff, Brunswick MD www.brunswickmd.gov

October 3-4, 2009. Brunswick Railroad Days, Brunswick MD www.brunswickmd.gov

October 9-11, 2009. East Broad Top Railroad Fall Spectacular, Orbisonia PA www.ebtrr.com

October 10-11, 2009. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.gsmts.com

October 15-18, 2009. **NMRA Mid-Eastern Region Annual Convention**, The Plaza Hotel, 1718 Underpass Way, Halfway Boulevard, Hagerstown MD 21740 301-797-2500 <http://mer.nmra.org/MERConv/MERConv.html>

October 17-18, 24-25, 2009. New River Train, Huntington WV. www.newrivertrain.com for info.

November 1, 2009. 32st Gaithersburg Train Show, Montgomery County Fair Grounds, Gaithersburg MD (railroadiana)

December 5-6, 2009. Greenberg's Train and Toy Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.greenbergshows.com

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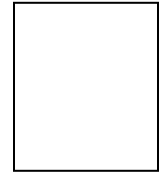
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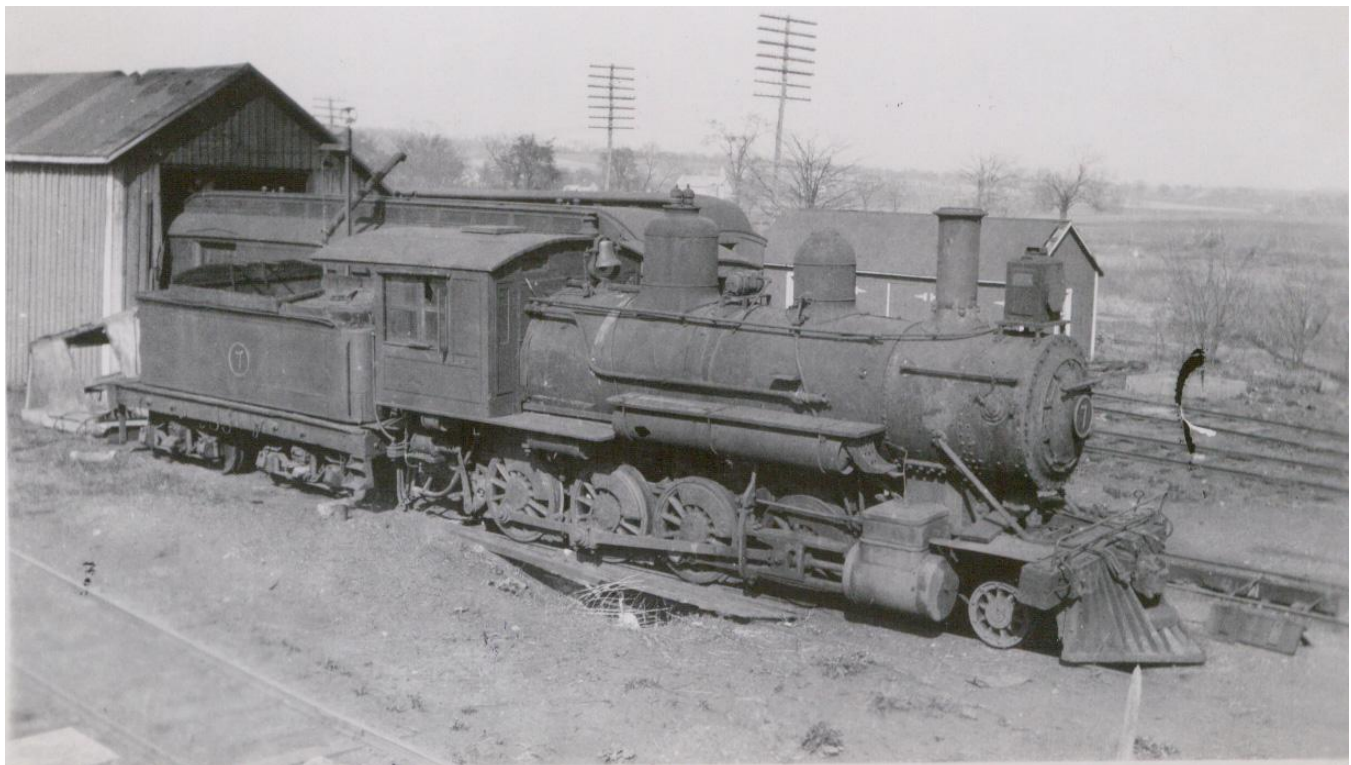
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http://www.emmitsburg.net/archive_list/articles/history/railroad/images/emmit_station_large.jp