

WHEEL REPORT

SOUTH MOUNTAIN DIVISION - NMRA



smdnmra.org

FALL 2011

FALL MEETINGS

September – Sunday, September 11, 2011, 2 to 5 pm at John Madden's. John has a 10' by 17' L-shaped freelance HO layout under construction and it runs.

Clinic: to be determined

October – Sunday, October 9, 2011, 2 to 5 pm. Steve King's N scale Virginia Midland Railway. Steve's layout is fully operational with a 405-foot single-track mainline in a 26x38 foot basement.

The layout depicts a line from Marion VA to Welch WV in 1967. Coal trains predominate but there's merchandise traffic too. Power includes both first and second generation diesels.

Clinic: Jane Clarke on the EBT Engineer for an Hour program.TBD

November – Saturday, November 12, 2011, Model Railroaders' meet: 10 am to 4 pm at Hobbytown USA at 919 N. East Street in Frederick. Open to the public.

Clinic: TBD

NOVEMBER SMD MINI-CONVENTION

Wow, SMD tries something new!

You'll note that there's no "regular meeting" scheduled for November. Don Florwick presented a plan to hold a mini-convention rather than one of our regular meetings. Superintendent Mike Shockey has agreed to it. So for November we get something new! Reserve **Saturday**, November 12th right now. We'll be at the HobbyTown USA location in Frederick, Maryland from 10:00 AM until 4:00 PM. We've got two rooms and a hallway area, maybe even a section of the racecar area. So we have lots of room. Does Frederick have good food for lunch? I have two words for you, Black Hog.

We'll present various clinics throughout the day. We hope to have a modular group set up on-site. They may bring a switching layout where you could try your hand at solving a switching problem. We'll have an ongoing clinic in which we will show folks how to build a model railroad by using different techniques to build two dioramas. In addition to "live" clinics, we expect to have video clinics from the NRMA, so you'll have the chance to see something new. Oh, we'll also have some chairs so you can sit down when you are tired. Please let us know if you have an idea for, or better yet, are willing to present a clinic.

NOVEMBER SMD MINI-CON, continued

The mini-convention will be open to the public. We hope you like this idea and will support it. Support it by coming by, and stay for a while. Talk with people, both those you know and those you don't. Show that this hobby and this group are friendly and supportive. We'll have worktables set up. You are encouraged to bring a model with you and work on it here. If someone walks by, say hello and talk about what you are doing. Pete Clarke has agreed to help by leading the diorama build project. He needs help! Richard Lind has agreed to help Pete with Static grass. Pete's never built using foam board and would very much like people who have done this to contact him. Same thing for spline roadbed, if you've done this, please contact him. He's looking for help in terms of telling him how, maybe showing him how, so that he can be ready for the event. If you would like to, then you might also be the one to discuss that topic at the event. But you don't have to.

Keep checking the SMD website; we'll post more info (like clinic schedules) there as they become finalized.

November 12, it's gonna be a great day, be there! Check the Division's Web site at <http://smdnmra.org> for updates and further information.

Store Location: HobbyTown USA
919 C North East Street
Frederick, MD 21701
301-694-7395

RENEW ONLINE

You can renew your NMRA membership easily on line at <http://www.nmra.org/nmrastore/index.html>. There's a box in the upper right hand corner of this screen called "U. S. Membership". Click on the appropriate category and away you go.

SMD MEMBERS TAKE JOHNSTOWN BY STORM

by Don Florwick



Guys getting briefed

Last April, on a very stormy Saturday, SMD Members Don Florwick, Dick McEvoy, Rich Nemchik, Paul Rausch, Richard Lind, Roy Hoffman, Dave Thalman, Jim Fisher, and Dennis Meany all traveled to Johnstown, PA for an operating session at the home of Dave Baker. Dave graciously agreed to host an operating session for members of the SMD.

In spite of the unusually heavy rains that day, we were treated to an outstanding 4-hour afternoon operating session on Dave's NCE DCC Cumberland & Lake Erie Railroad. Dave's layout operated flawlessly which added to our operating experience. We had an opportunity to experience Time Table and Train Order control using a 6:1 fast clock for keeping time. Dave also uses Car Cards and



AM yard masters at Somerset

OPERATING DAVE BAKERS LAYOUT, continued



Dave Baker was the AM dispatcher

Waybills to manage traffic flow on the railroad. Dave and his two helpers, Scooter Hovanec and Jamey Rickens took care of dispatching and assisting in our enjoyment of Dave's fine railroad. Dave later reported that we ran a total of 30 trains during the operating session. He also added that we had truly lucked out since the storms that day had knocked out electricity for most of the day within a mile of his place.



Dick checks his orders before leaving Hooverville Siding



Somerset PM yardmasters

On our way home the group stopped in Bedford, PA at Ed's Steak House for a great dinner, and to review, reflect, and to bask in the glow of the day's operating experience.



PM dispatcher

The SMD guys had a wonderful time and thank Dave and his two assistants, Scooter, and Jamey for hosting a wonderfully instructive and pleasurable day of Model Railroad Operations and look forward to another SMD operating outing next year.

SMD's JUNE 4th EBT TOUR



On June 7, 2011 SMD members Pete and Jane Clarke, Bob Johnson with his wife Sue, Harvey Heyser, John Madden, Dennis Masters, and Ray Price with his wife Becky visited the East Broad Top Railroad. The day started with several of us taking photographs of locomotive #15 as it came out of the roundhouse and was prepared for the day's work. We looked into the car shops and could see the shape of a PRR K-4's boiler in storage under a tarp. There was a tractor show in the parking lot behind the station. Bob Johnson pointed out that Raymond Loewy, the same Loewy who designed many streamlined steam locomotives and the GG1, did design work for John Deere.

Then it was off for a ride on a wonderful open air trolley car. This car came from Brazil and let the cool breezes blow through. The interior was all

Brazilian hardwoods and the quality of the woodwork sure seemed high to us. What a friendly bunch the trolley crews are! I guess they are really just sharing their 1 to 1 scale rail hobby with visitors who help pay some of the cost of their hobby! On the ride we stopped at the site of the iron furnace that was the reason the EBT was built. Some discussion was also had on the traffic patterns of the EBT during the Iron Age. Also we talked about the Shade Gap branch, which is what the trolley line runs on.

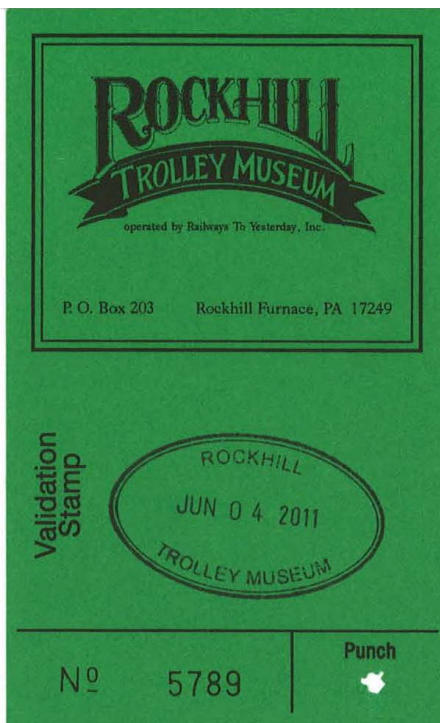
We ate our picnic lunches in the shade next to an operating roundhouse. Can life get better than that? Yes, if next up is a roundhouse and shop tour! FEBT member Lawrence Biemiller was our tour guide. We started in the roundhouse and learned that engine 15's trailing truck is being worked on so it is using the truck from #14. You think it's annoying to have to pick up a model loco and remove a trailing truck and then replace it with one from another? Lawrence explained that they had to remove the tender, then push the loco into the roundhouse with the trailing truck located over the drop pit. Disconnect lots of stuff, put the jack under it, then remove the rail, lower the truck, move it to the side, jack it back up haul it out and send it out. Then pull #15 out and repeat that entire process with #14. Pull 14 out, put 15 back in, and jack up 14's truck and connect it to #15. What a lot of heavy work, and cold because it was done in the winter and there's no heat. We walked over to the machine shops and saw the stationary steam engine – which can now function. He says there's a plan to have it functioning for the fall spectacular and have a section of the overhead drive shafts working and run one or two of the tools from it! We learned of idler wheels and gear shifts, of ingenious ways to lift and turn heavy objects, and how dangerous a place it was.

Then it was time for the 3:00 train. A brief shower convinced us to get on the passenger car rather than one of the open cars. Tired from our day, we also appreciated the smooth passenger trucks and soft seats. The engineer got the train started so

EBT TOUR, continued

smoothly, not a jolt to be felt. Alas a radio call from the office told of some late arrivals so we stopped and backed to the station for them to load. Then we were off and rolling down the Aughwick valley. A quick turn on the wye and we started back. The ride was over way too quickly.

Several of us then finished the day with a good meal at the Foot of the Mountain restaurant in Mercersburg, PA. What a good day!



CALL FOR SMD CLERK RECORDS

Do you have records that should be kept by the SMD clerk? If so, please contact Richard Lind. Richard is keeping SMD records in a 3-ring binder, which so far contains the signed, MER approved copy of the SMD Bylaws, the previous bylaws, some MER Local issues addressed to SMD, and some minutes for the last two years.

CAR EXCHANGE PROPOSAL



In the fall of 2010 some of the SMD guys decided they should get a car exchange going. Someone had found an inexpensive source of painted, unlettered cars. They decided that these could easily be lettered by each for their railroad and then traded around. Besides being a fun project, this would allow each to expand their supply of cars and also get some variety in the ownership of the cars on their layouts. I liked the idea and wanted to be part of it.

Alas, I model narrow gauge. Cars from standard gauge lines were sometimes re-gauged in order to run on narrow gauge lines, but I'm not aware of any instance of a narrow gauge car being put on standard gauge trucks and run on a standard gauge line. Many may not be aware of it but there are 3 standard gauge cars on our layout. One is a Pennsylvania Railroad X29 boxcar that I purchased, but the other two are both interchange cars. One is from Bob Proctor's Western Antietam & Layabout line and one from the Catocin Central (the club in Frederick). I'm fond of both and would like to have more.

But what can I do in return? A rolling car just won't be of any use, and an exchange isn't an exchange unless something goes in both directions. We had some thoughts of perhaps making a narrow gauge load on a standard gauge flat car. While

CAR EXCHANGE PROPOSAL, continued

that's possible, it didn't jump out at me as being the right answer. Plus, I'll admit it, this was already going to be more work for me than the other guys. You see in narrow gauge, there's no ready to run models. I was going to have to build a car from what would essentially be a craftsman type kit. I just didn't want to do that for a car that would not be run (and also supply a standard gauge car for it to ride on). Then I had a thought. Railroads use old cars for storage, yard offices, pretty much whenever they need a place to put things out of the weather. Why not model an old retired car that was sold strictly to be used as storage? In the period around 1910 the EBT began replacing wooden cars with cars made of steel. This included a small fleet of boxcars. Why not get a model of an early wooden boxcar and model it as a storage shed?



So that's what I did. Here's a picture of it on our layout. If you look closely you can see the light remains of EBT lettering. It turned out so well that it will be hard to give it away. One of the reasons that I'm writing this is that it will force me to give it up. Bob VanZant, I hope you have a good spot for this!

Pete

FROM THE DESK OF THE SUPER

As the seasons begin to transition away from summer, its the time that many modelers begin to start thinking about their layouts once again. Myself, I tend to get more work done in the summer as I go to the basement to avoid the heat. This year, however, I haven't reached any of the goals I had for the summer. I did manage to get out and operate on many nice layouts, both local and around the country, so it wasn't a bad summer.

The SMD has many exciting events planned for the upcoming year. We will be visiting several new layouts for our monthly meetings. Also planned is a Mini-convention, this will be good for our members and a way to introduce the SMD to the community (more details to follow). Rail trips are planned, info on these are available in the Wheel Report and on the Website WWW.SMDNMRA.ORG Speaking of the website, have you checked it out, Roy Hoffman has done a wonderful job as our webmaster, its a great site.

I look forward to seeing everyone at our meetings this year. If you haven't been to one recently or at all, please try to make it out and meet your fellow modelers.

-mike

BENEFITS OF SMD MEETINGS

by Richard Lind

Typically, ten to twelve percent of our members regularly attend SMD meetings. This sounds abysmal, but Stan Oaks assures us that most organizations do far worse.

Back when you had to maintain separate national, regional and divisional memberships, I seldom made it to SMD meetings. But the ones I attended were great

BENEFITS, continued

I met Ray Price on a Potomac Division trip to Altoona. Later, Ray recruited me to run for the clerk position. To my surprise, I was elected in absentia. Now I was obliged to attend meetings. Now I had to plan to attend meetings.

Then I discovered that I had foregone – the real benefit, the most tangible benefit of NMRA membership is Division meetings.

The NMRA Magazine is a great magazine, but for me it's relationships that resulted from attending meetings. I've met a group of great modelers and spouses – all interesting people that I wouldn't have met otherwise. They're from all walks of life, but they share something in common. They're creative. They can visualize something, plan it and build it. It's great to see what they have done in this greatest of hobbies. I can ask questions and give complements and learn something new – or an innovative way to do something. And we can sit around and talk and joke. I wish I had more relationships like those I've found in SMD.

There's an opportunity to take this a step further by joining an operating group.

Besides operations, meetings open the way to getting together between meetings to work on layouts. We don't have to do everything like the Lone Ranger. This is a technician's hobby, but it's also a social hobby. Why would we choose to build this kinetic geopolitical socio-economic folk art – this layout – except to share.

The downside, if you want to call it a downside, is that you have to drive to get to SMD meetings. But that's a pleasure, because SMD is located in a beautiful area and it's so nice to take these pleasant drives, to meet our members and see a layout I've maybe seen before, that I know will have something new since the last time I saw it – or something I missed.

B&O's BRIDGE MODELS

by Richard Lind

It's amazing what you can stumble into.

Labor Day Sunday I went to Preston County WV, hoping to do some research on the West Virginia Northern Railroad. My primary destinations were closed for the holiday. At the Tunnelton Station Museum I met two ex-B&O employees from Fairmont WV. They told me there was a celebration going on in Rowlesburg, and they guided me down Frog Hollow Road to US 50 to State Route 72, which led me to Rowlesburg. There, the preserved railroad station on Buffalo Street was open. I asked the ladies at the station if Rowlesburg had other historical attractions that were open and they told me about the bridge exhibit at the "old school"

The "old school" is now the Szilagyi Center For The Arts on Highway 72 at the corner of Buffalo Street and Cathrine Street. Among their collections is a room devoted to displaying nine large scale bridge models from the B&O Railroad Museum. When the B&O Museum was renovated years ago, these models were placed in storage. They were built for display at the 1927 B&O Centennial Exposition – The Iron Horse Fair. Three years ago, Mr. Tim Weaver of Rowlesburg arranged to make the "old school" the temporary home for the fixed bridge models for five years. One of the models is the 1910 Warren Truss that once spanned the Cheat River at Rowlesburg. A docent told me it used to be a rite of passage for Rowlesburg boys and some of the girls to walk out on the bridge and jump into the Cheat River. This bridge washed away in the 1985 flood and the river bottom was forever changed.

Another model is the Fink Truss bridge that spanned the Monongahela River at Fairmont WV. The Szilagyi Center For The Arts is open from 11 AM to 4 PM on Saturdays and 1 PM to 5 PM on Sundays except during the heating season.

CLASSES, OPEN HOUSES AND TRAIN SHOWS

September 17 & 18, 2011. 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 17, 2011, 11 am to 4 pm. Cumberland Valley Model RR Club open house, 440 Nelson St., Chambersburg PA. www.cvmrrc.com/events.htm

October 1-2, 2011. Brunswick Railroad Days, Brunswick MD. MARC train rides, live music, carnival, pony rides; crafts, car, truck, motorcycle and train shows. www.brunswickmd.gov

October 27-30, 2011. Piedmont Crossing. Mid-Eastern Region NMRA Convention. Cary NC. For info, see <http://mer.nmra.org/MERConv/MERConv.html>

October 21-23, 2011. B&O Railroad Historical Society 2011 Annual Convention. Youngstown OH. They have a convention blog to provide information on the convention. Go to [the Blog](#)

October 29-30, 2011. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.gsmts.com

November 6, 2011. 34th Gaithersburg Train Show, Montgomery County Fair Grounds, Gaithersburg MD (railroadiana)

Saturday, November 12, 2011. SMD Mini-Con. 10 am to 4 pm at Hobbytown USA at --- N. East Street in Frederick. Open to the public.

December 3-4, 2011. 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 September 16-18, 23-30; October 1-30, 2011. See http://www.cassrailroad.com/CASS_schedule.pdf for times and destinations.

The Durbin Rocket, Durbin WV. Climax powered trains operate Saturday and Sunday in September, plus 23, 29 and 30th; Tuesday through Sunday in October, plus 27-30. Trains depart Durbin at 10 am and 2:30 pm. Call for availability. Some trains sold out. 1-877-MTN-RAIL.

East Broad Top Railroad, Rockhill Furnace (Orbisonia) PA. Trains operate on weekends and holidays. www.ebtrr.com .

New River Train, Huntington WV. The October 2011 New River Trains were sold out as of September 6th. Check www.newrivertrain.com for turned back tickets. After the New Year, check the website for 2012 schedules and prices.

New Tygart Flyer, Elkins WV. Durbin & Greenbrier Valley Railroad. Trains operate Saturday and Sunday in September, plus 23, 29 and 30; Tuesday through Sunday in October, plus 27-30 and November 26. Call 1-877 MTN.RAIL.

Potomac Eagle Scenic Railroad. Trains operate on Saturdays until daily operation starts October 3rd. Daily operation continues through November 6th. See <http://www.potomaceagle.info/trips.php>

Strasburg Railroad, 301 Gap Rd Ronks, PA 17572. Trains operate daily through November 14th; Friday, Saturday and Sunday through the end of November; weekends in December and daily again during the last week of the year. For info, see <http://www.strasburgrailroad.com> .

Walkersville Southern Railroad, Walkersville MD. Trains operate on Saturdays and Sundays at 11 AM and 2 pm through October. See <http://www.wsrr.org/schedule.htm> for schedule.

TRAIN RIDES, continued

Western Maryland Scenic Railroad. Cumberland MD. Trains operate daily, with steam excursions on Friday, Saturday and Sunday in September; Thursday, Friday, Saturday and Sunday in October; and on weekends in November and December. See <http://www.wmsr.com/> for info.

Saturday evenings. Strasburg Railroad Wine and Cheese trains. September 10, 17, 24 at 6:00 pm; October 1, 8, 15, 22, 29 at 6:00 pm. See www.strasburgrailroad.com/wine-and-cheese.php

Saturday evenings. Walkersville Southern Railroad Diner Trains. Septempmber 17, October 1, 15 at 6:00 pm. Call 302-898-0899 or 1-877-363-WSRR toll free.

Day Out WithThomas, Strasburg Railroad. September 17 – 25, 2011. Thomas trains depart every half hour. For train times see <http://www.strasburgrailroad.com/day-out-with-thomas.php>

September 17-18, 2011. Potomac Eagle, Romney Railroad Days, 9:00 A.M. Romney WV. www.potomaceagle.info/events.php

September 24, 2011. Walkersville Southern Railroad, Civil War Reinactors, 11 am and 2 pm. See <http://www.wsrr.org/events.htm> .

October 7-9, 2011. East Broad Top Railroad Fall Spectacular, Orbisonia PA www.ebtrr.com

October 29, 2911. Walkersville Southern Railroad, Ghost Trains, 7 and 8:30 pm. See <http://www.wsrr.org/events.htm> .

November 5-6, 2011. Potomac Eagle entire railroad trip, Romney WV. www.potomaceagle.info/events.php .

Santa Trains. Walkersville Southern Railroad, November 26, 27, December 3, 4, 10, 11, and 17, 2011 at 11 am, 1 and 3 pm. See <http://www.wsrr.org/events.htm> .

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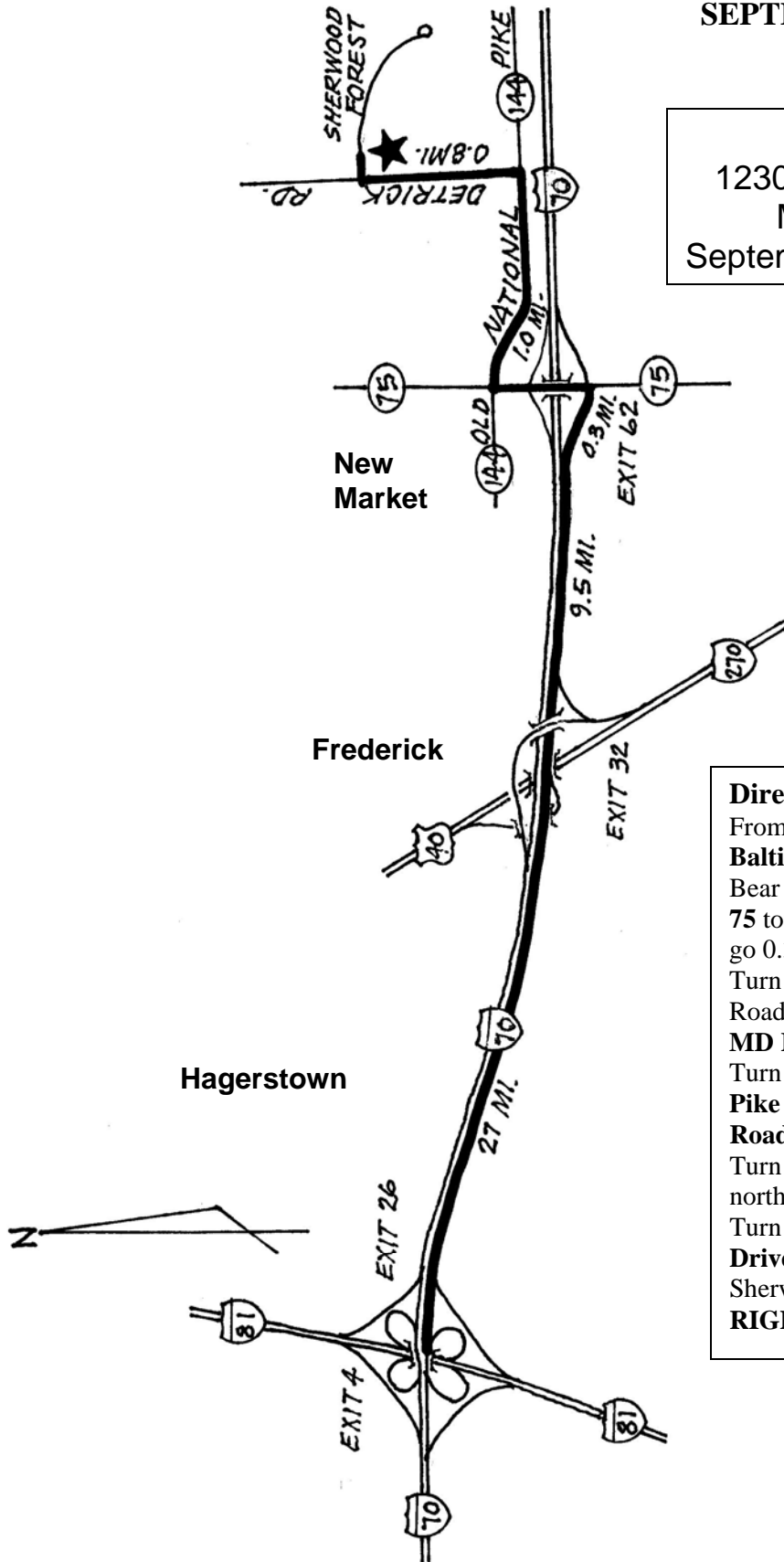
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SEPTEMBER SMD MEETING

John Madden's
12301 Sherwood Forest Drive
Mount Airy MD 21771
September 11, 2011, 2 to 5 pm



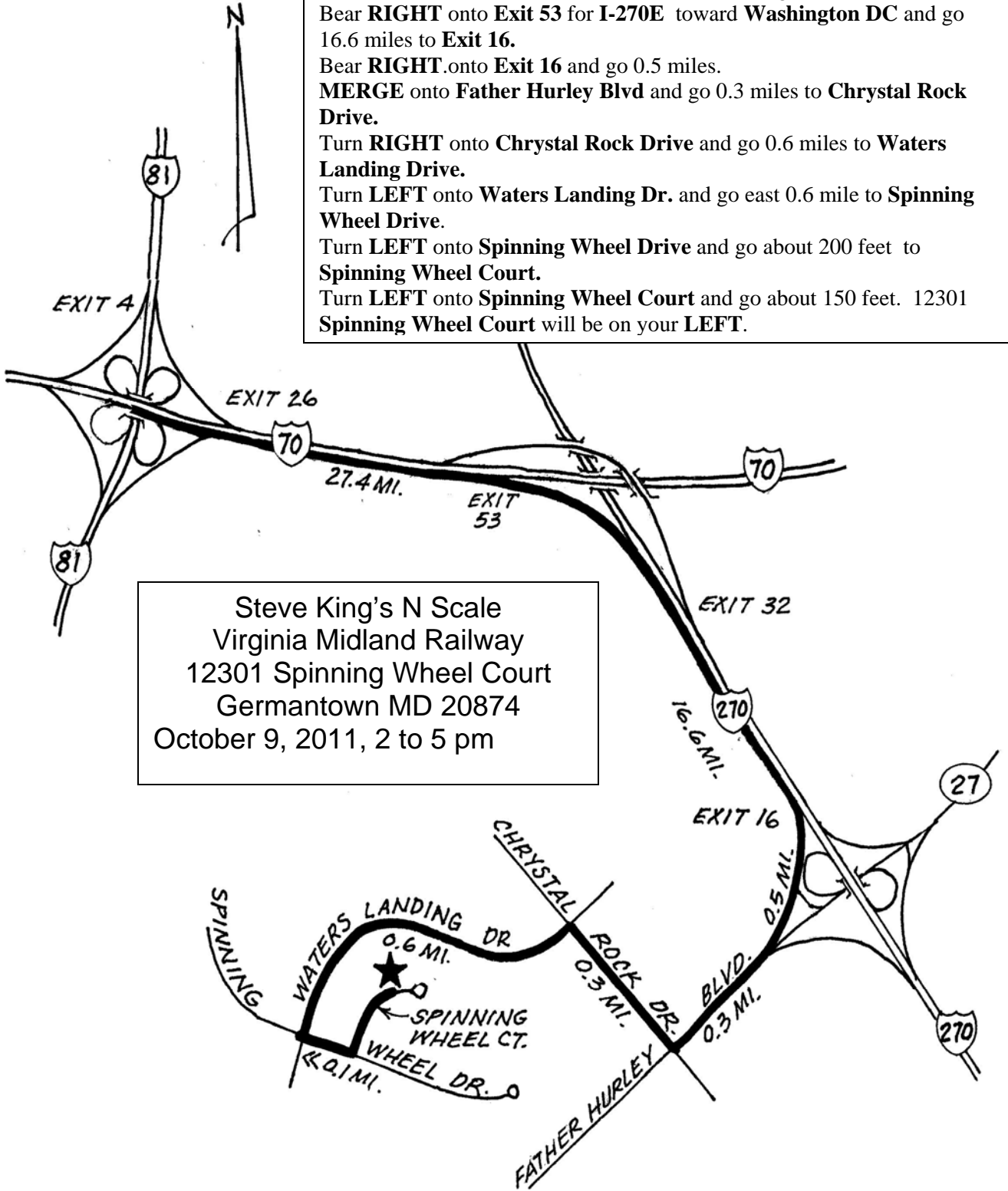
Directions from I-81:

From I-81 take I-70 EAST toward Baltimore and go 36.5 miles. Bear RIGHT onto Exit 62 for MD Route 75 toward New Market/Libertytown and go 0.3 miles to a traffic signal. Turn LEFT onto MD-75N/Green Valley Road and go 0.3 miles to a traffic signal at MD Route 144. Turn RIGHT onto MD-144/Old National Pike and go east 1.0 mile to Detrick Road. Turn LEFT onto Detrick Road and go north 0.8 mile to Sherwood Forest Drive. Turn RIGHT onto Sherwood Forest Drive and go about 150 feet. 12301 Sherwood Forest Drive will be on your RIGHT.

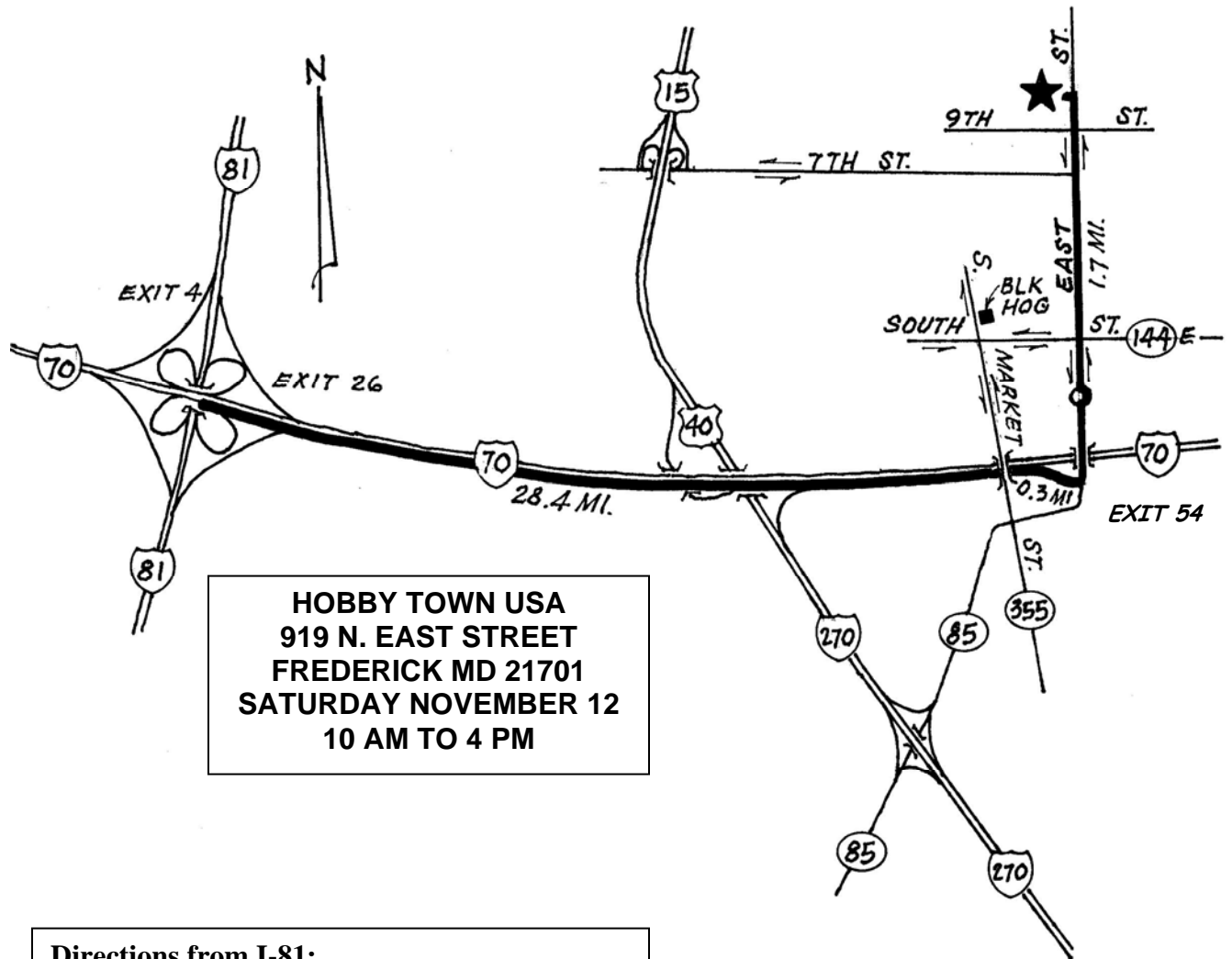
OCTOBER SMD MEETING

Directions from I-81:

From I-81 take I-70 EAST toward Baltimore and go 27.4 miles. Bear RIGHT onto Exit 53 for I-270E toward Washington DC and go 16.6 miles to Exit 16. Bear RIGHT onto Exit 16 and go 0.5 miles. MERGE onto Father Hurley Blvd and go 0.3 miles to Chrystal Rock Drive. Turn RIGHT onto Chrystal Rock Drive and go 0.6 miles to Waters Landing Drive. Turn LEFT onto Waters Landing Dr. and go east 0.6 mile to Spinning Wheel Drive. Turn LEFT onto Spinning Wheel Drive and go about 200 feet to Spinning Wheel Court. Turn LEFT onto Spinning Wheel Court and go about 150 feet. 12301 Spinning Wheel Court will be on your LEFT.



NOVEMBER SMD MINI-CON



Directions from I-81:

From **I-81** take **I-70 EAST** toward **Baltimore** and go 28.4 miles. At the beginning of I-270, exit to the **RIGHT** to stay on **I-70 EAST**. Lanes will be added to I-70 E on the right. Get into the right lane

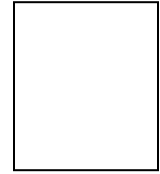
Bear **RIGHT** onto the East 'Street exit, **Exit 54**, toward **Downtown Frederick** and go 0.3 miles to a traffic signal. Turn **SLIGHT LEFT** onto **South East Street** to cross over I-70 and go 1.7 miles through a roundabout and about ten traffic signals.

919 N. East Street will be on your **LEFT** after passing the traffic signal at 9th Street.
Overflow parking may be found across the street at the strip mall.

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WHEEL REPORT **SMD**

SOUTH MOUNTAIN DIVISION - NMRA



Richard Lind, -- Editor, 202 West College Terrace, Frederick MD



Ex-B&O/W&W caboose in Clear Brook (VA) Park. owned by Winchester Chapter NRHS