

WHEEL REPORT



SOUTH MOUNTAIN DIVISION - NMRA

smdnmra.org

FALL 2013



RENEW ONLINE

<http://www.nmra.org/nmrastore/index.html>

NEW MEMBERS

Welcome to new members Pamela Brandon, Joseph DiGirolamo, Julian Lesh, Dennis Moss, John Rundle, Jerry Ryan, Mark Thomas, Mike Weisenmiller, and Juan Zubiaga.y and away you go.

FALL MEETINGS

September – There will be no September meeting because we do not have a host.
hard Lind..

October – Sunday, October 13, 2013, 2 to 5 pm. David Moltrup’s HO scale Beaver Falls & Shenango Railroad and steel mill. See Dave's article below.

Clinic: Dave will present the clinic he's giving at the 2013 Steel Mill Modeler's Meet in Pittsburgh: "Designing and Redesigning my Steel Mill Railroad (for operations).

November – Saturday, November 10, 2013, Roy Hoffman’s Penn Western Railroad near Roxbury PA. The Penn Western is a proto-freelance model railroad in S/Sn3. The PWRR serves several locations in Eastern PA and Southern NJ including Philadelphia, Reading, Allentown, Harrisburg and Camden, NJ. There is also a section devoted to the East Broad Top in Sn3. The layout occupies a 29’ X 45’ basement area and its scenery is complete. It was featured in the October 2004 *Model Railroader*. A photo was published in the Trackside Photos section of *MR* in December of 2002.

Clinics: TBD.

DICK McEVOY 1926-2013

By Jim Fisher



DICK McEVOY continued

A friend to many in the NMRA family, Dick McEvoy, passed away on April 28th at the age of 87. A life-long member, he served as friend and mentor to many. He is survived by Dorothy, his wife for 62 years, three children and seven grandchildren. Dick served in World War II in the 10th Mountain Division in Italy, receiving the Purple Heart. After the war he attended Rutgers University and was an enthusiastic Rutgers fan.

Dick wrote a number of articles on the electrical and other technical aspects of model railroading. These include his development of a widely used capacitor-momentum system and matrix circuitry for controlling complex assemblages of turnouts (I'm trying to put together a bibliography of them and also compile any model railroad or NMRA honors - JF)

In 1985 he retired from a 35-year career as an Electrical Engineer and moved from his native New Jersey to Hagerstown, Maryland. There, he built his last layout, the famous Barneytown and Scupperville, named for two beloved pet dogs. On his railroad, he hosted weekly operating sessions for many years as well as countless open houses and other activities.

DICK McEVOY, AUTHOR

By Jim Fisher

After some considerable effort I think I've pinned down Dick's important writing. Dorothy McEvoy says these meant a great deal to him. He was very proud of the articles below and spent a great deal of time on them.

"Building Turnouts", *Railroad Model Craftsman (RMC)*, July 1996, pps. 68-72, 110-111. Described Dick's influential jigs, which he never claimed credit for.

"Close clearance mounting for tortoise switch machines", *RMC*, August 1996, pps.69-71.

"A stable electronic circuit for stall-motor switch machines", *RMC*, January 1997, pps.87-90.

"Diode matrix control and turnout position indication", *RMC*, February 1997, pps. 79-81

As far as I can tell, he never wrote about one of his most important innovations i.e. the simplified momentum circuitry used on his Barneytown and Scupperville layout. Also there are two other articles which will have meaning to his friends:

"Visiting the Wayncastle Central R.R.,*RMC*, June 1998, pps.50-55" describes the layout, which he designed, of the Waynesboro, PA area club.

A visit to the Barneytown and Scupperville, *RMC*, August 1999, pps. 69-73.

MY STEEL MILL LAYOUT

By David Moltrup

My layout is based on my memories of growing up in Beaver Falls Pennsylvania, west of Pittsburgh near the Ohio line. There really was a Moltrup Steel Corporation owned by my family. The real Moltrup Steel was somewhat small but on my layout is much larger. The Moltrup Steel on my layout is actually Moltrup Steel, Babcock and Wilcox Steel, Republic Steel and Crucible Steel all made into one. Of course I am a big Pennsy fan, so I have a mainline around the mill. Beaver Falls was served by the PRR and P&LE so they use my mainline. I decided that Moltrup Steel should have its own common carrier railroad so I have the fictional Beaver Falls and Shenango Railroad. This allows a connection with the PRR, P&LE and B&LE. The layout is about 19 feet by 24 feet with a double track folded dog-bone mainline with the steel mill in the middle. Operations include hot metal trains from the two blast furnaces to the Basic Oxygen Furnace (BOF). Slag trains from the blast

STEEL MILL LAYOUT, continued

furnaces and Electric Furnaces to the slag dump. Mainline trains deliver raw materials such as iron ore, coke and scrap and haul away finished products. There is also movement of steel ingots and slabs to the rolling mills. The time frame is mid 1960s. The steel mill has two blast furnaces for making molten iron, two electric arc furnaces (EAF) to make specialty steel from scrap, and a Basic Oxygen Furnace to make finished molten steel. There are also ingot processing buildings and rolling mills. Control is NCE radio DCC. Unfortunately the real Moltrup Steel was bought by a bigger company in 2001 and closed down in 2003 but lives on in my basement. I even have the real Moltrup Steel flag!

APRIL MINI-CON

By Don Florwick, Bill Reynolds and all who wrote emails to Pete Clarke. Photos by Roy Hoffman and Don Florwick.

For two disappointing years, Don Florwick planned and held fall mini-cons in Frederick. Not many attended, but all agreed they were great SMD meetings.



Ken Mazer demonstrates making switches with Fast-Tracks machined aluminum templates.

So it was a pleasant surprise when our spring mini-con in the Blue Ridge Summit fire hall on Saturday, April 13th was wildly successful and what Don had envisioned when our division started down this path. According to Jane Clarke, about 125 names



Co-host Pete Clarke and his intrepid partner, Jane.

were on the sign-up sheets, which didn't include all the volunteers.

Pete Clarke and Brian Wolf, owner of Mainline Hobby Supply collaborated planning this event. Pete coordinated the volunteers and Brian got make and take kits, paid for the hall and the formal clinicians and publicized the event.



Bill Reynolds shows Paul Dolkos how he casts stone walls with plaster.

APRIL MINI-CON, continued

The Western Maryland Module Group had a part of their layout in the back of the hall and the American Legion served food all day in the kitchen in the front.



A corner of the Western Maryland modular layout.



Dotti Caldwell talks about painting building kits.

We had ten informal clinics running continuously from 10 am to 5 pm. Ken Mazer made turnouts with Fast Tracks templates, Richard Lind made SuperTrees, Harvey Heyser was a consultant for layout design, Bill Reynolds cast stone walls using plaster, Fred Schirmacher had his HO Time Saver layout operating, Jane Clarke was there to talk



Harvey Heyser discusses layout design.



Fred Schirmacher presents the challenge of his "Time-saver" layout.

about the NMRA Achievement Program, Bob Johnson showed how to tune your rolling stock, Dorothy Caldwell demonstrated painting buildings, Ron Polimeni resurrected flea market finds and Jeff Adams demonstrated weathering with pastels and chalks. Jeff got people, including some youngsters, to try his techniques themselves.

At 11 am, Paul Dolkos gave his "Paper or Plastic?" clinic on constructing city landscapes using those materials, part of which was published in *Railroad Model Craftsman*.

APRIL MINI-CON, continued

Paul Dolkos presenting his "Paper or Plastic" clinic.

Two hours later, the make and take clinics started. Stan Oakes had a couple of tables of people building a small DPM building. Richard Lind had a like number of people building a small American Model Builders building.

At 3 pm, Jim Schweitzer gave a clinic on Timetable and Train Order operation, where he had us all participating.



The make-and-take clinics. DPM in the foreground and American Model Builders in the background.

Don Florwick was walking around taking pictures all day, and noticed that all of the informal clinics were busy and people were participating. One fellow pulled him aside and commented what a great idea it was to have the mini-clinic tables. He said it was so nice to be able to do a one-on-one with the various clinicians. He said he thought it makes for a more social experience and is especially good for the more shy modeler who finds it difficult asking questions in a more formal setting. Breaking up the informal with the formal clinics gives a nice balance to the day and gave the day some structure. Being in one room did provide a bit of a sound problem, but it wasn't impossible to deal with. The one room also allowed easier mixing with the formal clinicians. A lot of information was exchanged and hopefully a lot of people were inspired to become more active in the hobby that day.

Bill Reynolds thought that people were more open to asking questions and sharing in the informal clinics, than they would have been in a formal session. He thought Jim had a great TT&TO session, getting the participants to discuss amongst themselves the answers to the questions instead of just asking all the questions himself.

At the end of the day, we cleaned up the hall and set up for Bingo. After supper, Bob Johnson and Don Florwick hosted those that signed up for a TT&TO or a switch list operating session.

A big thank you is well deserved and well earned by Brian and Mainline for their support to this event's success, by Pete Clarke for pulling it together and by Don Florwick for originating the idea.

SMD CASS TRIP

By Pete Clarke



The locomotive for our train at the coal dock opposite the shops. Photo by Richard Lind.

On Saturday June first 7 SMD members (and 4 wives) met at Cass, West Virginia for a ride on the Cass Scenic Railroad. It's a long drive to get there, but much of it is very scenic, right along the south branch of the Potomac River. On other trips we've stopped and toured the Smoke Hole Caverns, Seneca Rocks. All are worth a visit.

We took the short ride, just up to Whittaker station. Shay number 11 pulled our train. It proved to be a noble steed. On the way, we passed by three other Shays that were hot, ready to go. Among those



Topping off the water and checking the drive train before backing into the station for departure. Photo by R. Lind.

ready to go was the former Western Maryland #6, the largest Shay ever built.

We sat on the car right next to the locomotive, the best for hearing all those cylinder beats. With three cylinders, and each gives two beats per line shaft revolution, these locos can sound like they are screaming along even when you could walk along with them.

The loco starts off pushing the train up hill. Then, there is the first switchback and the loco pulls the train. Another switchback comes and the loco pushes the train up to Whittaker station. Here the train waits while the riders have time to eat lunch. Most of us took a picnic lunch but there is a lunch counter there, too.

There are also some logging cars on display to show the way a log camp worker would live and work. There's a living quarters car, really a converted box car. There's also a Lidgerwood tower skidder. These cars have massive spools of cable and were used to carry logs, often high in the air, from the cutting area to where they'd be loaded on the train.



SMD members waiting for a meet at the upper switchback for the Bald Knob Train. Left to right: Jane Clarke, Roy Hoffman and Richard Lind. Photo by Pete Clarke.

CASS TRIP, continued



Western Maryland No. 6 arriving with the Bald Knob Train.
Photo by Pete Clarke.

Soon the whistle blew and it was time to head down. At the upper switchback we paused on the upper end and waited while Shay #6 pulled its train deep into the tail track. It's amazing how tight a curve these loco's can make. Shay #6 and its train curved tight and just disappeared in the trees on the other side of the creek. Our train edged in and then we started downhill again. We enjoyed watching the engine take on water and then we were back at the station and our ride was done. What interesting locomotives, what a great ride.

NEW TRAIN ON THE NCR TRAIL

By Pete Clarke



"Steaming into History" along the York Heritage Trail near New Freedom PA.

Jane and I have ridden our bicycle on the Northern Central rail trail many times. The NCR runs parallel to Interstate route 83 from Cockeysville (just northwest of Baltimore) to downtown York, PA. On the Maryland side, the rails were removed when it was converted to a hike/bike trail. But in Pennsylvania (where it's called the York Heritage trail) the rails were still in place. There were one or two customers who had rail service. But those didn't last long and the rails were no longer in use until very close to York.

In my life experience, rails go away; they don't come back into service. So imagine my shock when I heard that there was a train now running on these rails. Not just any train, but a steam engine that pulls passenger cars! I did some internet digging and learned that this locomotive is not an old one that's been reconditioned, but one of the very, very few that have been built new since railroads in the US stopped using steam. This is a small locomotive. It has four un-powered leading wheels, then four large powered wheels. There are no following wheels. So this is known as a 4-4-0 locomotive. This wheel arrangement was known as the American type and was very popular in the early

NEW TRAIN, continued

years of railroading. It was called that because this type of locomotive was able to handle the less than perfect track and tight curves that the US railroads tended to use as they laid track as fast as they could. By the end of the steam era this type loco was no longer in use. They could not handle much weight so as railroad cars got larger and profits required longer trains, they were replaced by more powerful, larger locomotives. Locomotives back in the 1880's were the pride of their owners. So they were built with fine woodwork, fancy frills, and lots of bright colors. Then the owners tended to require that the crews keep them spotless. Keeping a locomotive clean, that's not an easy thing to do! So this new loco has been built that way, lots of bright colors, shiny brass parts, and beautiful wood work on the cab.

The train runs from New Freedom, PA to Hanover Junction, PA. That's about 9-and-a-half miles. There's no turning facility, so the loco runs in reverse on the way to Hanover Junction. There the passengers get off and watch the show as they get the loco to the other end of the train. There's just a single turnout with just enough rail to hold the steam engine. After the passengers are off at the station, the steamer pushes the cars back past the turnout. The turnout is thrown, the cars are uncoupled from the loco and the loco pulls into the short track. The turnout is lined back for the main line and then a small diesel moves up to the cars. It couples to them and pulls them back down to the station. This is just far enough so the cars are clear of the turnout. The steam loco comes out of its pocket track, backs to the cars and couples back on. The diesel is now uncoupled and shut off. What an interesting series of moves to watch, and all because it's not legal to release the hand brakes on the cars and let them roll to the station and stop them again with the hand brakes.

The day I was there, I had loaded my bicycle on the train when we started. I got it off at Hanover Junction and rode the bike back to New Freedom.

Along the way, I had the pleasure of watching as the steam engine came powering back up the rails on its way home. What a find, what a fine day.

The railroad is called "Steam into History", its web site is <http://steamintohistory.com/>

The NCR runs about 21 miles from its start in Cockeysville to the PA line then about another 21 miles from the state line to downtown York. There are many places to park and start your bike ride. So you can simply ride the train, or combine the train with a bicycle ride of just about any distance. We have ridden to York and stayed at a B & B (there are several) so you could even make this a weekend trip.

FROM THE SUPER'S DESK

The coming year will be much like the last one, and the year after will include a Mid-Eastern Region NMRA convention, provided we get together a committee with a chairman.

There will be no September SMD meeting because I didn't call a planning meeting before everyone already had their calendars filled.

We must talk about something: I have volunteered too much and SMD has accepted too much. The SMD has too many eggs in one basket. There's no depth in the team. I should not be both Superintendent and Wheel Report editor. That leaves SMD in a dangerous position if something happens to me or when I move closer to Midwest relatives. It also means I can't be my best at either job. Both jobs require skill with communications. Different skills.

The Super just has to preside at meetings and be accessible to keep on top of things. He needs to act with alacrity when things come up with a phone call or email. He needs to protect SMD and its members. It's a lot like being a husband and a father.

SUPER'S DESK, continued

The Wheel Report Editor can afford to be more contemplative. After all, the WR can be written in three months and the editor can work ahead. He or she needs to enjoy the challenge and craft of writing. That's not something we're born with, it's something we acquire through practice. Being editor can give you that practice. Members provide articles and the maps are in a computer file. The challenge has been to cram it all onto six sheets of paper. This is changing. The 30-or-so people receiving hard copy will get six sheets of paper with black and white photos, but the email version will be bigger, in color, starting with this issue.

I would rather be editor than grand poobah, but I'd gladly give it up to get somebody new started in our organization. They can make the Wheel Report whatever they want. They can make it very simple or they can take it to new heights – unthought of by me, because I know nothing about publishing software.

The next issue will have a call for candidates for the 2014 election. It's a by-law requirement. Think about it. Think about joining the team. Think about being our WR editor and send me an email.

Richard

FUTURE SMD MEETINGS

September 8th –	open
October 13th –	Dave Moltrup
November 10th –	Roy Hoffman
December 8th –	Bill Reynolds
January 12th –	Rich Nemchik
February 9 th –	Don Florwick
March 9 th –	Frank Benenati
April 12 th –	Mini-con at Blue Ridge Summit
May 18 th –	open

No meetings in June, July and August, but we will ride the "Steam Into History" train at New Freedom PA in June 2014.

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OPEN HOUSES & TRAIN SHOWS

August 28 - September 1, 2013. Steel Mill Modeler's Meet, presented by The Magarac Society and sponsored by Peach Creek Shops, Inc. at the Sheraton Four Points near the Pittsburgh airport. Go see some fantastic modeling. For more info, see www.peachcreekshops.com/2013steelmeet.php.

September 7, 2013. B&O Railroad Museum railroad yard sale. Gates open at 10 AM. Tickets: \$16 for non-members. Senior pay \$2 less. See <http://www.borail.org/Yard-Sale.aspx>.

Saturday, September 7th thru September 30th. B&O Railroad Museum railroad raffle. See <http://www.borail.org/Yard-Sale.aspx>.

September 21 & 22 2013. Mainline Hobby Supply, Inc Open House, 15066 Buchanan Trail East, Blue Ridge Summit PA 17213. Saturday 9 AM till 5 PM, Sunday noon till 5 PM. Free model railroad/layout tours. See www.mainlinehobby.com

September 21, 2013, 11 am to 4 pm. Cumberland Valley Model RR Club open house, 440 Nelson St., Chambersburg PA. www.cvmrrc.com/events.htm

September 28, 2013, 9 am to 8:30 pm. Friends of the Railroad Museum of Pennsylvania 16th Annual Members Day at the museum. Be a member. See www.rrmuseumpa.org.

October 5-6, 2013, 10 am to 5 pm. Brunswick Railroad Days, Brunswick MD. MARC train rides, live music, carnival, pony rides; crafts, car, truck, motorcycle and train shows. www.brunswickmd.gov

October 10-13, 2013. C&P Junction. Mid-Eastern Region NMRA Convention hosted jointly by the Chesapeake and Potomac Divisions at the Crowne Plaza in Rockville MD. For info, see <http://home.comcast.net/~candp2013/>

October 26-27, 2013. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093. Nine am to 4 pm on Saturday, 10 am to 4 pm on Sunday. See www.gsmts.com

November 3, 2013, 9 am to 4 pm. 36th Gaithersburg Train Show, Montgomery County Fair Grounds, Gaithersburg MD (set up for dealers – Nov. 1 & 2) <http://www.gserr.com/shows/2013FallContract.doc>

December 7-8, 2013. Greenberg's Train and Toy Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.greenbergshows.com

TRAIN RIDES

Cass Scenic Railroad, Cass WV. Trains operate daily, except Monday until September 1st, September 2nd, then September 7-8 and 14-15th. Full moon train only on September 19th. Fall rides run daily except Monday from September 20th through October 27th, 2013. See http://www.cassrailroad.com/CASS_schedule.pdf for times and destinations.

The Cheat Mountain Salamander, Elkins WV. Durbin & Greenbrier Valley Railroad. Trains operate August 30th, September 7th, and 27th; and October 12th. Trains depart the historic Elkins WV depot at 9 am for a 9-hour round trip to Spruce WV. Night with the Stars train departs Cheat Bridge at 7 pm on September 14th. Call 1-877 MTN.RAIL to reserve a seat. . See <http://mountainrailwv.com>.

The Durbin Rocket, Durbin WV. Climax powered trains operate Saturday and Sunday in September, plus 19, 20, 26 and 27th; Tuesday through Sunday in October, except 29, 30 and 31st. Trains depart Durbin WV at 10 am and 2:30 pm. Call for availability. Some trains sold out. 1-877-MTN-RAIL. See <http://mountainrailwv.com>.

TRAIN RIDES, continued

Lehigh Gorge Scenic Railway autumn leaf excursions, Jim Thorpe PA. Diesel: October 5th and 29th, \$39. Steam: October 12th and 13th, \$69. Call 610-562-2102 for tickets and to check Pullman availability. See <http://www.lgsry.com/> Jim Thorpe PA by itself is worth the trip.

New River Train, Huntington WV. October 19 & 20, 26 & 27th, 2013. Check www.newrivertrain.com for available seating and turned back tickets.

New Tygart Flyer, Elkins WV. Durbin & Greenbrier Valley Railroad. Trains operate September 1, 7, 8, 14, 15, 19, 20, 21, 22, 26, 27, 28 and 29th; plus Tuesday through Sunday in October, except the 29th, 30th and 3st. Trains depart the historic Elkins WV depot at 11 am. Call 1-877 MTN.RAIL to reserve a seat. . See <http://mountainrailwv.com> .

Potomac Eagle Scenic Railroad. Trains operate 3-hour trips at 1 pm on September 1, 7, 14, 21, 28 and 29th. Heritage train departs Romney at 9 am on September 28th. Fall foliage trips operate daily October 3rd -27th. Weekday trips depart at 1 pm and weekend trips depart at 10:30 am from Romney WV. Murder Mystery train departs Romney at 6 pm on October 26th. All day trips depart Romney at 9 am on November 2nd and 10:30 am on November 3rd. See <http://www.potomaceagle.info/trips.php> for special events and seating options. Every train has a first class car.

Strasburg Railroad, 301 Gap Rd Ronks, PA 17572. Trains operate daily through November 11th; Friday, Saturday and Sunday through December 22nd and December 26-31, 2013. For info, see <http://www.strasburgrailroad.com> .

Walkersville Southern Railroad, Walkersville MD. Trains operate on Saturdays only in September, and on Saturdays and Sundays in October. Trains

depart from the historic Walkersville depot at 11 am and 2 pm. See <http://www.wsrr.org/schedule.htm> .

Western Maryland Scenic Railroad. Cumberland MD. Trains operate daily, with regular excursions on Friday, Saturday and Sunday in September; Thursday thru Sunday starting October 3rd; Wednesday thru Sunday starting October 9th; Tuesday thru Sunday starting October 15th; and on weekends in November and December until December 20th, plus Friday, November 22nd. See <http://www.wmsr.com/> for info.

Saturday evenings. Strasburg Railroad Wine and Cheese trains thru November 23rd. See www.strasburgrailroad.com/wine-and-cheese.php

Saturday evenings. Walkersville Southern Railroad Diner Trains. September 16, 30, October 14 at 6:00 pm. Call 302-898-0899 or 1-877-363-WSRR toll free.

Steam powered Thomas trains operate with Day Out With Thomas, Strasburg Railroad. September 14 – 22 and November 15 – 17, 2013. regularly scheduled trains all day. See <http://www.strasburgrailroad.com/day-out-with-thomas.php> for tickets.

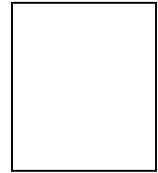
September 28, 2013. Potomac Eagle. Hardy Heritage Days trains, departing at 9:00 am from Romney WV.. www.potomaceagle.info/events.php

October 26, 2013. Walkersville Southern Railroad, Ghost Trains, 7 and 8:30 pm. See <http://www.wsrr.org/events.htm> .

Santa Trains. Walkersville Southern Railroad, November 23, 24, 30, December 1, 7, 8, and 14, 2013 at 11 am, 1 and 3 pm. See <http://www.wsrr.org/events.htm> .

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