

Fall 2016

The

POTOMAC FLYER



In this issue: Business Car ■ Achievement Program ■ Bylaw Revision ■ Mark Me Up! — Who's Who ■ Ancient Modeler: Old Friends ■ Company Car: Kingan Sliced Bacon ■ We'd Like You To Meet: Dan Moore ■ Cotton Bale Compressor ■ Illinois Railway Museum ■ A "Comboose" for a Short Line or Logging Railroad ■ Easy Storefront Signs ■ Estate Planning for Model Railroaders ■ Report: Ed Rosado's Puerto Rican American Railroad □ Dean Ripple's B&O Monongah Division ■ Coming: Gary Eames' Pennsylvania Railroad Northern Central Branch □ Rick Wright's CONUS Lines □ John Sethian's PRR Nassau Division □ Dale Latham's Piedmont Southern □ Glenn Paulson's Conrail Allegheny Division

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The Potomac Division, Mid-Eastern Region, National Model Railroad Association includes the District of Columbia; Calvert, Charles, Montgomery, Prince George's and St Mary's Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

Bill of Lading

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Point to an entry and click to jump to that article.

Potomac Flyer Potomac Division's Quarterly Newsletter

Submission Deadlines

Winter Issue December 1
Summer Issue June 1

Spring Issue March 1
Fall Issue September 1

Cover: Upper: Dean Ripple's B&O Mononagh Division, photo by Dean Ripple
Lower: Ed Rosodo's Puerto Rico American Railroad, photo by Marshall Abrams.

From the Business Car

by Brian Sheron, MMR, Division Superintendent

I hope everyone had a fun time this summer. Fall is typically a time when many of us turn to indoor hobbies, such as model railroading. And this Fall has a lot in store for model railroaders.

First off, we start up with our Division open houses again. In September, I hope a lot of you got to see Dean Ripple's HO scale B&O Monongah Division and Ed Rosado's HO scale Puerto Rican American Railroad. Ken Wilson has assumed the duties of layout Tour Coordinator and has scheduled Layout Tours for November and beyond. The announcements are toward the end of this edition of the *Flyer*.

There are no open houses in October because the Great Scale Model Train Show is October 29th and 30th, and the MER Regional convention is October 20th through the 23rd.

If you have never been to a regional convention, I would urge you to consider attending one. This year the MER convention is being sponsored by the Carolina Piedmont Division and will be held at the Marriott in Research Triangle Park in Durham, North Carolina. These conventions offer numerous clinics on a spectrum of topics of interest to model railroaders. There are also open houses which provide an opportunity to see some great model railroads in other divisions, prototype tours, and other attractions. You

can access the web site at <http://www.mer2016.org>.

The Potomac Division hosted the 2013 MER convention and is scheduled to host the 2018 MER convention. This summer, Tom Brodrick, Marshall Abrams, and I have been actively exploring possible venues for the 2018 convention. As of this writing, we have found a few possible candidate hotels that are within our price range.

However, the convention is sponsored by the MER and therefore the MER assumes financial responsibility for the convention. Thus, while we can find and recommend a suitable hotel, it is the MER that must ultimately approve the hotel and sign the contract.

I'm pretty sure that by the next issue of *The Flyer*, we and the MER will have decided on a hotel for the convention.

I also want to report that one of our Board members, Jesse Cantrill, resigned from the Board at the beginning of September. In accordance with the Bylaws, the Board appoints a replacement to serve out the unexpired term of a vacated Board position. I'm very pleased to announce that I asked Ed Rosado if he would assume the vacant Board position. Ed agreed, and at its September 18th meeting, the Board approved Ed's appointment. The Board looks forward to working with Ed in the coming months. **I**

Achievement Program News

by Brian Sheron, MMR

Over the summer, two members earned two AP certificates. Bill Lyders received his Author certificate, and Ernie Little's application for the Scenery AP Certificate was approved by Charlie Flichman, the Regional AP Coordinator, and forwarded to National.

As most of you know, the Potomac Division covers a fairly broad area, extending from Montgomery and Prince George's Counties in Maryland, to the District of Columbia, southern Maryland and Northern Virginia.

Ernie and Bill both live in or near the Manassas area, as do many of our members.

As such, I have often called upon some of our members who participate in the Achievement Program and who live in the Manassas area to help judge AP applications from members who live in that area.

Three members who have stepped up and helped out with judging on numerous occasions are Mat Thompson, Pete LaGuardia, and Bob Rodriguez, and I wanted to recognize and thank them in this column for their help and contributions with the Achievement Program. **I**

Bylaw Revision Underway

by Bill White

Article VII, ¶ 3 of the Potomac Division by-laws provide that the Clerk is to review the by-laws every two years. This is to ensure that an up- to-date, effective body of rules is available to assist the Board in carrying out the operations of the Division. Since I'm the Clerk, I'm working on potential changes to the bylaws.

Any suggested changes are to be submitted to the Board of Directors for their review and approval. Changes approved by the Board are submitted to the membership for their approval by two-thirds of the members present at an election meeting, usually a Minicon.

The purpose of this article is to inform you of the changes being contemplated and to solicit your suggestions for additional changes. You can contact me at clerk@potomac-nmra.org. The current by-laws are accessible from a link on the home page of the Division web site at <http://potomac-nmra.org/>. The direct link is [http://potomac-](http://potomac-nmra.org/PotomacDivisionBylaws%2012Oct13.pdf)

[nmra.org/PotomacDivisionBylaws%2012Oct13.pdf](http://potomac-nmra.org/PotomacDivisionBylaws%2012Oct13.pdf).

In addition to clarifying some of the language a few substantive changes are under consideration by the Board. They include providing that Board members serve for a term longer than the current one year and that their terms should be staggered so that all members would not face election or reelection in any one year. This provision is more consistent with the practice of most of the other divisions. It would alleviate the problem caused by several vacancies occurring at the same time.

Another revision would eliminate the requirement that the Board conduct at least six regular meetings in a calendar year, leaving the Board to determine how often it should meet.

The planned schedule is to publish the proposed changes in the Winter of 2017 and to vote on them at the Minicon in the Spring of 2017.

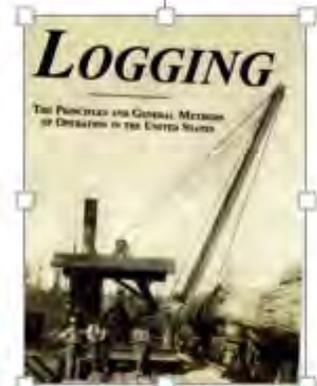
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Mark Me Up! — Who's Who?

by Mat Thompson

As you begin attending operating sessions, you may wonder who are all the other people in the room and what are they doing. You might also notice some seem to be talking way down in the weeds about how to run the railroad and that might make you a bit nervous. What if they expect you to do whatever they are doing?



Bob Warren is dispatching during an operating session on the Oregon Coast Railroad. He is entering an arrival time on the Train Sheet so he knows the status of all trains on the railroad. The spiral ledger on top of the train sheet is the Order Book where he writes orders before sending giving them to the Operator.

Since you know we try to copy the actions of real railroads, let's look at the jobs the same way, both what they do and who might have them.

In railroad terms the layout owner is the Superintendent, the management guy wearing a fedora. He's the boss; his job is to make sure everybody else is doing their job. On model railroads that translates to being the answer man and the fix it man for problems big and small. If he isn't solving a problem, he's watching for one. He may also assign trains to operating crews. What he probably doesn't do is run a train. He just doesn't have the time.

The Dispatcher keeps the trains moving. In the transition era he would have a goose neck phone, sit at a desk wearing an eye shade and be hunched over a large train sheet. Today he uses a phone or more likely a radio. On a railroad with a CTC panel, the Dispatcher is the one who runs it. He approves trains moving by issuing a clearance or by voice. Once trains are moving, he watches their progress and changes train movement by written orders, telephone or radio when needed for safety or efficient running of the railroad. The Dispatcher is probably one of the most experienced operators at the session.

Many layout owners have a guy or a few guys who routinely fill the position for them. On smaller layouts, the layout owner may also be the Dispatcher. Some layouts use telephones or radios for crew contact with the Dispatcher. On smaller layouts, the crew may just talk to him.

Bigger layouts may also have one or more Operators, particularly if the trains move under Time Table and Train Order (TT&TO) authority. Think of the Operator as the man sitting in the bay window of each station. On model railroads, it is common for one Operator to represent every station agent. He reports trains passing to the Dispatcher and passes orders and clearances to train crews. You may hear the Operator spelling out words and talking in a stylized manner as they prepare orders and clearances. The position may not be as demanding as the Dispatcher job but is also filled with an experienced model railroad operator.

The Yardmaster runs a yard. He breaks down incoming trains and assembles outgoing trains. On smaller layouts, he does planning how to move cars and runs the switch engine. On bigger layouts he is assigned by an engineer running the switch engine. The



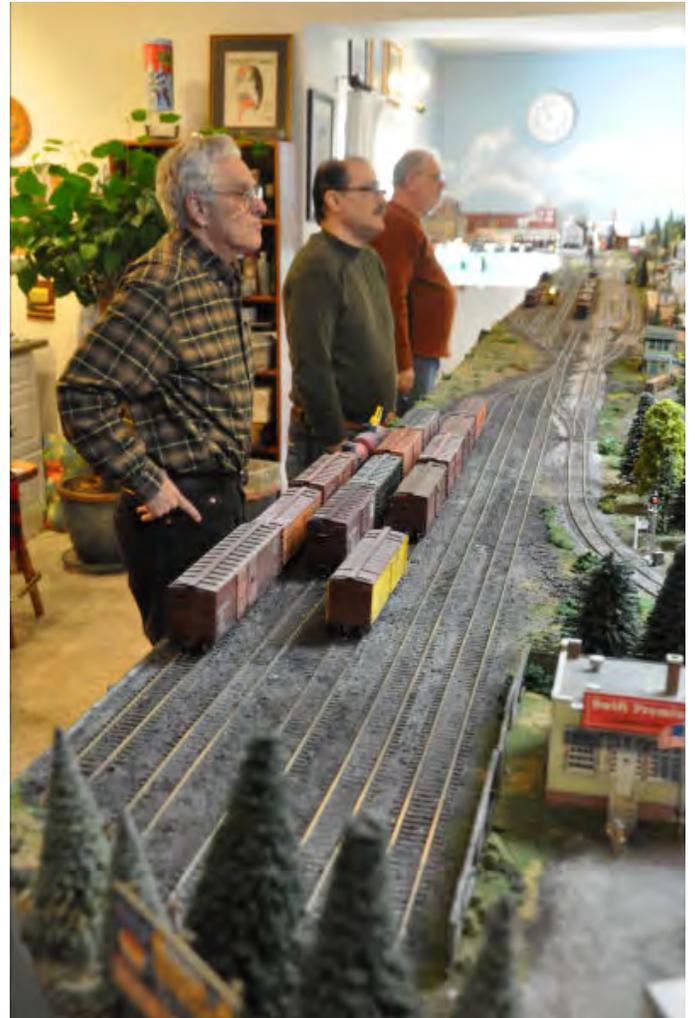
Rich Steinmann is the Operator. He talks with the train crews and reports their movements to the Dispatcher.

Yardmaster plans the work; the Assistant Yard Master does it. Some yards may also have a Hostler who moves engines in and out of the roundhouse. He also works for the Yardmaster. Yardmasters are experienced operators. An assistant may not be. This is actually a good job for learning more about operations and being busy during an ops session.

There are some other less common positions, you probably won't see in the beginning or your operating career. Tower men control the track and turnouts on one portion of a layout. Clerks make switch lists. Yardmasters and local switchers know how to move the cars in their working area. These jobs also will go to experienced operators.

So, if the experienced folks are doing these jobs, who are you?

If you are new to operations, hopefully you are working with another operator and you are holding the throttle. That makes you the Engineer. You go forward and back, stop and



Here's the yard crew at the start of an operating session. Closest to the camera is Doug Kirkpatrick who is the Yardmaster. He directs all the yard activity. Next to him, Diego Procacci is the yard engineer. He will use the switch engine to assemble trains. In the background is the Hostler, John Swanson, who handles the engine facilities.

start, ring the bell and blow the whistle. The person you are working with is the Conductor - he is in charge of the train. He tells you when and where to stop and start, determines where your train will work and figures out what cars are set out and picked up.

Two person crews are standard on some layouts but are a luxury on most. There isn't enough room for all those people in the aisles so don't expect a Conductor to guide you

through many sessions. Watch, think about what is going on around you and ask questions.

If you are running trains on your own, you are both the Engineer and the Conductor. That's when you know you are getting the hang of this operations stuff. Pretty soon, you will be looking for a chance to work the yard. **I**



Engineers and Fireman say “Mark me up!” to get their name on the crew Call Board for their next run. “Mark Me Up” is a quarterly column focused on how model railroaders can become operators and

members of the operations community. Mat Thompson’s Oregon Coast Railroad was featured in *Great Model Railroads 2014*. Building structures and scenery are his favorite modeling



Taking a break for the camera, Tony and Connie Jenkins are the crew of a Northern Pacific freight train. Tony is the Conductor (notice the card cards in his hand). Connie has the throttle and is the Engineer. Jim Fletcher is the engineer of a switch engine working the meat packing plant.

activities. He is also an avid model railroad operator and regularly attends operating sessions.

[Return to Bill of Lading](#)

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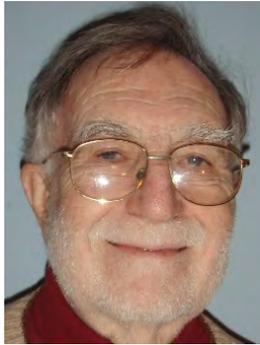
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Ancient Modeler # 11: Old Friends

by Bob Rosenberg

Several years ago I wrote an article for my local dental society newsletter that I titled *Transitions*. As I recall, it had something to do with passing through various stages of a professional working life culminating with retirement or something along those lines. I thought I'd reprise that concept here, but with a less esoteric topic and conclusion: The transition from a lifetime of accumulating and collecting various shapes and sizes of trains to a conscious effort to re-direct the activity 180 degrees and reverse the entire process or, as my significant other might express it, to "downsize."



It sounds like it should be a relatively simple procedure; in the beginning you have money in some account or other that you try to turn into trains at every opportunity; eventually you turn the process around by trying to convert your trains back into money that can be deposited into your account, but it's anything but simple to do.

With the exception of those that are primarily investors or dealers, most of us bought our trains because we liked them. If you start early enough and buy wisely, they're almost guaranteed to increase in value over time; some a little, some a lot, but it really doesn't matter all that much because that's not why we bought them in the first place: We bought them to enjoy them and because they make us happy; to run them, to look at them, or just to have them around; they become like old friends if you will, or like members of the family. So when the time comes to part with them for whatever reasons it can become difficult, even painful, if only because they remind us of a happier time,

one that we recall fondly, or a past that no longer exists.

For example, I spent a Saturday in June at a Potomac Division home tour watching a five striped Brunswick Green GG1 pull a replica of a Tuscan Red Broadway Limited; I enjoyed it immensely and the PRR isn't even one of the railroads that I model. And when was the last time anyone saw New Haven Alco DL-109 number 0722, done up in the one of a kind red and white paint scheme and lettered for the Cranberry, a train that ran between Boston and Cape Cod during the summer months back in the late 1940s and '50s. It's currently being produced by Walthers, and while the Berkshire Air Line doesn't actually extend far enough east to include "the Cape." The Cranberry locomotive was often used on fan trips or on regular runs elsewhere on the system so theoretically I can run it on my Berkshire Air Line anytime I want to.

For that matter, has anyone seen any New Haven steam locomotive lately? Two have recently been brought out by BLI: The I-4, and a second run of the I-5, which was very nice of them because none of the real ones exist anymore, and haven't since 1958 when the last one was finally scrapped after a memorable appearance in a movie with Jack Lemmon and Doris Day that was made prior to her becoming a national fashionista icon. And what of those Osgood-Bradley light weight passenger cars from the 1930s, called the "American Flyer Cars" on the New Haven because of A. C. Gilbert's early production of them; they made their own cinematic appearance in the 1948 Alfred Hitchcock movie *Strangers on a Train*? I remember riding in them in the mid-1940s like it was yesterday, and last year Rapido brought out a second run of them complete with interiors that included the dark blue covered seats in the regular part of the car and the white vinyl

chairs and tables in the small smoking section, walled off from the rest by a glass partition; try to imagine such an arrangement with regards to smoking anywhere in this day and age. As you can tell, I'm going to miss some of my friends.

But my significant other has been telling me for quite a while that parting time is now upon us; her rationale is eminently logical and sensible: It's neither practical nor fair of me to stick my progeny with the disposal process, if for no other reason than the economic one; even though I have kept elaborate, computerized, lists of each item and what could reasonably be anticipated from a sale, neither of them has the time (nor the interest) to get the value out of them that I can. And so far, anyway, it's been much less painful than I expected it to be. I am starting out with those that I will never run again, either because they were originally purchased unpainted and will never be painted because they have been superseded by models that are painted, or they're for railroads in which my interest has faded. Then there are others that are duplicates of newer models that have DCC and sound, or can be readily upgraded with the installation of one of those eight pin receivers mentioned in *Ancient Modeler #10* that even I can install, relegating the older, straight DC models to the back shop.

And all of it has been greatly eased thus far by the world wide audience afforded to me by eBay (one of my buyers was in Australia and another was in Taiwan), and the periodic messages that I get from PayPal informing me that my funds are ready to be transferred. There's something about greasing the palm that helps to grease the skids on this whole operation. But eventually I will run into the proverbial (and literal) wall of items that I want to keep, and I can see some real problems not that far down the road or, as they like to say in Washington, I will have

already trimmed off all the fat and waste, if you can call it that. Now what? Most were accumulated over many years and with a great investment in time while patiently waiting for someone to offer them at the right price.

If I was only half as well disciplined when it comes to keeping my desk in order or my important papers where I can locate them when I need them as I am when I'm bidding on eBay, my life would be considerably more productive. As you can see, it won't be easy selling them off; maybe it won't even be possible without more personal pain than I care to deal with at this point in my life. So in spite of my efforts to "downsize" my collection to a smaller, more reasonable number, there are limits beyond which I - indeed most of us - probably would not go. And while I can't speak for everyone in the hobby on the topic of reducing one's trains down to a manageable quantity, I don't expect to hear a lot of dissent about my approach to this problem except from those spouses, children, etc., including my own, who will be left behind to eventually take over the job and finish it one way or another. Consequently, while I continue to shuffle around above ground, I will keep most of my favorites, at least for the remainder of my lifetime if not beyond. I'm working on a plan to take them with me when I go, but if it doesn't work out, my apologies in advance to my heirs; feel free to gripe about me all the way to the bank. **I**

Bob Rosenberg's current railroad, the Berkshire Air Line Railroad Company, is a fictional bridge/short line set in western Massachusetts in the 1950's that uses New Haven, B&M, and NYC equipment.

[Return to Bill of Lading](#)

Company Cars

by Mike White

It occurred to Mike that it would be interesting to know a little about the companies named on some of our modeled freight cars. There are many kits and ready-to-run cars available decorated with the names of companies that use or used the type of car modeled. Some are long gone but others are still in business today. The old billboard reefers are the most familiar example but there are other types as well. This series looks at some of these and provide some background information on the company behind the name.

Kingan Sliced Bacon

After being burned out for a second time, the Kingan brothers picked up stakes again and moved to Indianapolis, which was rapidly growing as a railroad hub.



Indianapolis plant spanned 27 acres along both sides of the White River just south of Washington

Street. They built a five-story plant on the west side of the White River which opened to great success in 1863. Unfortunately, the third time was not a charm for the Irish pair, either. The Kingan brothers' new Indianapolis facility - the largest porkhouse in the world - was destroyed by arson the following May, along with an immense amount of lard and hams. At the time, the \$240,000 loss was the largest ever incurred in the city.

If the Kingans had learned anything during their short time in America, however, it was the value of a good fire insurance policy. They were able to rebuild almost immediately and reopen in time for the next packing season.

The business grew quickly, profiting both from sales to the Union Army and shipments back to England. In 1873, the Kingan brothers bought a competing pork-house on the other side of the railroad tracks and connected it to their plant with a tunnel. Two years later, they merged with the Belfast firm of J&T Sinclair to form Kingan & Company. By the end of the 19th century, the Kingans'

Street.

The company built an apartment house on the westside for its Irish immigrant workers in the early 1870s. Many of the other Irish workers lived in an area adjacent to Fountain Square known as Irish Hills.

At the same time the Kingans were importing Irish workers for their U.S. plants, they were busy exporting packed pork and beef for the English market. To highlight both its booming export trade and the high quality of its products, the company adopted as its logo a picture of a grizzled mariner with the word "Reliable" prominently featured. Apparently this catch-phrase resonated with early 20th century consumers because it was used consistently on Kingan's advertising throughout the company's most prosperous years.

When the Kingans opened their plant in Indianapolis, pork packing was limited to winter because the meat spoiled too quickly in the warmer months. In 1868, however, a Kingan employee named George Stockman

invented a process for ice curing pork in the summer which enabled Kingan's to operate year-round. This invention revolutionized the pork industry.

Ice-curing was not the only innovation to come out of Kingan's Indianapolis plant. In the 1920s, Kingan's became the first meatpacker to sell sliced bacon,

Thomas Kingan died in 1906, and W.R. Sinclair came to the U.S. from the company's Belfast plant to help run the Indianapolis operation. Five years later, Thomas Sinclair took over the reins of the company when Samuel Kingan died. The Sinclair family would run the business for the next 40 years.

Detroit-based Hygrade Corp. bought Kingan in 1952 and kept it open for another 14 years.

In the face of increasing competition, the complex was shuttered in 1966. Then on July 17, 1967, the Kingan brothers' Indianapolis empire ended with a blazing fire. **I**



Murray Michael White passed away April 2, 2016. He was proud of his service in the US Army and the Maryland State Police. Mike contributed to the NMRA as Paymaster, Webmaster and Computer Clerk of Potomac Division and Secretary of the Mid Eastern Region.

Potomac Division Help Wanted

Potomac Division needs to fill the position of Computer Clerk. Here is an opportunity for someone with good computer skills to put them to good use, and at the same time, help out the division. Responsibilities include processing the monthly updates to the membership roster in Excel by sending welcome emails and reminding lapsed members to renew, as well as updating the MailChimp address list. The Computer Clerk also serves as alternate Webmaster.

The Potomac Flyer is in search of an assistant editor to help prepare the division newsletter for publication once a quarter. Writing and editing skills would be helpful. We use a few Microsoft Word features for formatting. This is a great opportunity to help out the division, as well as find out about what's going on in the division from a front row seat. We are also looking for **someone to continue the Company Cars column**, previously written by Mike White who passed away April 2, 2016.

Anyone interested should contact Marshall Abrams at sr-asst-super@potomac-nmra.org.

We'd Like You To Meet: Dan Moore

by Roger Sekera

This column spotlights model railroaders in this area who have achieved notable progress early in their careers. The concept is to focus on one person who is a strong modeler, has or is working on his or her own layout, has some "standing" in the model railroad community in this area, evidenced by their participation in either a club or some other communal activity.

Dan Moore is a railroad guy. From chasing Southern Steam excursion trains two weeks before he was born ----as well as two weeks after --- to his current role as an Engineer with CSX, Dan has spent most of his adult life and certainly almost all of his working life in and around railroads. Early trips to Cass, the East Broad Top, and traveling with his parents while his father (Wayland Moore) worked on the Southern Steam Program sealed his fate. More trips to Cass and a connection to the Southern Steam Program led to summer work for a NS contractor on the NS Steam program in 1991 after high school.

Following graduation from high school, Dan had a series of associations in the world of railroading. Most of these fall into the category of the hands-on guy who got the work done.

- Working on the restoration and operation of NW 1218 and 611, SRy 4501 and TVRM 610
- Mid-Michigan Live Steam Club
- White Creek (Michigan) Live Steam Club
- Rebuilding Pere Marquette 2-8-4 # 1225
- Little River Railroad #110, the smallest standard gauge Pacific (4-6-2)

One of these associations was notable. "While working at a sawmill, I meet the Manager of a new start-up that used a segment of an NYC line. He needed blocking. That led to becoming the Engineer for the Charlotte Southern 3.5 mile short line and eventually running the 44 tonner on the



Dan is on a local job in south Richmond

dinner line." Later, Dan worked on several Michigan shortlines and a regional railroad

Dan was hired on by CSX as a Conductor 13 years ago then promoted to Engineer in 2005. His current assignment has him working Richmond to Newport News. Normally, the run takes four to eight hours using one or more 4 or 6 axle EMD and/or GE units as power.

He explains that there are a number of differences between the prototype and modeling. He notes that life as an engineer is not as glamorous as a lot of modelers think. "Things on the prototype do not move as fast, trains do not pick up speed as fast, nor stop as fast and it takes time to couple up air hoses, do air brake tests and even going through the specific steps of throwing a switch (making sure there is nothing in the points and making sure that the points are fully thrown). Also doing safety stops, stopping a specific distance before making various couplings to make sure couplers are aligned and the



impressed with “real railroaders” when they work a model railroad: they seem to work slower but seem to get more done. I suspect it’s because they make less mistakes. Also they are not frazzled by the paperwork and instructions inimical to running a railroad.

Dan is planning to build an HO scale layout but “it won’t be set on any specific prototype, just something that I play around with.” He also has interest in a couple of 7 ½ steam cars and an old Lionel set that he recently purchased. A frequent participant in Richmond area and in the Potomac Division, Dan has also operated in NY, NJ, PA, MD, NC, SC and TN.

Dan Moore would be a very welcome addition to any discussion about railroading or in a model railroading operating session. **I**

Roger Sekera, a retired executive search consultant, lives in Potomac Maryland. His HO scale Clinch Valley Lines (CVL) models railroad activity (heavy coal balanced by general merchandise traffic) in 1959 in the Southwestern area of Virginia. The CVL has been fully TT/TO operational for over four years.



[Return to Bill of Lading](#)

coupling is not too hard takes time. Rerailing takes longer and there is no ‘0-5-0ing.’ On the real railroad ‘oops’ can mean injury or death.” To date, Dan has not hit anyone but has run over a motorcycle that was stuck in the track and some stray cattle.

Dan also serves as the union representative on CSX Operation Red Block which helps employees who are having issues with work including substance abuse.

His interest and activity in the greater world of model railroading is somewhat limited by the time constraints and focus demands of his CSX job. Having operated recently with Dan on a large N scale layout proved to be a rewarding experience. He obviously knows what he’s doing and his merry, open demeanor helps those less experienced operators learn rather than be embarrassed, as maybe we should be. I am always

The Minicon is Coming

The 2017 Minicon is set for March 18, 2017 at St. Mathews in Annandale, VA. Mark your calendar. Participating will be great preparation for the 2018 MER Convention to be hosted by Potomac Division. Please volunteer to serve on one of the committees – Clinics, Contests & Displays, White Elephant, Modular Layouts, Arrangement. You could present a clinic, enter a contest, or bring a display. Please keep us informed of your participation plans. Send an email to info@potomac-nmra.org.

Cotton Bale Compressor

by John Paganoni

I took this picture at the Denton Farm Park in North Carolina in May and thought you might have interest -- especially if you don't have information on this monstrosity. It is a cotton bale compressor developed by the Southern Railway in the early part of the 20th century. The railroad was sending large quantities of cotton up into New England to the thread, weaving, and fabric mills and found it took a lot of box cars to meet demand. In order to pack the cars tighter, the Southern built this huge bale compressor which really cut down on volume. It used steam, as best I can figure, to activate the plungers to compress the bales and I'll wager it was a dangerous operation. I don't recall how many of these presses were built, but I believe there were under a dozen.

Several years ago, when the parts for this were arriving at Denton, I volunteered to assist in the scraping of rust and huge amounts of grease from the parts. I think I helped for three years while attending the Doyle Lawson Bluegrass Festival and it got assembled when I wasn't there. Mr. Brown Laughlin, owner of the park and a large fabrication company, found this unit and brought it to his park. He has collected numerous artifacts from the past, mostly units using steam, and they have an annual Threshers Convention where they fire up the old steam tractors and other steam powered things. I noticed this trip that he has picked up 3 stripped down caboose chassis, one of which is CN. He runs a small diesel train during the Bluegrass Festival for fans and during the Thresher Convention, he hauls out an old steam railroad engine to run on the tracks surrounding the park. Two of the items of special interest to me are an Erie B-2



Steam Shovel and an Erie B-2 Steam crane with a clamshell bucket. They are both in excellent condition and do work! I hope to build (whenever I can find time) a close replica in HO of the steam crane using the Jordan model as a base. Brown also has brought in a lot of period buildings, including an old 1920-30 gas station (complete with interior) a model of which might look great on a model railroad.

Information regarding the history of cotton bale compressors for this article was obtained from the Texas State Historical Association found on the internet. The cotton compress industry began in antebellum Texas to reduce shipping costs on sailing vessels. These early compressors used screw jacks to pack and stow bulky cotton bales. Later hydraulic

presses were developed and by 1860 this industry was so vital to the economy that \$500,000 was invested in the machinery - a truly large sum at the time. After the Civil War, railroads revolutionized the cotton trade by running trackage from the cotton fields and to the textile mills at a great reduction of cost compared to ship transport. As a result of this efficiency, the cotton bale compressors were moved railroad rights-of-ways in many towns. This allowed farmers to sell their crops directly to buyers who represented the textile mills on the east coast up into New England.

Cotton bales from the fields were opened by “spider” men who climbed into the jaws of these huge presses to position bales which would be compressed to at least half their original cubic size. This had to be an extremely dangerous job!

The picture shown was taken at the Denton Farm Park in Denton, North Carolina on 7 May 2016. This monstrosity was located by Mr. Brown Loflin and brought to the park to be rebuilt. He told me that this one was built by the Southern Railway in the early part of the 20th century. The railroad was sending large quantities of cotton up to New England fabric mills and as an economy of scale, compressed

the cotton bales so a larger quantity could be placed in freight cars. Several years ago, when this compressor was brought to the park in pieces, I was attending the annual Doyle Lawson Bluegrass Festival and took the opportunity to help clean off lots of rust and grease to make the unit ready for reconstruction. **I**



John Paganoni grew up never out of sight of the Central Vermont Railway in the days of steam. He lived in Montville, Connecticut where there was a lot of activity for the paper mills and fabric mills in the late 1940's to mid-1950's. A lifetime objective was to try to capture the CV in those days of steam in HO scale and John was fortunate enough to gather enough historical information to draft scale drawings of all the major CV facilities between New London, Connecticut and Montville. He is in the process of building a very compressed layout to feature the main interest items that recall the CV's “Golden Years”

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Illinois Railway Museum

by Ernie Little (photos by the author)

This is the third and final article describing Ernie Little's visits to transportation-related museums as part of a vacation to the Midwest. This installment describes his visit to the Illinois Railway Museum located in Union, IL. There he rode a vintage electric street car and was able to look at the vast fleet of locomotives, cars, and other railroad related items on display in one of the many barns on the property.

The Illinois Railway Museum is located at 7000 Olson Road, Union, IL approximately 5 miles off of Interstate 90. It is an approximate 90 minute drive north of Chicago, IL. The museum is open daily from Memorial Day to Labor Day and weekends in April, September, and October. Admission is \$10.00 for adults. As is it an operating museum there are many trains that you can ride depending upon the museums schedule of operations. By visiting the museum's website at www.irm.org you can see what equipment is being used on any particular day. The museum consists of over 80 acres of area and over 400 pieces of equipment, diesel, electric, and steam. Much of the equipment is stored in covered sheds at the site and is easily accessible by foot. The museum was founded in 1953 and is the result of decades of effort by the volunteers who maintain and operate the equipment there. The museum is funded through donations, admissions, and concession sales without government or use of tax dollars. Originally formed to preserve one important piece of rolling stock, it has evolved into an educational and historic preservation organization recreating possibly the largest operating demonstration railroad showcase on the North American continent. Their main line trackage at the site was laid on the vacant right-of-way of the Elgin & Belvidere Electric railway by volunteers of the museum.

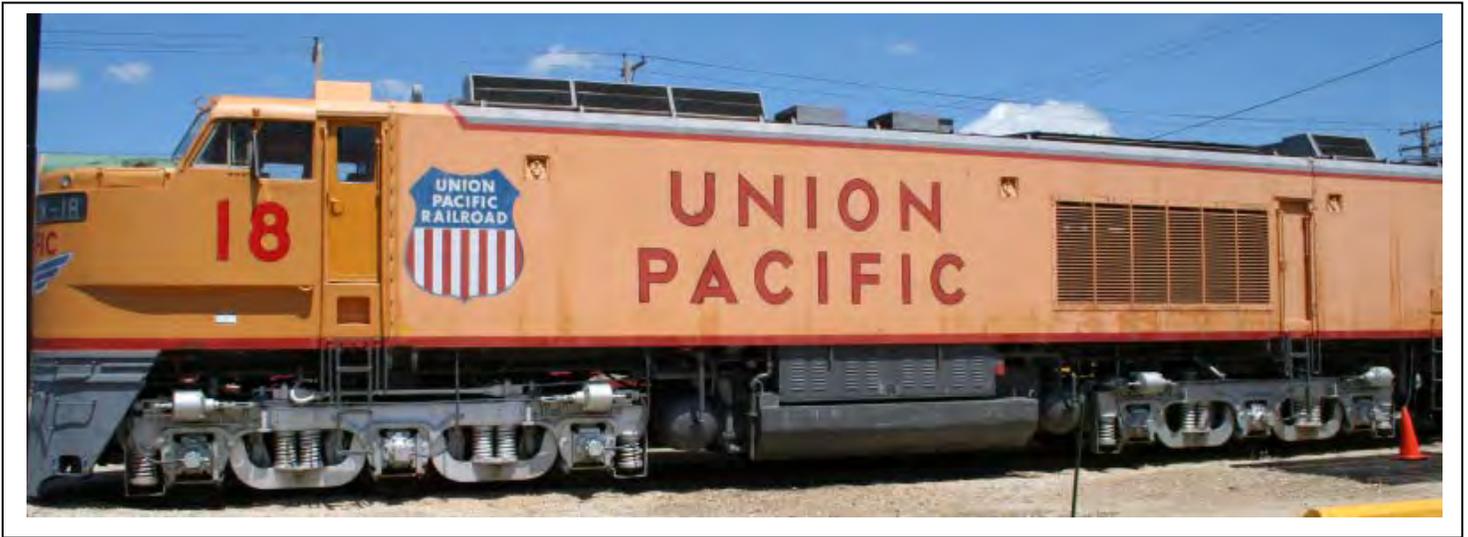
One of the pieces of equipment demonstrated is an electric interurban trolley car. On the day the day that the wife and I visited the site the rail car was in operation and we took a ride on it that lasted about 20



minutes. No air conditioning, no radio, not TV, just a ride in an electric rail car that takes you back to the days when equipment, such as this, moved through and between the big cities and their suburbs.

Another of the exhibits at the museum is a General Electric 1960 Gas Turbine locomotive





that is 166 feet long and produced over 10,000 horsepower. There were only 55 of them built and this unit is one of the last two that still survive today. This locomotive had an unusual prime mover in that it was equipped with an aircraft gas turbine engine that used an 850 hp diesel engine to start the turbine and for low speed movement. The turbine was located in the second unit and was used to drive two main generators used to drive the traction wheels. A third unit, a tender, was used to transport the thicker "bunker c" fuel used in the turbine unit. These units were built starting in 1948 and were retired in 1969 due to more productive diesels and cost of fuel.

There is a lot to see at the museum and I would allow at least a full day to see and enjoy it all. There is also a UP mainline that

passes the museum site that allows you to see UP auto carriers that are both incoming and outgoing from the assembly plant in Union, IL.

One thing to bear in mind is that the sheds are not air conditioned thus if you visit during the summer it may be just a little warm inside them. The wife and I were there in early August and it was pleasant but still a little warm inside the sheds. **I**

Ernie Little is a retired member of the Prince William County, VA Department of Fire and Rescue and resides in Manassas. His 12 foot by 20 foot HO railroad is the Norfolk Southern. He is active in the NMRA achievement program.



[Return to Bill of Lading](#)

A "Comboose" for a Short Line or Logging Railroad

by John Paganoni, photos by Mat Thompson

Many of us are focused on a specific railroad, a specific location, and a particular time frame as we plan for a layout. My wife is fascinated with Shay geared locomotives and some years back, I had bought her a couple of brass imports that I found on sale while on a business trip. This meant a requirement for a small logging scene for her Shays. As I was sketching some logging trackage in the very small space I had, the thought came to me that I might come up with something that might meet my needs for a multi-use car.

The solution was the creation of a "comboose" - a car that would fit in with the theme of a logging scene, and make my wife happy. I decided I would take it one step further and name the car after her as a reward for her patience and support. The main part of this project was a kit. Another important requirement I kept in mind is that the project needs to have a prototype as a basis for making the car. A Drover's Caboose is a good prototype reference for the model I built.

The car is a bit unique in design and something that a low budget logging railroad operation just might have built as a multipurpose unit. It provides passenger comfort to loggers coming and going from the woods and a source of transport for wives,



kids and friends to and from the camps. It also can haul household goods and supplies from the seaport or other port of entry, and it serves as a caboose for runs to the junction with a major rail line (in my case, the Central Vermont Railway)-thus the nickname "comboose".

The construction of this car allowed me a lot of leeway for free lancing and imagination - something not possible with my focus on a specific prototype. In other words, it really became a fun project and the end product was very rewarding. The kit I used, and some other items, may not be readily available any longer; however, anyone interested in making a similar model could use any kit similar to the Model Diecasting Kit or even scratch build it.

Construction was not very difficult. The cupola appears was the most challenging part. I had completed several Central Vermont(CV) wood cabooses, so I used the extra cupola parts for the "comboose". (see "Central Vermont Caboose", MODEL RAILROADER Feb. 1953, Kalmbach Publishing and/or "Easy to Build Model Freight Cars", MODEL RAILROADER, Kalmbach Books, 1973). Any cupola, however, could be used.





The basic kit for this project was the Model Diecasting Company (Roundhouse) 50' Pullman Combination #5035. Sections were cut out with a razor saw to bring the model to 37' (scale) long—approximately the same length as a Central Vermont (CV) 4000 series caboose. This also brought the length down for use on a small logging operation planned for our layout.



The unique cupola on this model is patterned after the standard cupolas found on the CV 4000 series wood cabooses. It is entirely scratch built, predominantly from styrene with some added metal parts. .015" aluminum (annealed brass would have been fine) was formed for the 45° corner braces. The roof hand rails are made from .015" brass rod and eye bolts. The windows are real glass made from .005" microscope slide cover material.

The clerestory roof was shortened and cut to fit over the passenger section. The glass in the clerestory roof is stained green using stain from a leaded glass supply shop. The roof is removable to view the interior of the passenger and baggage sections.

The underside is fully detailed. Brake details were fashioned by hand using the Cal Scale KC brake system as a base. The levers and rods are patterned after the CV wood caboose with brake wheels at both ends of the car. The thought here was that the logging company may have bought this car from the Central Vermont. The end railings were formed from .015" brass rod and A-Line 40 link chain. Cut levers were scratch built following the design of the CV wood caboose.

Kadee arch bar trucks added to the "home built" characteristics of this car. Precision Scale Models leaf springs replaced the original



Kadee coil springs.

The car was initially sprayed with Floquil primer and finished with Floquil Coach Green. It was given an aged and peeling appearance by dabbing small drops of rubber cement on the fully dried primer, and then spraying the coach green over it. After the coach green dried, I used masking tape to pull the paint off of the rubber cement. CDS rub on lettering was used for lettering and thinned Floquil Grimy Black, thinned India ink, and chalks completed the aging. A final coat of Testor's Dull Coat secured the finish and lettering.

The roof was covered with tissue and then sprayed with Floquil Grimy Black.

The passenger section interior was painted with FloStain Walnut on the walls and benches to simulate the oak finish that normally was used in vintage passenger cars. The floor is covered with wet/dry 400 grit sand paper painted red. The cards on the table and in the hands of the two men in the aft seat were



made from .005" styrene and painted and marked to look like real playing cards.

The baggage compartment walls were painted with Floquil coach green and aged with dark chalks, thinned grimy black, and a wash of alcohol & India ink solution. The baggage compartment floor was made from V-Groove .060" spacing, .020" thick Evergreen Scale Models #2060 styrene and spray painted using Floquil Earth and then washes of browns, and blacks, and a final touch up with chalks. Credit for this process is given to the

Tichy train Group's instructions for their flat car deck, however, I omitted some of their recommended steps like the "aging" of the boards using sandpaper since the floors inside baggage cars were not exposed to the elements. The door between the passenger and baggage compartments is made of two parts - one for each side of the dividing wall, they are scratch built from scrap styrene. **I**

[Return to Bill of Lading](#)

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Easy Storefront Signs

by Brian W. Sheron, MMR

I'm currently expanding my Long Island Rail Road (LIRR) so I can model the carfloat bridges and car floats that the LIRR used to transport freight cars from New Jersey to Long Island. The LIRR has car float bridges located on the East River in both Bay Ridge (Brooklyn) and Long Island City (Queens). I decided to model the car float bridges in Long Island City because the Bay Ridge car float yard had catenary, which I did not want to model. Since Long Island City is close to the northern border of the borough of Brooklyn, I could not resist trying to model the colorful storefronts in Brooklyn (and Queens too!).

Most manufacturers of model buildings with storefronts usually include one or several store signs with the kit. However, these usually lack the “pizazz” one finds on the signs in Brooklyn and Queens. If one is truly creative and perhaps has special creative programs on their computer, then they could create some custom signs for their stores. However, even if you could create a flashy custom sign, you would need to cleverly weather it in order to achieve the “ambiance” of Brooklyn/Queens storefronts.

The easiest way I could think of that would

capture the authentic look of Brooklyn/Queens storefront signs, is to just use photos of real signs. This also solves the problem of authentically weathering the signs, because the real signs are already weathered. To find real signs, I turned to the internet, and Googled both “Brooklyn Storefronts” and “Queens storefronts”. Lo and behold, up pops a link to hundreds of photos of Brooklyn and Queens storefronts.

In order to use a photo of a real sign, there are several criteria to be met.

1.) The photo of the sign must be taken head-on. In other words, an angled view of the sign will not work.

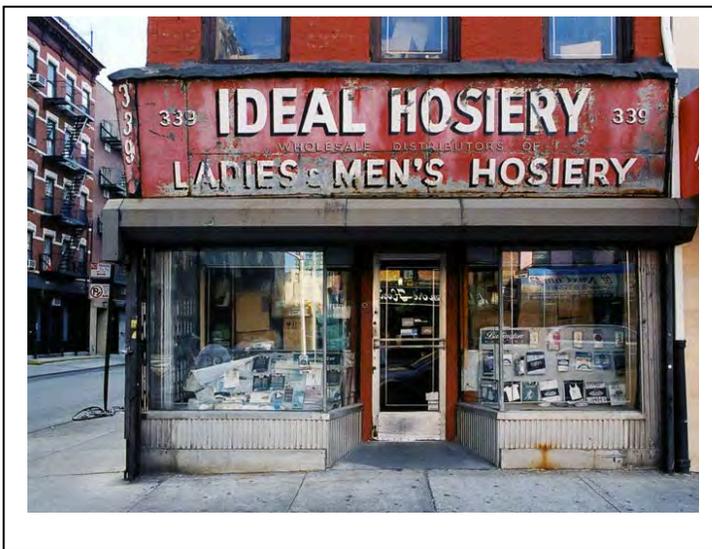
2.) The resolution of the photo must be high enough. When you click on a photo, usually next to it is the resolution in pixels. As a rule of thumb, anything with a resolution less than 500 x 500 will be too grainy for use.

3.) Make sure there are no obstructions in the sign. For example, a tree branch, the bottom rungs of a fire escape ladder, or even a shadow from a nearby structure, will mess up the photo, unless you are able to digitally remove them from the photo.

4.) Most photos will have a link to a web page. Go to the web page and see if permission (or a fee) is required to use the photo. I tend to avoid using any photos that require permission or a fee for use.

I use an Apple iMac computer, so the steps I describe will be for an Apple computer. However, PCs have similar programs. [Ed: Irfan View is free, popular, and full-featured.]

First, drag the storefront photo from the internet page to the desktop. Figure 1 shows a typical storefront photo from the internet. I chose this one because it shows weathering that few of us could duplicate. Then open iPhoto, and import the storefront photo into iPhoto. Once it is in iPhoto, you can edit the





[2]

photo. This involves first cropping the photo to eliminate everything but the sign. At this point, if the photo of just the sign looks too grainy, it did not have high enough resolution, and should probably be scrapped. Presuming you still have a sharp photo of just the sign, check and make sure the sign is oriented horizontal, otherwise rotate it slightly until it is horizontal. (I also typically hit the “enhance” icon which sharpens up the contrast.) Now you are done with this step.

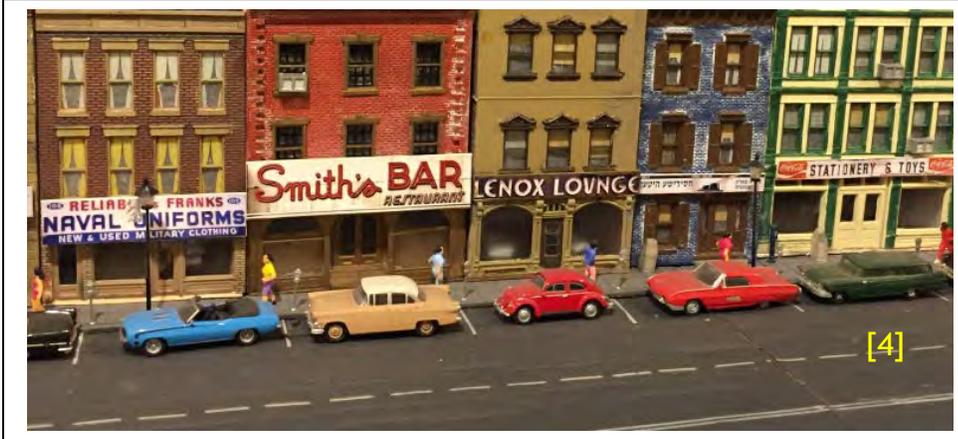
The next step is to drag the photo of just the sign back onto the desktop. Open “Pages”, which is an Apple drawing/editing program, and drag the photo onto a blank page in “Pages.” Once the photo is in “Pages”, adjust the size of the photo so it fits the storefront exactly (for example, if the store is 2 and 7/8” wide, adjust the sign to be 2 and 7/8” long). Figure 2 some signs that are all 2 and 7/8” long.

Once you get the sign to the size you want, print it. I like to use glossy photo paper, but the kind of paper that you print the sign on is a matter of personal taste. I suggest you try different types of paper, and decide for yourself which finish you like best.

To attach the sign to a storefront, it to a piece of sheet styrene plastic (0.40” seems to provide the necessary stiffness and minimize warpage). Then cut the sign and the sheet styrene backing to the dimensions of the sign, and glue the sign to the building front.



[3]



[4]

Figures 3 and 4 show various storefronts with the signs installed, against urban backdrops, which I hope captures the unique flavor of stores in the Brooklyn and Queens boroughs of New York City. **I**

Brian is a long-time model railroader, and models the Port Jefferson Branch of the Long Island Rail Road in HO scale. He earned Master Model Railroader (MMR) certificate number 469 in 2011 and is currently the Superintendent of the Potomac Division. His goal is to make NMRA membership, and model railroading in general, a rewarding and fun experience for Potomac Division members. In the spare time, when he’s not working on his trains, he enjoys playing bluegrass banjo and plays with an informal group at monthly jam sessions.



Estate Planning for Model Railroaders

by Marshall Abrams

From time to time, the officers of Potomac Division receive a request for assistance in disposing of someone's model railroad. The request typically comes from a survivor or executor who doesn't know much about our hobby and who has many other things on his or her mind at the time.

One of our long-time members, Clint Hyde, used to provide assistance in selling off the removable pieces, but hasn't done so for a few years and is, himself, planning to move out of the division (not far, just over to James River Div).

I've taken up the challenge of filling this gap by writing an article on "Estate Planning for Model Railroaders" that will eventually be published on the Potomac Division web site and probably turned into a clinic.

At this time I have a ten-page draft that is a partially expanded outline. Even at this early stage, the material has been found helpful by someone requesting our help.

One of the reasons for this note in the Flyer is to solicit inputs from members with relevant experience. I plan to include vignettes, or scenarios, that describe real-life experiences (with personal information removed, of course) in order to address the wide range of situations and experiences.

An example of the necessary planning is what do do about the physical plant—the benchwork, track, and scenery. This example is not a full recommendation concerning the physical plant; it is just a highlight of one of many concerns for the a survivor or executor. Consideration of the physical plant is unique to the estate planning guidance for model railroading as compared to many other hobbies. Other hobbies may have collections, but none that have to be dismantled and the spece restored to a typical residential setting. There are other hobbies that involve large object (e.g., boats, looms), but these objects

are not attached to walls and floors. Very few layouts are designed with thought of removal and very few are worth the effort and cost of careful disassembly for eventual reassembly elsewhere.

If an attempt were going to be made to sell off the rolling stock and buildings, it might be prudent to wait for the buyers to come and see if they will buy other things like electrical parts, turnouts, and switch machines if they were salvageable.

If demolition becomes necessary, the cost of having a contractor remove the layout and restore the room can run to a few thousand dollars.

If you have something to add, or would like to see the draft, please contact me at:

potomac-flyer@potomac-nmra.org. 

Marshall's layout, the Abrams Railroad Empire, is urban anachronistic and eclectic. It's designed for operation using Digitrax DCC, with both their plug-in's and radio controlled throttles. With an abundance of industries, towns, yards, and interchange tracks, the 20' by 22' walk-around has adequate activities and aisle space to keep as many as 8 operators busy during a session. There are operating dwarf signals to indicate the throw direction of the turnouts, operating block signals, and additional repeater signals above the back drop to indicate the traffic situation with some of the less visible track for the convenience of the operators. Marshall has served the Potomac Division in one position or another since 2003. He is currently Senior Assistant Superintendent and Editor of the *Potomac Flyer*.



Layout Open House Report Ed Rosado's Puerto Rican American Railroad Dean Ripple's B&O Monongah Division

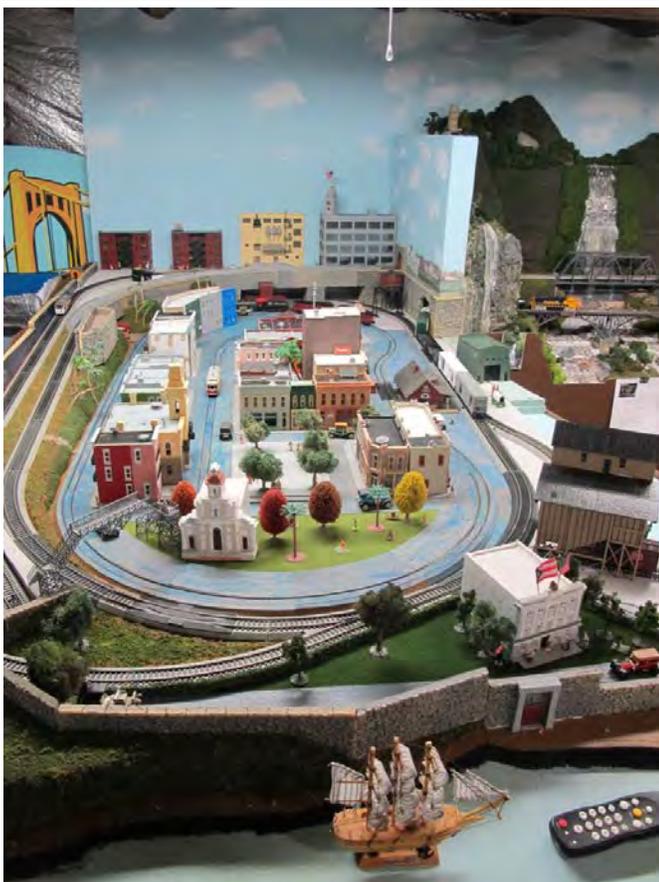
by Bob Rosenberg

From Coal Country To The Carribean

On those day when we've been fortunate to have two model railroads near enough to each other to each other that we can visit them both, I have often found the differences between them worthy of a discussion in and of itself. But the two set up for the first weekend in September, approximately six minutes driving time from each other, are about as disparate as any two model railroads could be.

For logistical convenience I started with Ed Rosado's Puerto Rican American Railroad. Ed,

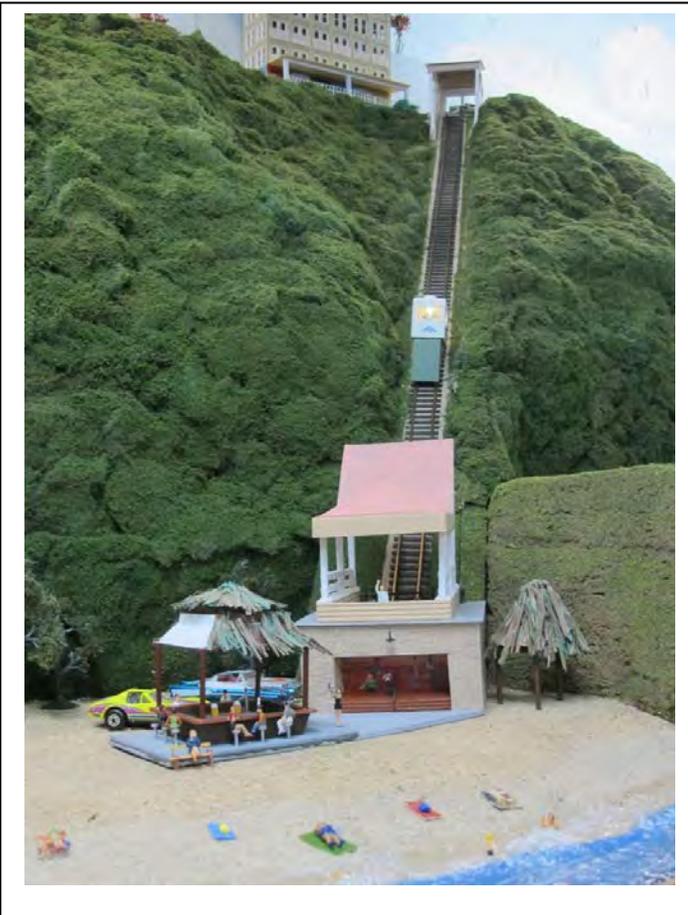
a native of Puerto Rico, began model railroading six years ago; his layout depicts rail operations on the island during two eras: The Old San Juan portion is set between 1898 and 1928, and connects to a tunnel that transports passengers into the 1940's - 60's (reminiscent of an old episode of *The Twilight Zone*) depicting many of the island's well known geographical landmarks, including the original fort (Moro Castle) and what remains of the old city wall that once completely encircled it, the cathedral, the governor's mansion, the ferry pier, and the town hall, most with pictures of the prototypes nearby and all reflecting his main interests in building scenery and structures. He has recreated Aguirre, a company town owned by the sugar cane barons of the time, and he plans for a future operations involving the transportation of cane products to the Don Q rum distillery. I recall some of these landmarks from my own visit to San Juan in 1968 courtesy of the U. S. Navy when our ship anchored off shore for two or three days. I was able to arrange a trip



Photos of Ed's layout by Marshall Abrams.

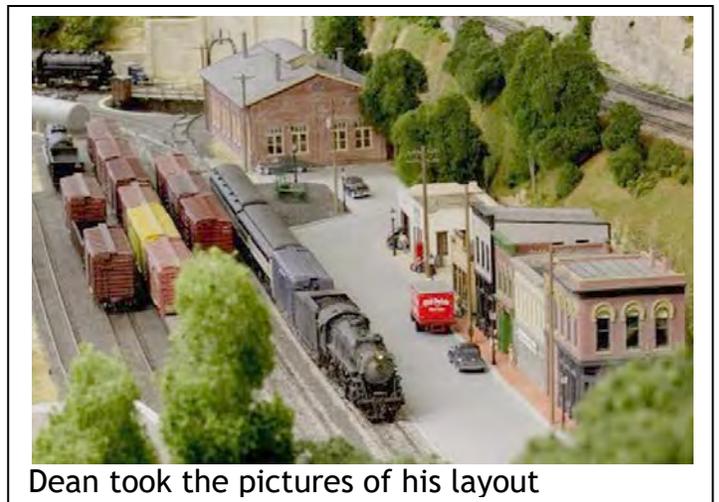


one evening while we were there to check out those nearby rail sugar cane haulers (I thought it would be more rewarding than hanging out in the casinos); there was nothing running at the time, but they looked sort of like the old Maine two-footers, with some decrepit looking steam locomotives and open box cars for stacking the stalks of cane. While Ed considers his railroad only about 20% complete, he does have some interesting scenic features that are unlike those on any other model railroad I've seen: A bioluminescent bay caused by the live glowing plankton that inhabit it and can only be seen at night from small boats and kayaks; a beach and a resort hotel high above it connected to each other by an operating funicular railroad; a model of the rain forest (which I also got to see while we were visiting) that includes some projects built by the old CCC in the 1930's prior to WW2.



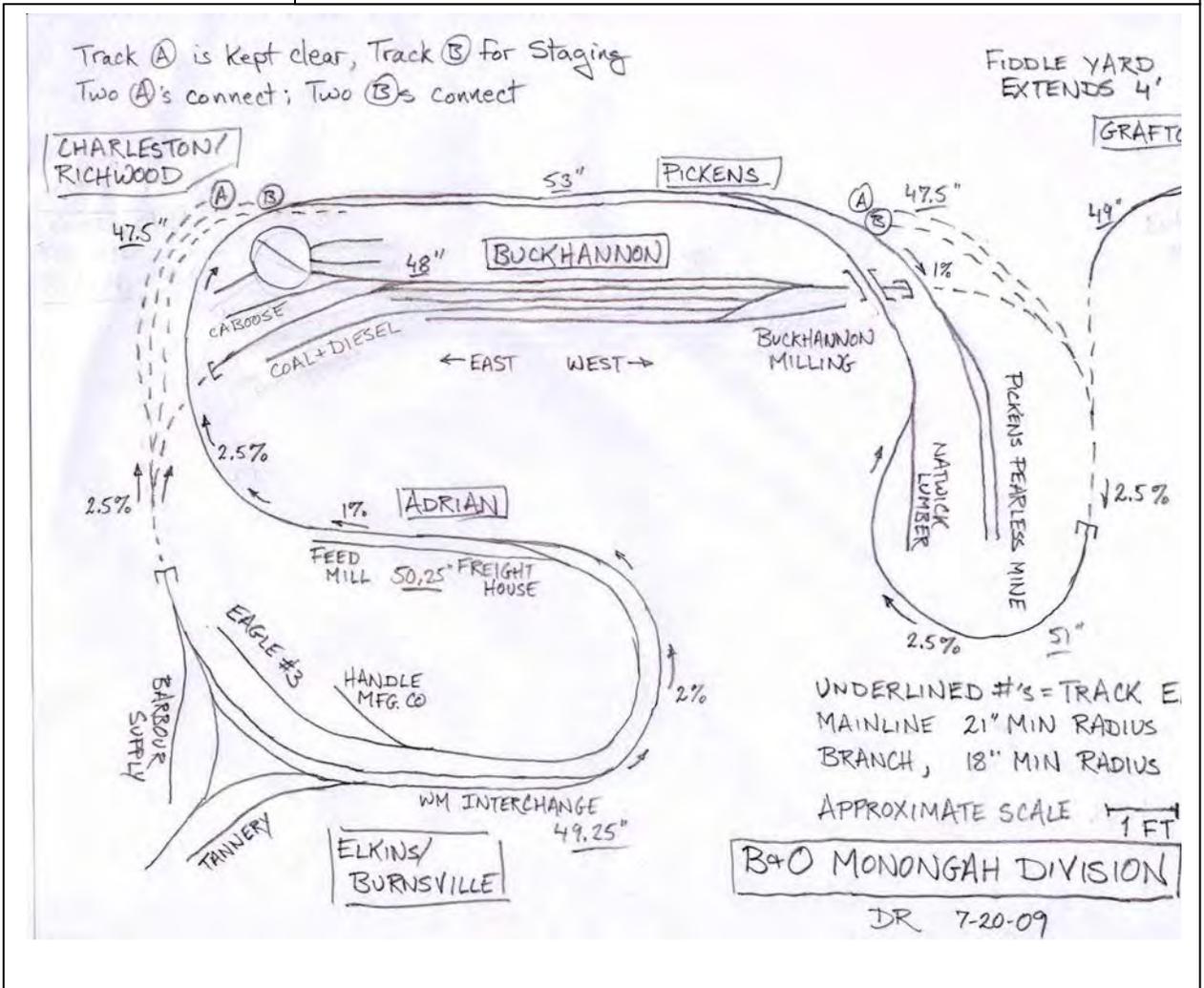
Another one of his plans for the future is to lower a fairly steep grade by lengthening it, a move that, from personal experience, I highly recommend.

Moving on to more familiar territory for me anyway, especially since I spent a part of the week before these tours vacationing in the mountains of eastern West Virginia. Dean Ripple has set his railroad in the environs of Buckhannon WV in the mid-1950's, a town located somewhere between those two well-known B&O action centers of Grafton and Charleston, both of which serve in this situation as staging areas for the rest of the railroad. This region featured light weight rail and tight curves (his railroad's main line maximum radius is 21"), so there were no articulated locomotives in use such as EL-5's or EM-1's, or any large ridged frame locomotives either like T-3's or S-1's (or, as the B&O called them, "Big Six's"). Dean was running old brass steam (Q class 2-8-2's and E class 2-8-0's) and some first generation GM diesels. He has extensively reworked those early imports to improve their running qualities and installed sound decoders, which is not a simple job; I have a few of them around myself and just putting conventional non-sound decoders in them is project enough for me. The scenery was advertised as 95% complete, but it all looked pretty much



Dean took the pictures of his layout

finished to me; I failed to see where the supposedly incomplete 5% might have been. It featured many, many, trees, a lot of open spaces too, and great attention to details. His modeling concept is what I like to call “less is more:” More trees, fields, structures, etc., but fewer tracks and trains, and although I’ve been a big advocated of that idea, he has done a much better job than I have of actually implementing it. For example, the small yard and operating engine facility look just about right for a railroad the size of the one that that he has built and most of the structures are placed in specific locations to facilitate the switching of cars during operating sessions which Dean hosts regularly, and provide enough activity to keep three crews busy.





Comparing two different model railroads is often at best comparing apples to oranges, but the two we toured this past weekend were more like comparing apples to avocados: Different eras, different prototypes, different locations, and completely different equipment; the only commonality was that they were both HO scale, so for practical purposes I'll not even try any comparisons.

Instead I would speak to how two model railroaders, almost neighbors in the Washington area, could come up with two such utterly different concepts of model railroading and still make them both work as well as they have. **I**

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Layout Open House

Gary Eames' Pennsylvania Railroad Northern Central Branch

When: November 19, 2016 1:00 - 4:00 pm

Note: Railroad is located in a basement which can only be accessed by stairs

The Pennsylvania Northern Central is a medium sized high rail layout based on a design by John Armstrong. The railroad depicts the line from Baltimore to the Susquehanna River during the 1930's and 40's. There are numerous scratch built buildings, including a three story cannery with complete interior detail. Rock and other scenic work have been done to a high standard.

[Return to Bill of Lading](#)



Layout Open House Doubleheader December 17, 2016 1:00 – 4:00 pm

Rick Wright's CONUS Lines

Note: Railroad is located in a basement which can only be accessed by stairs

CONUS Lines is an O Scale, 3-Rail layout filling Rick Wright's 24 x 35 ft. basement. Based on a track plan "Big Trains You Can Live With" by John Armstrong, the layout includes a double-track main line, mountain grades, a branch line, and continuous run, out-and-back, and point-to-point operation options. With the exception of the yard and engine servicing facilities, the layout is all open-grid construction. Trains run using MTH's Digital Control System, with all the sights, sound and smoke that entails. Scenery is 100%, but new



projects on the drawing board will change its appearance in several areas in 2016.

The last Open House, in January 2015, saw motive power and rolling stock from Norfolk Southern and CSX running in the November 2014 time period. For the forthcoming visit, the featured timeframe will be November 1953. Union Pacific will be featured, with freights powered by steam, first generation diesel, and gas ine power.



The pre-dome “City of St. Louis” will be running as it was in the early 50s as a thru St. Louis to Los Angeles “Streamliner.” All motive power running will be MTH with rolling stock

(all scale, Kadee coupler-equipped) from Athearn, All Nation, Atlas, Crown, K-Line, Lionel, MTH, Pecos River, Sunset, and Weaver.

John Sethian’s PRR Nassau Division

Note: Railroad is accessed through a duck under with handlebar assists.

John Sethian’s Pennsylvania Railroad Nassau Division is a 2 rail O Scale layout inspired by the PRR electrified main line through New Jersey ca 1956. The main line is double tracked throughout, but expands to four tracks reminiscent of the high speed raceway flying over New Brunswick and through Princeton Junction. Catenary poles are up in most of the visible parts of the layout, but the catenary itself must await completion of the scenery behind it. Motivation for other scenes on the layout are: the tracks leaving Trenton Station, the Whitford Bridge in Exton PA, the “Trenton Takes the World Takes” bridge, an imprecise blend of Trenton and Philadelphia, and the typical Garden State landscape.

As expected, the locomotive roster is dominated by heavy GG1 and P5a electrics. But there are also diesels and



steam that are acceptable for the era and, for the most part, the locale. Rolling stock and locomotives come from several manufacturers, and include limited run brass pieces as well as converted 3 rail offerings from MTH or Lionel. The layout uses the MTH DCS control system. Scenery ranges from magazine cover quality to painted pink foam. But all cars and trucks are “age-appropriate” weathered and have 1956 New Jersey License plates.

The walls and the ceiling are painted to look like the sky and the fascia top has a constant height. This allows a panoramic, photo-friendly look. Lighting is provided exclusively by LED light bars which are dimmable to 5%. As all the buildings are lit (several with interiors), and there are many illuminated street lights and signs, one can always bask in tranquil twilight in the layout room.



Layout Open House Doubleheader January 7, 2017 1:00 – 4:00 pm

Dale Latham's Piedmont Southern

The Piedmont Southern is an HO scale railroad depicting a fictional Class 1 running from Connellsville, PA to Richmond Virginia. The railroad is set in 1956 and runs both steam and diesel. Dale has hosted quite a few Potomac layout tours over the years, but the layout is always changing so there are scenes that many have never seen. The



layout is approaching being 100% scened, unless he rips something out to start over between now and the tour. The railroad is part of the Chesapeake Trainmasters Club (CTC) where a group of operators meets every Tuesday in round robin operating sessions.

Glenn Paulson's Conrail Allegheny Division

Note: Railroad is located in a basement WITH a walk-out door for accessibility, but there is a bit of a hill from the sidewalk to the basement doors.

The Conrail Allegheny Division is a point to point, double deck HO Scale layout built for operation. East bound trains depart from Conway yard staging and the Pitcairn Intermodal facility. West bound trains depart from Enola Yard staging or from Harris yard. The decks are 18" apart and helpers are sometimes needed to get trains through the mountains.



Almost fifty industries are serviced by Conrail. The Karra Steel branch line breaks off from the double track main and is home to numerous steel mill related industries and rolling mills. Conrail interchanges with the Karra Steel railroad a spinoff of Davies Steel, and the E, J & E at the South end of the branch line.

Glenn is a member of the operating group, the Chesapeake TrainMasters, and thanks the members for their inspiration, operating ideas, and work sessions.



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