

# WHEEL REPORT

SOUTH MOUNTAIN DIVISION - NMRA



smdnmra.org

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## WINTER 2014-2015

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### 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.

### WINTER MEETINGS

**December** – Sunday, December 14, 2014, 2 to 5 pm. Bob Finch's N scale Cascade Southern. Bob's railroad is freelanced, set in the Cascade Mountains of Oregon 1940's to early 1960's. It is an around-the-wall 21'x28' layout. Nearly all of the track is installed and operational. Scenery has not yet been started.

Bring your spouse for a pre-holiday party. Bob and Louise will provide appropriate refreshments.

Clinic: Bill Wilson will present a clinic on Super Magnets.

**January** – Sunday, January 11, 2015, 2 to 5 pm. Don Florwick's Pittsburgh & South Penn – HO scale. Don's railroad represents Vanderbilt's South Pennsylvania Railroad as if it had been completed. The P&SP has staging at Pittsburgh and Harrisburg, and focuses on the Youngwood/New Stanton portion of the line, with PRR, B&O, and P&WV interchanges. Branches run to Wheeling and to Somerset. Don has successfully converted to timetable & train order operation. The layout fills an 1100 sq. ft. space.

Clinic: Don Florwick will present a clinic on powering Tortoise switch machines.

**February** – Sunday, February 8, 2015, 2 to 5 pm. Pete and Jane Clarke's HOn3 East Broad Top Railroad near Damascus MD. The Clarke's layout includes Mt. Union with the coal cleaning plant and a brick works, the Augwick Bridge, Orbisonia with the full EBT yard and shops, Pogue bridge, and Robertsdale and its mines. The layout is operated point to point. An addition is an iron furnace complex that was located at Orbisonia in an earlier time period. Scenery is complete, except for the iron furnace.

Clinic: TBD

## FUTURE SMD MEETINGS

- March 8<sup>th</sup> – Mike Toms; clinic by Bill Wilson: "Introduction to Panel Pro".
- April 18<sup>th</sup> – Mini-con at Blue Ridge Summit
- May 17<sup>th</sup> – Steve Bittenger; clinic TBD

## SPRING OPERATING SESSIONS

by Don Florwick

Each spring the South Mountain Division has been sponsoring operating sessions on interesting layouts outside of our area. So far, nothing is set up – so stay tuned. I suspect Dave Baker is good for a session and Steve King probably is good for one also. I also want to get one with John King.

So watch for a notice in our Spring *Wheel Report*.

## FROM THE SUPER'S DESK

by Paul Rausch

As cold weather approaches (actually it's already here), we modelers tend to migrate to the train room to get busy on our layouts. I am no exception, since moving into a different home in late September, I have finally gotten around to prepping the basement for a layout. Like the majority of us, I invited a group of modelers over for a 'show and tell', to get some suggestions on everything from finishing the basement to layout design. Boy did I get carload of suggestions from these "experts".

As I was sorting through all the comments and suggestions from my railroad crew, I was reminded of all the talents each member of the SMD contributes to the overall good of the Division.

Over the last several months we have visited two great layouts and hosted the MER convention in Hagerstown, MD. The convention took many hours of detailed work by talented individuals. The planning and work that was involved to conduct the

convention resulted in a very successful and most enjoyable event. The talent and dedication of Co-Chairs Richard Benjamin and Grant Berry was outstanding. My thanks to them and to all who helped make the convention a success.

In the coming months we will be visiting three more layouts with some top notch clinics being presented.

Planning is underway for the Spring Mini-Con hosted by Brain Wolf of Mainline Hobby and preliminary plans are being made for a rail fan trip sometime next year. Details to follow.

Thanks for all your support and I look forward to seeing each of you. Paul

## A CASE FOR VOLUNTEERING

by Don Florwick

I have a layout that I have been operating for some time, so when asked by the local convention committee, I readily agreed to host an operations call board and to be open for layout tours during the convention. My layout is a proto freelanced depiction of the partially constructed but never completed South Pennsylvania RR. My Pittsburgh & South Pennsylvania Railroad geographically follows the route of the Pennsylvania Turnpike



William Howard and Joe Calderone the crew on P&SP's First Auto putting their heads together as they switch out the Auto Plant at Westmoreland, PA

## Case For Volunteering, continued

between Pittsburgh and Harrisburg, PA. I use the New York Central Railroad as my prototype and have centered the visible portion of the railroad in my basement, on the New Stanton/Youngwood, PA area. The railroad has been operating for several years with a local round robin group of operators.

For some time, I've wanted to move the railroad onto the Time Table & Train Order style of operation. I have operated on other TT&TO railroads and really enjoyed that style of operation. I already had a TT&TO operating plan for the railroad that was designed by Steve King. I had even installed the fast clocks and done some other preliminary work for making the changeover, but for some reason I had been putting off taking the final step.

In early July, with the convention looming just over the horizon, I made the decision to use the convention as a target date for having the railroad ready for operations as a TT&TO Railroad. I held my first TT&TO operating session in Mid July with members of our round robin group who were very familiar with my railroad and were avid students and familiar with TT&TO operations.

Between Mid July and the end of September, we held nine four-hour, operating sessions to make the change over and to shake the railroad out before I was comfortable with having a group who did not know the railroad, come in and participate in an operating session. During that time we changed the waybill system to take advantage of a new operating yard and some new destinations that Steve's plan had suggested. These changes created more jobs on the railroad, add traffic, and created some new and different operating patterns.

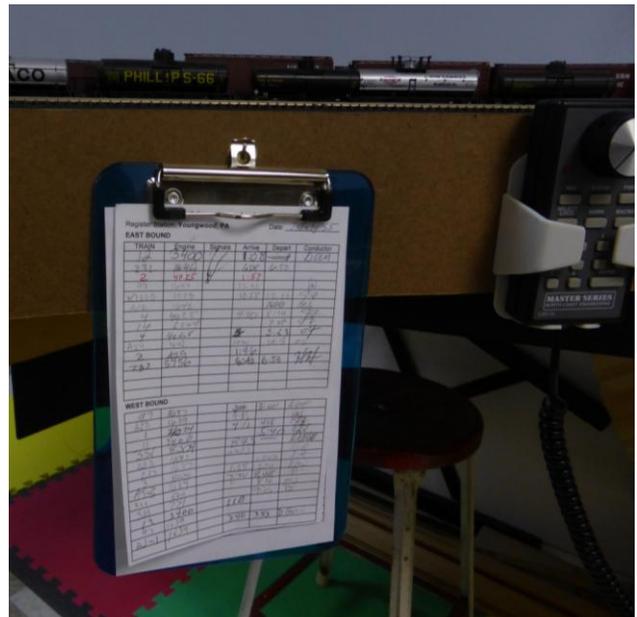
Before the changeover, I had run a lot of locals on the railroad and operated very few long distance trains because my crews did not find the long distance trains very challenging. After the change, crews now swap traffic at an additional yard, and

they also make most of their movement decisions.



Bob Reid and Bill Roman checking the timetable as their Fast Freight, AJ-1 thunders out of the West portal of Laurel Hill Tunnel after making a short stop at the yard in Somerset, PA to make setouts and pickups.

Crews now use the time table and time from the fast clock, to make their go-no go decisions before occupying the next section of track to continue their run. The crews feel challenged and we now run more through freights on the railroad. The



The register at Somerset, PA. One of five registers on the P&SP that note the times of arrival and departures of trains.

### Case For Volunteering, continued

passenger trains have also been enhanced by adding setting outs and pickups of sleepers, storage mail, and railway express traffic at both operating yards.

There is a different feel to the layout now when I walk into the railroad room. The railroad has become highly organized and feels more like the miniature transportation system that it is supposed to represent. There is continuity, as represented by the register station sheets hanging around the railroad showing past arrivals and departures of trains. Some trains are still in mid trip on the railroad caught between stations when the fast clock was stopped at the end of the last 8 hour shift. The dispatcher's work station, though vacant, shows evidence of focused activity with the partially filled out train sheet lying there and the clearance and train order forms hanging at the ready over the desk. After the 9 change over sessions the railroad was



Alex Polimeni busy working the P&SP's dispatcher's desk.

finally ready for visiting operators as a TT&TO style operating layout.

On October 18<sup>th</sup> the P&SP and 5 members of my change over crew hosted 10 of the convention attendees for an operating session. The attached pictures show my crew and convention guests

happily working the midnight to 8 AM shift on my railroad.

The recent MER Convention gave me a deadline for making a big change to my railroad's operating system. Out of the effort to make that change I gained a core group of operators who now support the railroad's new way of operating and allowed us



John Vogler and Brian Greenawalt at the double ended nearly-empty staging yard that represents Pittsburgh, PA on the right and Harrisburg, PA on the left end.

to share our experience with visiting operators from the convention. In addition, the convention visitors viewed the railroad from a different perspective and have provided valuable feedback to me which will help me create an even more enjoyable experience for future operators. While it took some time and effort and much help from my friends, I have reaped a host of benefits for being involved with the convention. Volunteer, get involved, write an article, or host a work or operating session. While it takes effort to do these things, you will be surprised at the benefits that you will receive. I did and I receive way more than I ever bargained for!

The South Mountain Division will again co-host with Mainline Hobby Supply, a one day Mini-Con in Blue Ridge Summit, Pa this coming April. Here is your chance to volunteer and to become involved. Will you do it?

## MAINLINE HOBBY PRESENTS: THE THIRD ANNUAL SMD SPRING MINI-CONVENTION

By Pete Clarke

Join us on Saturday April 18<sup>th</sup> in Blue Ridge Summit!

**Who?** Our April meeting will be a joint event with Mainline Hobby Supply. We hope every member will stop by. There will be lots to see. Come see the great things we have planned, then walk over and browse in the store. This event will be open to the public. SMD will use it to spread the word about membership in the NMRA. Oh, and have a great fun time as well.

**Where?** Mainline intends to again rent the hall at the fire station that's directly across the street from the hobby shop. Blue Ridge Mountain Fire Co. 13063 Monterey Lane, Blue Ridge Summit, PA. 17214. Parking at the shop is limited but there's plenty of parking at the fire station.

**When?** Saturday, April 18th, from 9 AM to 3:00 PM.

**What?** From 9 AM to 1 PM we'll have informal clinics going on constantly. These free form, casual clinics that allow you to watch as much or as little as you like and also allow you to really talk with the presenter and get deep into the topic. Same old topics as last year? No way Jose. We are working on a new set. Wouldn't you like to join in the fun and give a talk yourself?

We again hope to have a "Make it and take it" clinic. This year we may be able to add the option to paint your structure.

At 1:00 we'll end our informal clinics and start our formal clinic presentations. We hope to have a new interactive clinic and are working on others as well. Got ideas for clinics you'd like to see? Contact me (Pete), my email is in this Wheel Report.

All those who gave "informal clinics" at last year's mini-con reported that they had a great time and enjoyed the event. Wouldn't you like to demonstrate some aspect of the hobby you enjoy? You don't have to sweat over a power point presentation; you don't have to write a script. You could do something as simple as bring a model that you are working on with you and work on it. Then, just talk with anyone who stops by to look at what you are doing. Or, got something to say? (For example, The EBT is the perfect railroad to model!) Here's a chance to say it. Contact Pete to get on the list. His contact info is in this Wheel Report.

Got some stuff you'd like to sell? You can have a table and sell your stuff. Note that SMD will not "man" the table for you. That will be up to you.

Rather just watch trains? Got you covered. We are talking with several modular groups. We hope to have three or more modular railroads set up in the hall as well.

So much to do! Oh, and don't forget to go over to Mainline and shop!

Food will be available on site, this year we'll have pizza brought in. New this year – ask the baker in your family to make a desert treat and bring it in for all to share. Pizza, soda, and bake goods. Isn't that the perfect meal? We'll ask for donations to cover the cost of the food.

So, tell everyone you meet, we want members and non-members to attend. Anyone interested in model railroading is welcome.



## THOUGHTS ON THE LAYOUT DESIGN PROCESS

by Harvey Heyser

*It seems to me there are a couple of great challenges related to how you think about the layout design process:*

For one, mention of the word “design” immediately conjures up the need for some sort of artistic and creative genius. In doing so, it is easy for you to forget three things: 1) that there are many kinds of creativity including engineering and problem solving, as well as artistic creativity; 2) that you are modeling railroads, works of engineering not works of art; and 3) that you are trying to replicate what you model, not to create something out of your imagination.

The other great challenge is the need to engage in a kind of thought process different from what you use in your everyday life. Unless you routinely do design work, you are not likely to use regularly the graphic and spatial thinking necessary for designing your layout. As a result, when you sit down in front of a blank sheet of paper or computer screen and find you have nothing to put down (in spite of all the research you have done and all the enthusiasm you feel for your subject), you are likely to encounter layout designer’s block, a frustrating feeling like writer’s block.

Based on design training in architecture school and 30 plus years working in various architect’s offices, my suggested approach to this problem is to divide the layout design process into three phases: 1) Think about what you want your railroad to be. 2) Transition Phase – Make a transition from thinking about your railroad to designing the layout plan by the use of an analytical thought process and diagrams. 3) Design Phase – Use the results of phase 2 analysis and diagramming as the start for your layout design and work out the details.

**Phase 1 – Think about what you want your railroad to be:** This may not seem an obvious part of the layout design process, but until you have a

pretty good idea of what you want to model, it will be quite difficult for you to make the decisions necessary to design the layout. Basically, you need to “design” the railroad you plan to model – whether by choosing the prototype or deciding<sup>4-5-14</sup> what to freelance – before you can design the model railroad.

This is the phase when John Armstrong’s “givens” and “druthers” come into play – the phase when you find out what your constraints are (space, budget, modeling abilities, product availability, etc.) and determine your desires (a basement sized, class one, mainline or a small switching district, for instance). This is also the phase for research, whether by layout visits, conversation with friends, rail-fanning, reading books, internet searches, or serious archival research. Undoubtedly the results will be a great amount of dreams and enthusiasm but also a large amount of material and data. Unfortunately, much of that will be in a verbal or photographic format not easily translatable into the spatial and graphic format needed for layout design.

**Phase 2 – Transition Phase** – a) Make a transition from thinking about your railroad to designing your layout, and b) come up with something to put on that blank sheet of paper or computer screen when the design phase begins: These are the two main goals if you want to maintain the enthusiasm you developed in phase 1 and to avoid layout designer’s block. The two primary tools for accomplishing these goals are an analytical thought process and diagrams.

**Analytical Thought Process:** It may seem surprising that analytical thought is one of the primary tools for making the transition from thinking about your railroad to designing it. Design problems are supposed to be the realm of creative thought – flashes of inspiration resolved by some straightforward drafting. (At least, that is how many track planning articles present it.) My experience has been that analytical thought (and related types of thinking you use every day) play a much bigger role in the design process than we give them credit for. Part of the reason for the transition phase is to set aside a part of the layout design process when

## Layout Design, continued

analytical thought has a specific role to play because it relates well to the kinds of thinking involved in the research of phase 1 and ties in well with the verbal aspects of the diagrams being developed here in phase 2. (You do not have to be a creative genius to do the work of this phase, and when you are finished, you will have something to put on the paper.)

Diagrams, the second essential tool for phase 2, are uniquely suited to aiding the transition from thinking to designing because of their dual nature – having both verbal and graphic elements. The verbal elements relate well to the information gathered in phase 1; the graphic elements are simplified versions of the drawings to be developed in phase 3. In addition the sketch-like character of the graphic elements allows them to be prepared much more quickly than drawings. Another advantage of diagrams is the opportunity to give the information developed in phase 1 a location (by noting it on a diagram) and thus making it spatial.

Diagrams can be simple or complex. They can be analyzed and combined. (In fact, I am of the opinion that you could probably design your whole layout with diagrams and then use mock-ups to check to see that everything fits.) There are two main layout elements to focus on: the main line(s) and the towns/places/ junctions/etc. You can address the former with string diagrams and John Armstrong's doodling by the squares (to see how the mains and branches will fit the available space). Schematic track diagrams and layout design elements (LDEs) will do likewise for towns/places/ junctions/etc. After carefully developing and analyzing a series of diagrams, you will definitely have something to put on that paper for the design phase.

There is much more to be said about phase 2 primarily because so little has been written about it previously. Most layout design articles discuss the initial problem and then jump to a description of the solution leaving us readers wondering how the author got there.

**Phase 3 – Design Phase** – Use the results of phase 2 analysis and diagramming as the start for your layout design and work out the details. Successful completion of phase 2 gives you a firm foundation for the start of the design phase, which is more than drafting (whether you do it by hand, by computer, or by mocking up track components).

1000 Mile Decision-Making Process: I find the design phase involves some sort of process for making decisions and strongly recommend a structured process like the one I refer to as the 1000 mile process (named for the Chinese proverb that a journey of a 1000 miles begins with a single step):

1. Choose a starting point (a plan, sketch, initial design, etc.).
2. Analyze it for problems, and pick one to work on.
3. Problem-solve.
4. Compare the solution with the original.
5. Choose the better alternative.
6. Save the discarded choice, go back to the top (step #1) with the new configuration, and repeat the process. (Saving the discarded choice as you move along serves as a “trail of bread crumbs” in case you go off on a tangent.)

Repeating this process can lead to dramatic results despite the fact that each individual step you take might seem quite insignificant. One other thing to note, the process calls for analysis and problem solving more than creativity (although the latter is certainly welcome) and thus is more accessible to everyday thinking. (Again, you do not have to be a genius to do this.)

Should you feel the need to be more “creative,” I suggest you try practicing the 1000 mile decision making process on published track plans. Use them as raw material. Don't worry too much about their incompatibilities with your objectives. Adopt them for your prototype, your region, and your industries. The end results may not be your ideal layout, but the practice with the decision-making process will give you experience with the graphic and spatial

## Layout Design, continued

thinking necessary for designing your layout.

Show Your Design to Others: This is another thing I strongly recommend you do as part of the design phase, even though it can be painful. Swallow your pride, present your design concisely, shut up, let them ask questions, and **LISTEN** to what they have to say. Even if they don't quite get what you are trying to do, what they say may click down the road and become the piece of the puzzle you need to finish your design. (If you aren't listening, you won't hear it.) Sharing your design with others is also another great way to find creative ideas because each person sees things from a different perspective.

## BOB FINCH'S CASCADE SOUTHERN RAILROAD

The Cascade Southern Railroad is a freelanced N-scale layout set in the Cascade Mountains of Oregon in the transition period, roughly 1940's to early 1960's. The track plan was designed by Byron Henderson of San Jose, CA. It is an around-the-wall layout with a "J" shaped peninsula extending into the center of the train room. The train room measures approximately 21' x 28'. A large visible staging yard is at Mountain Home and a large classification yard is at Newburg. Nearly all of the track is installed and operational. Some structures have been placed on the layout to provide switching locations, however, the scenery has not yet been started. Operations on the Cascade Southern are by switch lists. Because of the small size of the N-scale cars, car numbers are not used to identify specific cars to be switched. Rather the car type is used as the identifier for switching purposes. For example, the switch list may read, "Deliver two boxcars and one tank car to the plywood plant." Informal operating sessions have been run on the layout for approximately 9 months.

## OPEN HOUSES AND TRAIN SHOWS

Sunday, November 29, 2014. "Open House and Operating Train Displays" by the Hagerstown Model Railroad Museum, Inc. at Antietam Station, 7230 Shepherdstown Pike, Sharpsburg MD 21782, 9 AM to 2 PM. Adults: \$5 donation <http://www.antietamstation.com> or call (301) 824-2239 for info.

Fridays Saturdays and Sundays through February 20, 2015. "The Trains of Christmas". Hagerstown Roundhouse Museum, 300 S. Burhans Blvd (US Route 11), Hagerstown MD 21741, Hours: 1-5 PM. <http://www.roundhouse.org/Events.html> or call (301) 739-4665 for info

Sunday, December 7, 2014; January 4, 11, 18 and 25, 2015; and February 1, 2015: 1-4 PM. Frederick County Soc. of Model Engineers Open House. In C&O horse car behind 423 East Patrick Street, Frederick MD 21701 [www.fcsme.com](http://www.fcsme.com) or (301) 668-6371 for info.

December 28, 2014; January 4, 11, 18, 25, 2015. Antietam Station Open House and Operating Train Displays, Sundays, 1 to 5 pm. by the Hagerstown Model Railroad Museum, Inc. at Antietam Station, 17230 Shepherds-town Pike, Sharpsburg MD 21782. Free. [www.antietamstation.com](http://www.antietamstation.com)

January 31 and February 1, 2015. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093. Sat \$9: 9 AM to 4 PM; Sun \$8 10 AM to 4 PM. [www.gsmts.com](http://www.gsmts.com)

March 8, 2014, "Late-Winter Hobby Show, Sale and Open House" sponsored by the Winchester Model Railroad Club. Free open house at the club building at 430 N. Commerce Street, Winchester from 9 AM to 2 PM. Show and sale at Friendship Fire Company's meeting hall at 627 North Pleasant Valley Road, Winchester VA. <http://wmrrc.org/>

**Events, continued**

March 27-29, 2015. Railroad Prototype Modelers Valley Forge. The Ramada Inn, 100 Ramada Inn Drive, Greensburg PA 15601. Presentations will start Friday afternoon and go through Saturday evening. Call Ramada Inn at 724-836-6060 and mention "Railroad Prototype Modelers" to reserve a room. For more information and registration form, [http://www.hansmanns.org/rpm\\_east/index.htm](http://www.hansmanns.org/rpm_east/index.htm)

**TRAIN RIDES**

November 21, 2014. Fri. Sat. Sun. service begins on the Strasburg Railroad. Last day of Fri. Sat, Sun. service on December 21<sup>st</sup>. East Strasburg PA. <http://www.strasburgrailroad.com> for info.

November 21-23, 2014 "Day Out with Thomas". Strasburg Railroad, East Strasburg PA. Tickets: \$21 for ages 2 and older.

November 22, 2014. Murder Mystery Trains, 6:00 PM. Western Maryland Scenic Railroad. <http://www.wmsr.com> for info.

November 28<sup>th</sup> and December 5, 12, 21<sup>st</sup>, 2014 "The Night Before Christmas Train". Strasburg Railroad, East Strasburg PA. Boarding time 6:30 pm. Trains depart at 7:00. See

November 28-30 – December 6-7, 13-14. 20-21, 2014; "Santa's Paradise Express". Strasburg Railroad, East Strasburg PA.

November 28-30, December 5-7, 12-14, 19-21, 2014. "The North Pole Experience", 6:00 to 9:30 PM. Western Maryland Scenic Railroad. <http://www.wmsr.com> for info.

December 6, 2014 "Christmas Tree Train". Strasburg Railroad, East Strasburg PA. Tickets: \$17 for ages 12 and older. \$1 for children.  
December 26-31. 2014 Strasburg Railroad. Last regular trains of the season

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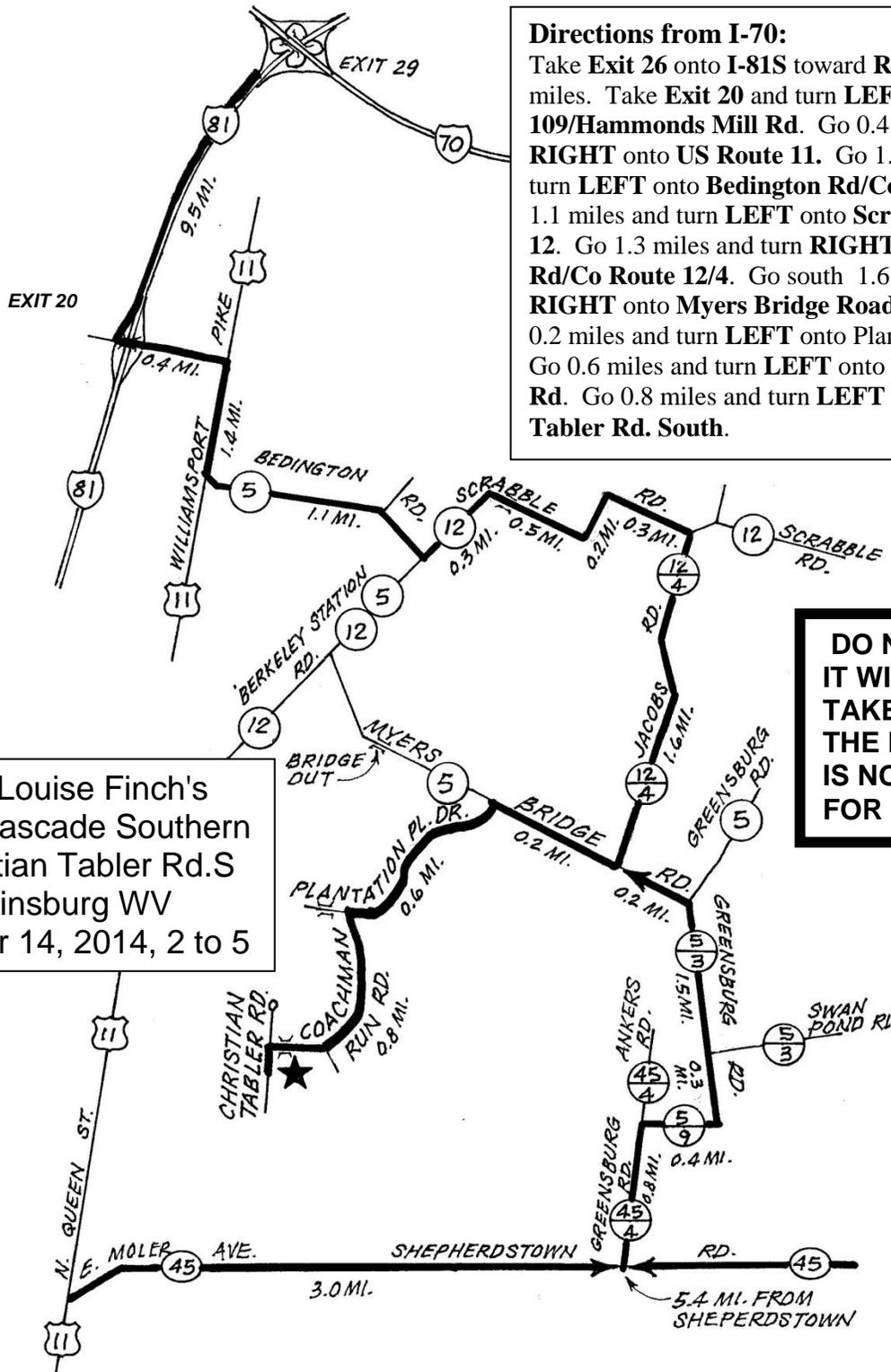
DECEMBER SMD MEETING

HAGERSTOWN

**Directions from I-70:**  
Take Exit 26 onto I-81S toward Roanoke and go 9.5 miles. Take Exit 20 and turn LEFT onto WV Route 109/Hammonds Mill Rd. Go 0.4 miles east and turn RIGHT onto US Route 11. Go 1.4 miles south and turn LEFT onto Bedington Rd/Co Route 5. Go east 1.1 miles and turn LEFT onto Scrabble Rd/Co Route 12. Go 1.3 miles and turn RIGHT onto Jacobs Rd/Co Route 12/4. Go south 1.6 miles and turn RIGHT onto Myers Bridge Road/Co Route 5. Go 0.2 miles and turn LEFT onto Plantation Place Drive. Go 0.6 miles and turn LEFT onto Coachman Run Rd. Go 0.8 miles and turn LEFT onto Christian Tabler Rd. South.

**DO NOT USE GPS.  
IT WILL TRY TO  
TAKE YOU OVER  
THE BRIDGE THAT  
IS NOT SCHEDULED  
FOR REPLACEMENT**

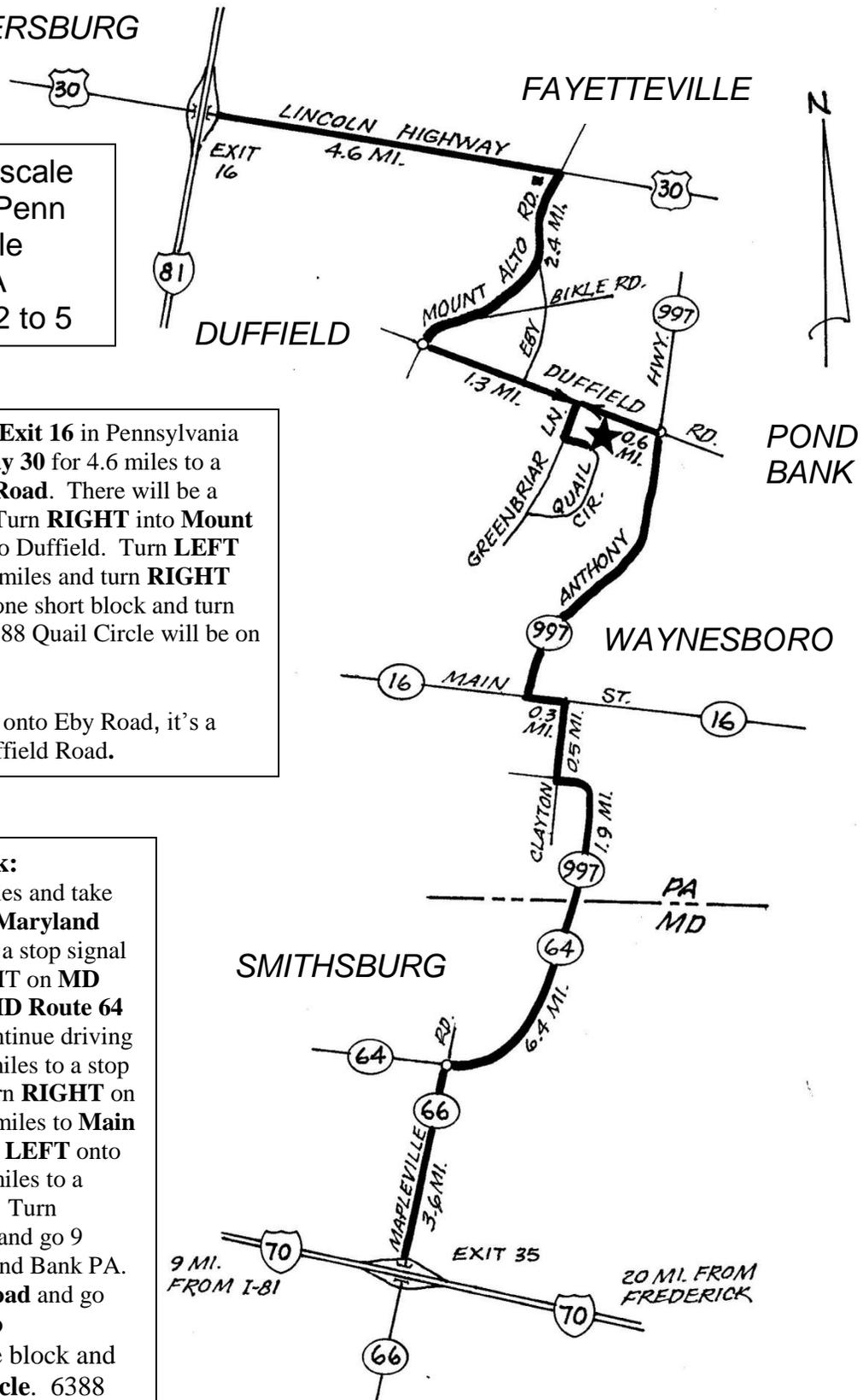
Bob & Louise Finch's  
N scale Cascade Southern  
41 Christian Tabler Rd.S  
Martinsburg WV  
December 14, 2014, 2 to 5



MARTINSBURG

CHAMBERSBURG

Don Florwick's HO scale  
Pittsburg & South Penn  
6388 Quail Circle  
Fayetteville PA  
January 11, 2015, 2 to 5



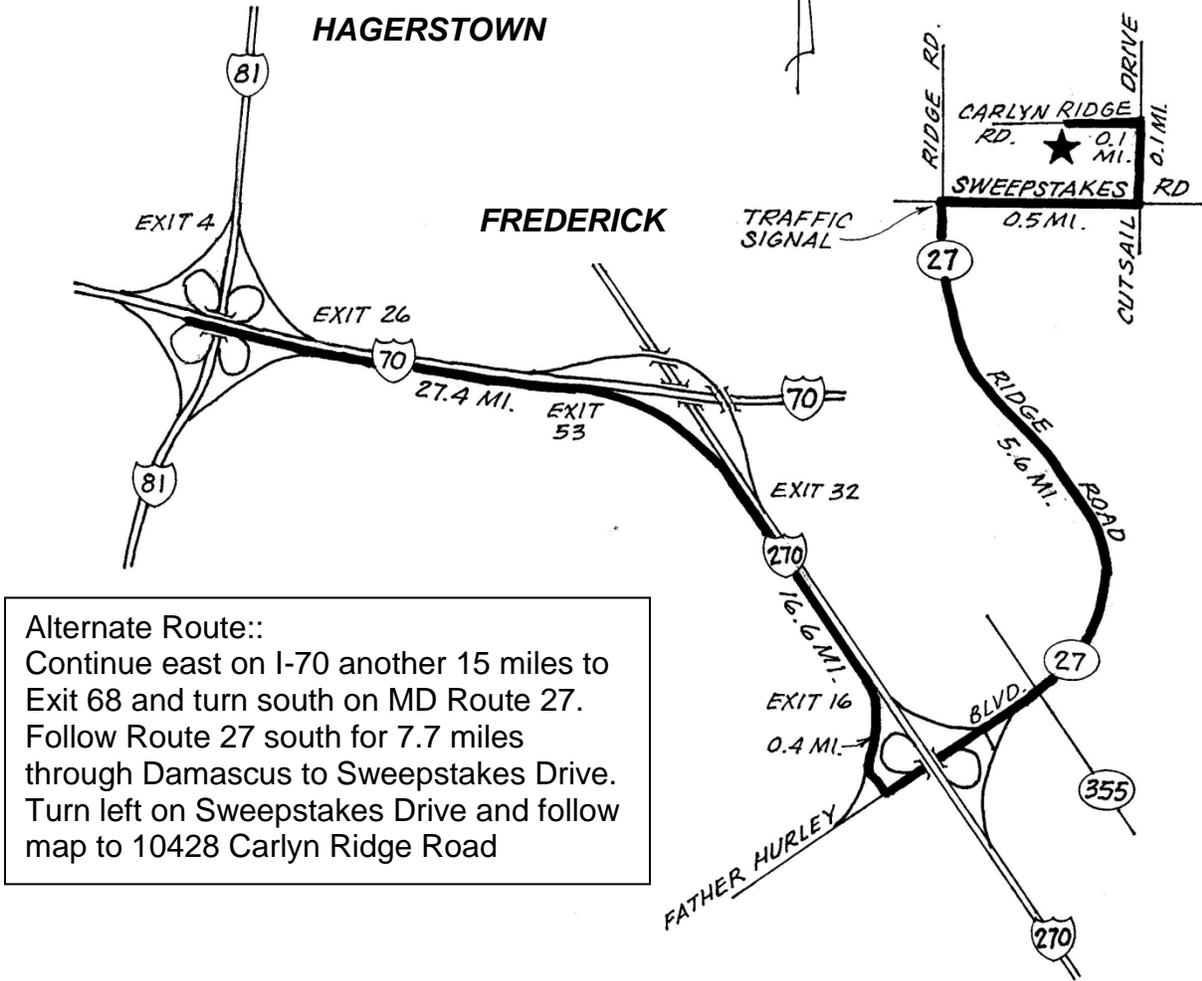
**Directions from I-81:** Take **Exit 16** in Pennsylvania and go **EAST** on **US Highway 30** for 4.6 miles to a traffic signal at **Mount Alto Road**. There will be a Sunoco station on the right. Turn **RIGHT** into **Mount Alto Road** and go 2.4 miles to Duffield. Turn **LEFT** onto **Duffield Road**. Go 1.3 miles and turn **RIGHT** onto **Greenbriar Lane**. Go one short block and turn **LEFT** onto **Quail Circle**. 6388 Quail Circle will be on the **LEFT**.

If you follow the utility poles onto Eby Road, it's a nice short cut that ends at Duffield Road.

**Directions from Frederick:**  
Take **I-70 W** for about 16 miles and take **Exit 35**. Turn **RIGHT** onto **Maryland Route 66** and go 3.6 miles to a stop signal at **MD Route 64**. Turn **RIGHT** on **MD Route 64**. After 6.4 miles, **MD Route 64** becomes **PA Route 997**. Continue driving north on **PA Route 997** 1.9 miles to a stop sign at **Clayton Avenue**. Turn **RIGHT** on **Clayton Avenue** and go 0.5 miles to **Main Street (PA Route 16)**. Turn **LEFT** onto **Main Street PA** and go 0.3 miles to a junction with **PA Route 997**. Turn **RIGHT** onto **PA Route 997** and go 9 miles to **Duffield Road** in Pond Bank PA. Turn **LEFT** onto **Duffield Road** and go 0.6 miles. Turn **LEFT** onto **Greenbriar Lane**. Go one block and turn **LEFT** onto **Quail Circle**. 6388 Quail Circle will be on the **LEFT**.

FEBRUARY SMD MEETING

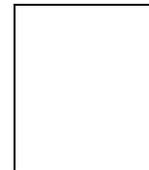
Pete and Jane Clarke's  
HOn3 East Broad Top Railroad  
February 8, 2015, 2 to 5 pm



Alternate Route::  
Continue east on I-70 another 15 miles to  
Exit 68 and turn south on MD Route 27.  
Follow Route 27 south for 7.7 miles  
through Damascus to Sweepstakes Drive.  
Turn left on Sweepstakes Drive and follow  
map to 10428 Carlyn Ridge Road

# WHEEL REPORT **SMD**

SOUTH MOUNTAIN DIVISION - NMRA



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



New Hope Valley No. 17 earns its keep as a rolling classroom for people who want to learn to operate a steam engine. No. 17 is gliding into New Hill NC at the end of a training session April 6, 2013. The lady "student" said it was "hard work".