

The

Winter 2016

POTOMAC FLYER

Ernie Little's Norfolk Southern



photo — Marshall Abrams

Dale Latham's Piedmont Southern

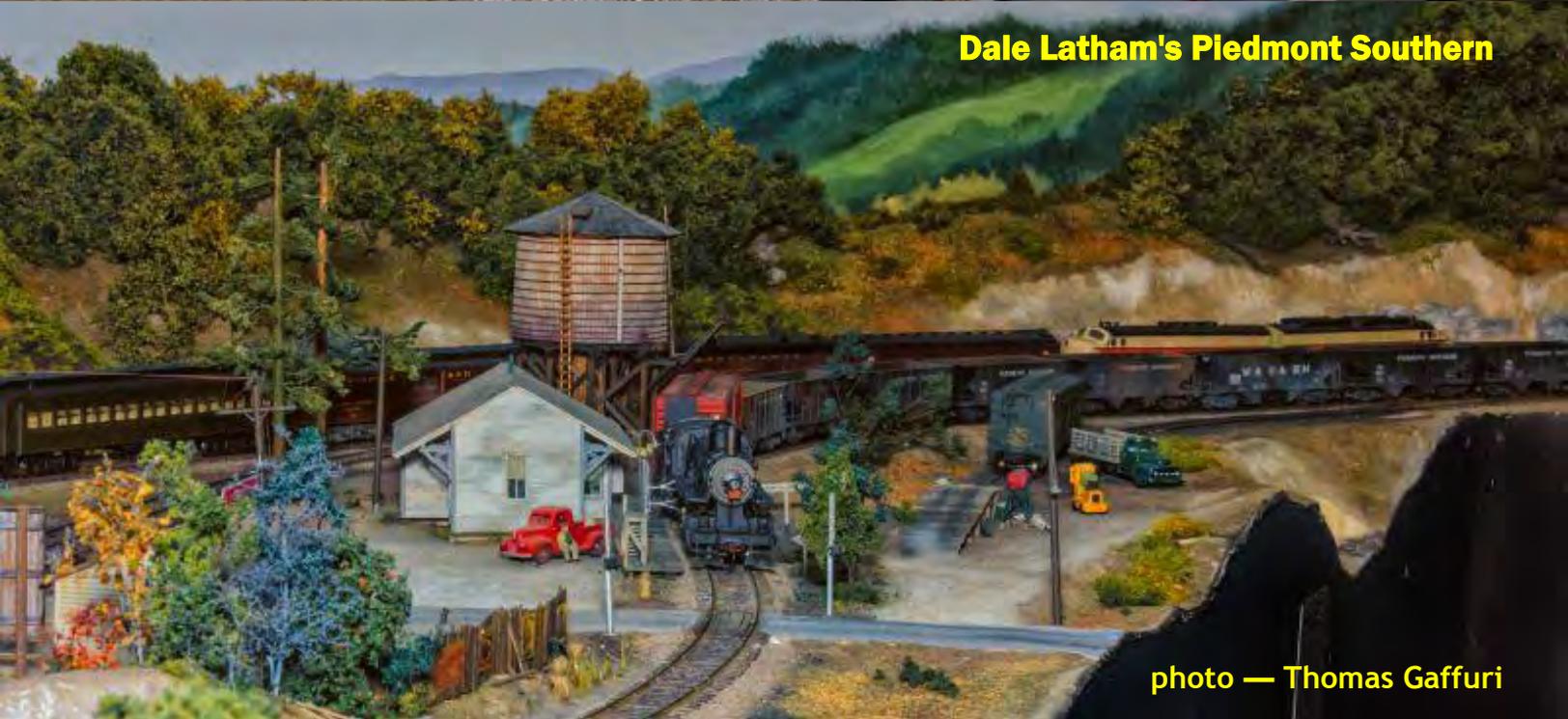


photo — Thomas Gaffuri

In This Issue: Business Car ■ Achievement Program News ■ Keep Your Membership Current ■ Train Wrecks ■ Mark me up!
Andy Sperandio's Operator Column ■ The Ancient Modeler: Round Eight Ancient Hobby Shops For Ancient Hobbyist: Part 1
■ We'd Like You To Meet: Ben Sullivan ■ Company Cars - Dairymen's League ■ 2015 Mid-Atlantic Railroad Prototype Modelers
(RPM) Review ■ Member Reports from the MER Convention ■ Free Hosting of Model Railroad Web Sites ■ Helper Service
■ Transit Privileges Opportunities for Operations ■ Operations Initiative Report ■ Ernie Little's Norfolk Southern Connector ■
Dale Latham's Piedmont Southern ■ Brian Benoit's Seneca Junction ■ Brian Sheron's Long Island Rail Road Port Jefferson
Branch ■ Pete LaGuardia's New York Central's Western Illinois Division (WID))



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.

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Bill of Lading

From the Business Car	3
Achievement Program News	4
Keep Your Membership Current	5
Train Wrecks	5
Mark me up! Andy Sperandeo's Operator Column	7
The Ancient Modeler: Round Eight Ancient Hobby Shops For Ancient Hobbyist: Part 1	9
We'd Like You To Meet: Ben Sullivan	11
Company Cars — Dairymen's League	13
2015 Mid-Atlantic Railroad Prototype Modelers (RPM) Review	15
Member Reports from the MER Convention	16
Free Hosting of Model Railroad Web Sites	20
Helper Service	21
Transit Privileges Opportunities for Operations	22
Operations Initiative Report	25
Layout Visit Report Ernie Little's Norfolk Southern Connector	26
Layout Visit Report Dale Latham's Piedmont Southern	28
Layout Open House Brian Benoit's Seneca Junction	31
Layout Open House Brian Sheron's Long Island Rail Road Port Jefferson Branch	32
Layout Open House Pete LaGuardia's New York Central's Western Illinois Division (WID)	33

Tip: All of the entries in the Bill Of Lading are links.
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

On the cover: Ernie Little's Norfolk Southern Connector; photo by Marshall Abrams (upper). Dale Latham's Piedmont Southern; photo by Thomas Gaffuri (lower).

From the Business Car

by Brian Sheron, MMR, Division Superintendent

By the time you read this column, the holidays will be over. I hope everyone was able to enjoy them and spend some time with family and friends.

Last October I and several other members of the Potomac Division attended the MER convention sponsored by the New Jersey and Philadelphia Divisions. There are several separate article in this issue about the convention, so I just want to focus one of the main benefits of attending a Regional convention, and that is to meet other modelers in the Region. Over the years, I have met a number of modelers from different divisions with interests similar to my own. Whether it is an interest in the same prototype railroad, or perhaps an interest in computer interface or steel mills, making new friends is a very rewarding experience. With the advent of the internet, keeping in contact and sharing information is easier than ever.

The 2016 MER Convention will be held next October in Raleigh, North Carolina, and is sponsored by the Piedmont Division. If you go t their web site (<http://www.cpd13.org>) you can learn more about it and register.

And speaking of conventions, don't forget the Potomac Division's annual Minicon. The next one will be held Saturday, April 30th, at St. Mathew's Methodist Church on Little River Turnpike in Annandale, VA (the same place as last year).

Finally, on the subject of Conventions, our Division has agreed to host the MER Convention in October of 2018. For those of you that have never worked on a Convention committee, planning can never start too early! The 2013 MER Convention that we sponsored was considered a great success, and I believe early planning was a key



element contributing to this success. Marshall Abrams has agreed to chair the organizing Committee. The first order of business is to find a venue for the convention and Tom Brodrick is chairing the Committee to find a suitable venue. Considerations are location, facilities and of course, costs, and we have already started our search. As the convention date draws closer, activity will increase, and anyone willing to help out on the convention committee is more than welcome. Please contact Marshall Abrams (Abrams_Railroad@comcast.net).

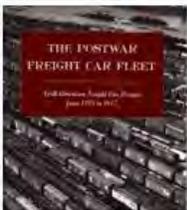
In addition to the Minicon, the other main activities of the Division include the monthly open houses and the (roughly) monthly operating sessions. In the past, we have tried "White flag extras" (or clinics). However, finding a venue for these clinics was difficult, the clinician doing the presentation usually had to send a fair amount of time preparing the clinic, and unfortunately, turnout was low. Hence, we canceled them. However, the Division is interested in meeting the model railroading needs of its members, so if anyone has any suggestions for additional activities that are appropriate for the Division to sponsor, please contact me (BWSheron@mac.com) with your ideas and suggestions. **I**

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Achievement Program News

by Brian W. Sheron, MMR

There was not a lot of Achievement Program activity since the last issue of *The Flyer*. However, a couple of our members have contacted me that they are ready to submit applications for several AP categories, so hopefully in the next issue I'll have a bit more to report.

I want to remind everyone that in the last two issues of "The Flyer", I pointed out new, and what I think are easier, requirements for the scratch-built track component part of the "Civil" certificate, and also a way to interpret the "Author" requirements such that you can earn some of your "Author" points just through the creation of a website about your layout.

There are a number of AP certificates that I think are fairly easy to obtain because they seem to be a natural part of building a layout. Scenery is one. In a nutshell, if you model in HO scale, all you need to do is construct a layout of at least 32 square feet and scenic it with all the elements that are listed on the NMRA web page. Remember, 32 square feet is just a 4' x 8' table. For the Civil certificate, in addition to the scratch built track components, you need to have a certain length of operation trackage, and certain facilities.

For Electrical, you obviously have to demonstrate a fundamental understanding of electricity. With DCC, demonstrating a reversing loop is simple, as are other aspects of the requirements. However, most of these are things we would normally do as we build out layouts.

Also, as we build our layouts, we often run into a "snag" that requires some ingenuity to get around. If you share your experiences in the form of an article for either *The Potomac Flyer* or *The MER Local*, you earn "Author" points.

Another certificate that is not hard to obtain is "Dispatcher." If you participate in an operations group, all of the time you operate counts towards the certificate. In addition, with the Division's Operations initiative, by

signing up and operating at a member's layout earns you "time units (TUs)" towards the Dispatcher certificate. But you might say "If I don't have a layout, how can I get my dispatcher TUs. Most of the members who sponsor open op sessions usually offer them periodically, and would likely be more than willing to let you set up the session if you asked. I periodically host the open op sessions on my layout, and if someone wanted to be the "dispatcher" for that session, all they need to do is call me and I can guide them in how to set up a session.

Volunteer is another certificate that is not difficult to get. By volunteering to help at the Division, Region, or National level, you earn volunteer TUs. Even if you don't want to volunteer on a continuing basis, volunteering to help at special events, such as conventions, will earn you TUs.

I just described 6 AP certificates that I think most of us could earn as a natural part of building a model railroad.

Of course, the one that everyone cringes at is the scratch building categories (cars, structures, motive power). Yes, these are probably the more difficult of the AP categories. However, that does not mean you should be afraid of them. The whole purpose of the AP program is to help you improve your modeling skills. Building a car, structure, or engine from scratch, and of sufficient quality to pass a merit judging is not a natural skill for most of us. It is an acquired one, obtained by practice and learning from our mistakes.

The first time I submitted cars I built for merit judging I thought I did a pretty good job. However, I got a rude awakening when I learned that none of them earned a merit certificate. Of course I was disappointed. But I found out what aspects of my models the judges thought did not meet the minimum requirements for a merit certificate, and addressed them. I recall that for a couple of models, I was able to modify the model and address the deficiency. However, for others I simply had to swallow my pride and start

over. However, in the end, the models I built that ultimately earned merit awards were of much better quality than the original models I submitted.

If you are contemplating the NMRA Achievement Program, but have questions, or are unsure of what may be needed, etc., please contact me (BWSheron@mac.com) or any of the other MMRs in Division (see the Achievement Program on the Division web page). Our job is to help and encourage all of our members as they earn their AP certificates. **I**

[Return to Bill of Lading](#)

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 he has, when he's not working on his trains, he enjoys playing bluegrass banjo and plays with an informal group at monthly jam sessions.

Keep Your Membership Current

by Brian Sheron, MMR

Recently, the NMRA has recently brought to the attention of the Regions and the Divisions a concern regarding model railroaders who participate in NMRA-sponsored events, but are not NMRA members. In addition to insurance concerns associated with a non-member participating in an official NMRA function, the NMRA is also concerned about fairness. All of us who are NMRA members pay dues which help support not only the National organization, but also the Region and the Division. It is these dues that allow us to sponsor events, publish newsletters, etc. Dues are paid yearly, and the NMRA will send you an invoice for your annual dues. As we update our records, we occasionally find out that someone who is participating in Division events (e.g., attending layout open houses, participating in operating sessions) is not a member. Often, the member simply forgot to renew his/her dues. When we identify folks

whose NMRA memberships have lapsed, we send out a reminder to renew their membership if they want to continue to receive the benefits of NMRA membership. However, if you do not renew, we are obligated to remove your name from our membership list, which means you will no longer receive information from the Division regarding open houses, operating sessions, mini-conventions, etc.

I urge everyone to make sure their membership is current, and to renew your annual membership in a timely manner. If you are not sure of your membership status, you can contact me (BWSheron@mac.com) or Marshall Abrams (Abrams_railroad@comcast.net) and we can provide you with an up-to-date status. **I**

[Return to Bill of Lading](#)

Train Wrecks

by Brian Sheron, MMR

I am a nuclear engineer by trade, and one of my staff was recently reading a book called *Atomic Accidents — A History of Nuclear Meltdowns and Disasters from the Ozark Mountains to Fukushima* by James Mahaffey. So what do nuclear accidents have to do with trains you might ask? Well, nuclear power plants (as well as fossil-fueled power plants)

generate energy which is used to boil water into steam at very high pressures, and the high pressure steam is used to power a steam turbine, which turns an electric generator that generates electricity. Before the introduction of the diesel locomotive, we all know that trains were pulled by steam engines. And steam engines also boil water into steam at very high

pressures, and use the high pressure steam to drive pistons which turned the drive wheels and moved the locomotive. High temperature and pressure steam contains huge amounts of energy, and when it is accidentally released, it can be the equivalent of a bomb going off, with huge amounts of damage that can ensue.

“Bill Crush and the Hazards of Steam Under Pressure” is the title of the introductory section of this book, so I think you can see where this is going. In order to emphasize the dangers of high temperature steam under pressure, the author’s introduction focuses on some of civilization’s first commercial uses of high temperature and pressure steam, namely the steam locomotive.

Most of us are probably casually aware that during the steam locomotive era, steam locomotive wrecks and inadvertent boiler over pressurizations produced explosions that not only destroyed the locomotives, but killed nearby people as well.

What I was not aware of, and which the introduction to this book describes, is that at the end of the 19th century and into the early 20th century, staging train wrecks was big business in America. The book describes how, in 1896, William “Bill” Crush, a passenger agent for the Missouri, Kansas & Texas Railway (Katy) came up with the idea to stage a head-on collision between two locomotives. On September 15th, outside of Waco, Texas, two 35 ton steam locomotives were fired up, and with cars in tow, the engineers jerked the throttles of both locomotives open, then bailed out. The two engines collided with a spectacular crash, and the wooden cars in tow were splintered and crushed. And then at least one engine’s boiler exploded. Without repeating the graphic details in Mahaffey’s book, suffice it to say that 3 people died and 6 were seriously injured. Bill Crush was immediately fired from his job. The book goes

on to describe that there were 4 independently-staged head-on locomotive crashes in September of 1896.

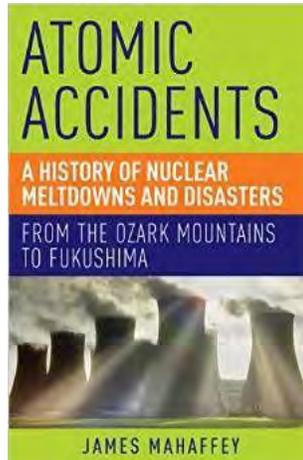
As it turns out, staging these head-on train wrecks was big business. People paid good money to see these spectacles, and the number of people who would come to see these staged train wrecks numbered in the tens of thousands.

The book also refers to “Head-On” Joe Connolly, who on September 9th, 6 days before Crush’s disastrous spectacle, arranged the collision of two old 4-6-0 engines. The attendance was about 70,000 people, and the gate receipts exceeded \$10,000, a sizeable amount of money in 1896.

“Head-On” Joe claims to have staged 73 wrecks, destroyed 146 steam engines, and did not kill one spectator!

The book introduction concludes that the last staged train wreck in the U.S. was near Magnolia, Illinois on June 30, 1935.

I found this little bit of railroad history fascinating, and for all you steam era modelers out there with too many steam engines in your collection, here is an opportunity to engage in some “prototypical” operations, as well as reduce your steam engine collection inventory, by staging some head-on engine wrecks on your layouts (and with no fear of boiler explosions)! **I**





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Mark me up! Andy Sperandeo's Operator Column

by Mat Thompson

Andy Sperandeo always ended his messages with “so long”. Andy’s own last So Long came on October 2, 2015. Model railroaders and operators have lost a great friend but like any great friend, Andy left us with his gift of knowledge, wisdom, and enthusiasm for our hobby. Thanks for everything, So long Andy.

When the new Model Railroader arrives at my house, I immediately turn to the last page and read Andy Sperandeo’s Monthly column, “The Operators”. My reward is always a bite size nugget of wisdom from an expert on the subject (and yes, Model Railroader will keep the column going — Jerry Dziedzic will begin offering his expertise in a re-titled column for operators in the April 2016 issue of Model Railroader).

Since January, 2007, Andy has been translating the techniques and traditions of prototype railroading into easy to understand explanations so we can run our railroads like the prototype. Most columns cover a single subject, although special subjects can rate two or even three columns.



If you read Andy and apply the ideas, you will operate like an Old Head. What’s an Old Head? Read “Operate Like an “old head” (April 2010) and you will know. Better yet, you will know several simple things you can do operate like a pro.

Like most activities, railroading has its own language. Andy helps you what they are talking about in “Basic operators’ lingo” (January 2015).

In “People on the Ground “(June 2008) Andy reminds us automatic couplers aren’t so automatic and normally turnouts don’t turn without somebody on the ground to do it. Switchman and Brakeman can’t sprint around a railroad all day. Thinking how to get them from place to place or at least waiting until they can get there on their own adds realism



How did the brakeman get to that spot on the ground? How will he get to where's he going next? Reading Andy's columns will help you understand the answers and think about how to help the brakeman as you operate.

and slows the pace of model railroad operations. “Prefer ‘riding’ to ‘walking’ “(May 2014) tells a bit more of this story and how to apply the lesson to your operating practices.

Now you know a bit about getting turnouts thrown and cars uncoupled but how do railroad men go about switching cars? Andy has you covered again in “The basics of car switching” (March 2014).

We have looked at five columns, that is - only five pages of reading, each with a picture or two. Do you feel smarter already? Let’s see if we can get just a bit smarter by reading a few more pages.

So there you are the new guy on the railroad and you need to take your train into the yard. Gulp! Those guys are Old Heads (remember?). Now what? Well, it’s simple if you have read “Arriving in a Freight Yard” (December 2011).

Maybe things are easier out on the mainline. But first you have to get through the yard. It’s a crazy place, like a super market parking lot with engines and cars everywhere. Read “Two useful rules” (October 2013). You will learn how to use the mainline in a yard and also about keeping turnouts aligned to the normal (there is more about that in “Lining switches back to normal” (August 2011)).

Finally, you are out on the mainline. But as you look down the track, you start thinking

there is only one track and you are on it. What happens if a train is heading your way? Before that happens you might want to read “Meeting Opposing Trains” (September 2011).

One more thing you might want to know about. Suppose you break down far from a telephone or radio or you have to stop outside of town because the train in front of you is blocking the track. A railroader would put out flags or flares to warn trains behind him that he is stopped. “Flag protection” (September 2008) tells you all about it.

Ten pages of easy to understand reading and you will be a skilled operator.

Andy also made several videos for MR Video Plus so there another way to quickly learn how to operate.

I don’t save magazines anymore but cut out Andy’s columns and keep them in a notebook. They are fun browsing and I learn a bit more every time I look through the book. **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 activities.

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

[Return to Bill of Lading](#)



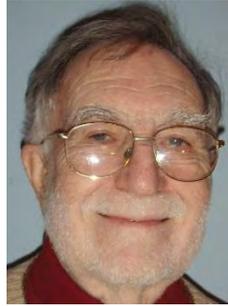
Notice how the turnout in the foreground is set for the mainline. There's a rule for that and it's a good rule to learn quickly.

The Ancient Modeler: Round Eight Ancient Hobby Shops For Ancient Hobbyist: Part 1

by Bob Rosenberg

A friend gave me a copy of the October 2015 issue of *Model Railroad News* the other day, the one with the Rapido New Haven FL-9 on the cover (which was why I was reading it), when I saw an ad for Caboose Hobbies, the original in Denver, and noticed that it has been in business since 1938. I can identify with that year, the last half of it anyway, and it inspired me to do some research into what other establishments catering to our hobby might have been around back then and might still be in operation today. It seemed a simple enough project if you have access to the *Model Railroader Magazine Archives*, which I have when Bill Day is kind enough to lend me his DVD set (once again, thank you Bill); just compare the dates of when some of the earlier establishments started advertising in the magazine with the ads that are in there now and total up who's left. However, that proved somewhat problematic because in the early issues, the ads were interspersed throughout the magazine, not grouped together as they are now, a situation that changed in the late 1930's. I eventually ended up with so much information that there's more than enough for a second installment. What really surprised me was the number of hobby shops that I had actually visited personally compared to those that I was familiar with only by reputation (I must have had a lot more time in those days for that sort of thing), so I'm covering the former group this time, all of which were clustered along the east coast.

Many towns, it seemed, had hobby shops in those days but mine did not, so my early train shopping experiences evolved in the Boston area. If you're familiar with the "Hub", Boston had three large, well known hobby shops in the 1940's and 1950's and I personally shopped at all of them; there was the Boston Model Railroad Company on Atlantic Ave across from South Station, Eric



Fuchs on Tremont St., and hobbytown of Boston at Park Square and later on Boylston St. (yes, that hobbytown; they had their own store where they sold their drives and shells and other company's products too); the latter two were also within walking distance of South Station where you arrived if you rode in, as I did, on the New Haven. The big downtown department stores also carried some HO items along with their usual Lionel and American Flyer sets, but the selections, relatively speaking, were small. The BMRC initial ads dated back to 1938; Eric Fuchs and Hobbytown appeared in 1947. My folks retired to Miami in the late 1950's and I was in school by then so there was little time and no money for trains, which was sad because Orange Blossom Hobbies on NW 7th Ave. (started around 1950) was one of the biggest hobby shops on the east coast; however, it cost nothing to look. Likewise in Richmond in the 1960's with The Hobby Center on Cary St. (it was called Bob's by then) and again, there were still the department stores. I eventually spent four years with the Navy in the Tidewater area and Zephyr Miniatures on Monticello and Toy Craft on Granby St, both in Norfolk, were enough to get me back into the hobby again.

The Washington area had so many hobby shops when we moved here in the late 1960's that there were almost too many to count and some of them had been here for quite a while before then. Most of them were small individual or family run businesses. Downtown DC had Superior Lock on 14th St. NW in 1939, Corrs on 9th St. NW from around 1941 (originally Corrs Sport Supply), and Clark Keane's on G Place (1950). Clark's store was so long and narrow it looked like a hallway with display cases. It's hard to believe now but Vienna had two hobby shops as did McLean at one time. There was Arlington Hobbycrafters on Glebe Rd. run by Dick

Fischer (and later by his wife after Dick died), A.B.C. Hobbies and Alexandria Arts and Crafts on Cameron St. in Alexandria, Springfield Hobbies (run by “Dink” Parker), and two in Annandale, one of which eventually became Grandad’s. There was P. D Craft House and The Train Shed in Silver Spring, the Model Railroad Center in Rockville, and if all that wasn’t enough, there was M. B. Kline, the granddaddy of them all - a family run business that started as a hardware store in 1904 in downtown Baltimore - although they weren’t listed in MR until 1960, Pro Custom in Catonsville (Joe Lubber ran that one), Mitchells Family Store in Wilmington Delaware, and for those who really liked to travel, there was Gilberts in Gettysburg, Pennsylvania (1950), and Paul’s, located in two passenger cars parked on the WM siding in New Oxford.

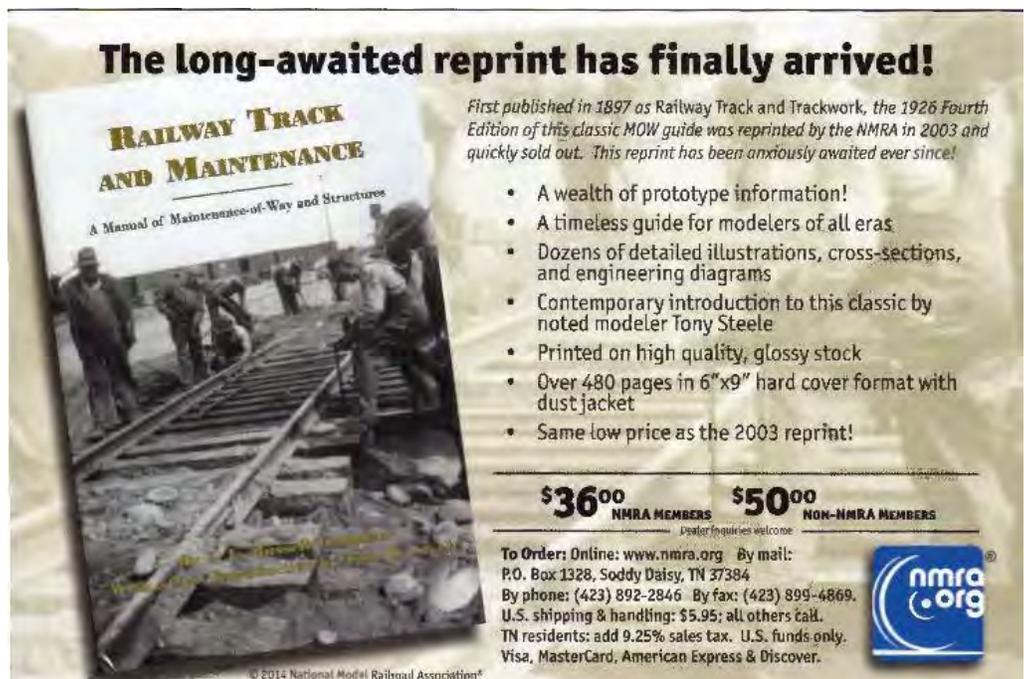
All of this, of course, was before the Internet appeared on the scene and completely changed everyone’s way of life. The demise of the local hobby shop was an unfortunate but inevitable consequence of the new technology. As much as I enjoyed poking around in those places, I have to admit that I now much prefer sitting at home and calling or emailing in my occasional order to M. B. Klein to driving all the way north of Baltimore on two Interstates and two beltways, while trying to negotiate our insane Washington area traffic, to buy some railroad item. Let’s face it; unless you’re a novice in the hobby, you probably know what you want. An Atlas locomotive is an Atlas locomotive wherever it’s sold; they all pretty much look like the pictures in the magazines and/or the online ads, and those brick and mortar shops that remain can only do so because they also sell things online. All of them list their websites in their

ads; it’s the only way they can survive now days.

So what is left? Well, not much. As of 2015, Klein’s is bigger and better than ever in their new Baltimore County location (although the aisles are still a little tight); a few new ones have been added like The Moose Caboose in Sykesville and the Train Depot in Mt Airy, and Virginia has its own Train Depot in Chantilly, but it’s nothing like it was. All of my old Boston haunts are gone, as are the Miami, Richmond, Norfolk, and D.C. stores. Clark Keane retired and the rest evidently just vanished. Likewise, there are few stores left in Virginia. Arlington Hobbycrafters held out until Metro came to town and the county made Mrs. Fischer an offer she couldn’t refuse. Tommy Gilbert now runs the store in Gettysburg and Paul’s twin passenger cars I expect have long since been dispatched to greener pastures somewhere. Next time I’ll check up on how those early shops in the rest of the country have fared. **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.

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The long-awaited reprint has finally arrived!

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We'd Like You To Meet: Ben Sullivan

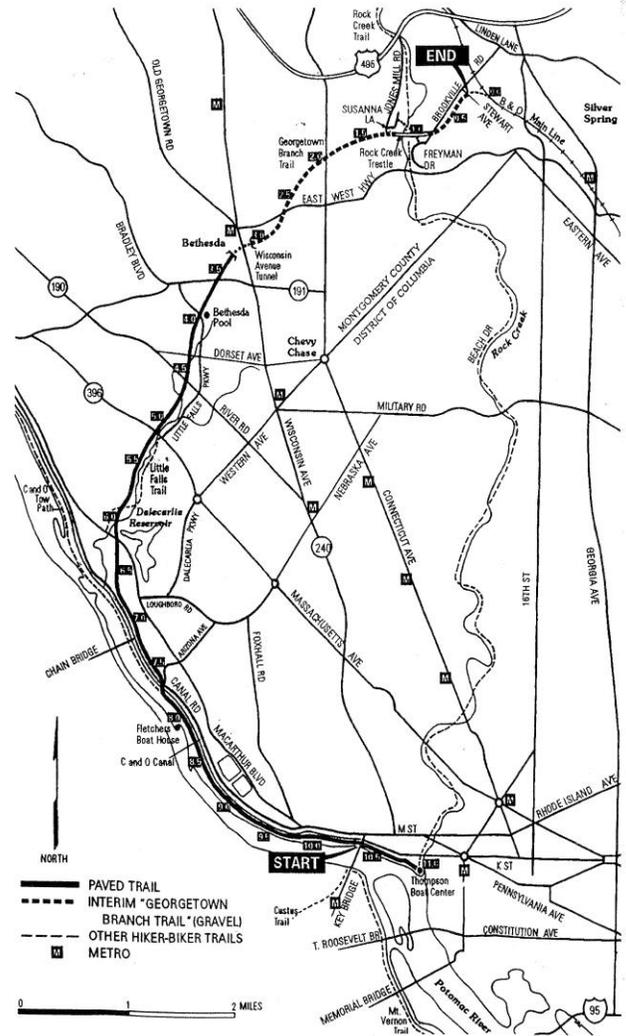
by Roger Sekera



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.¹



Ben Sullivan, who lives in Brookeville Maryland, is in the process of researching and modeling the Georgetown Branch of the B&O, now known as the Capital Crescent Trail. This interesting branch line began operation in 1889 (!) running from Silver Spring to Chevy Chase, MD The line carried coal, aggregates and building supplies until abandonment in 1985, (http://www.cctrail.org/cct_history.htm), all in an effort by the B&O to build links that reached



CAPITAL CRESCENT TRAIL
District of Columbia & Montgomery County, Md.

southern railroads to compete more effectively in the burgeoning south¹.

Ben graduated in 1998 from the University of Delaware with a degree in History, a background that has featured in his model railroading. "As a history guy, I've almost developed a low-grade

¹ An interesting side note is the early construction of a 1400 foot long, 67 feet high wooden trestle over Rock Creek. In 1904 much of the span was replaced by fill.

obsession with research on this line-almost enough to build a book.” He really enjoys uncovering the mysteries that have been lost. “These tidbits, these vignettes often guide my own layout design choices. I really enjoy this aspect of model railroading.”

His point-to-point HO scale layout is two levels, with a staging yard at one end, a helix connecting the levels and the downtown end of Georgetown at the other end. With all bench work complete, work on roadbed and specific track alignments as well as mocking in basic scenery forms is underway. The helix was adapted from a previous layout where it fit beneath a stairwell. Now mounted on a frame with heavy-duty casters, it can be rolled out of the way when access to the HVAC system is required.

While growing up in the Boston, MA area, Ben’s father was a member of a local model railroad club. When the club lost its space, the layout was,

quite literally, cut in three parts---and Ben’s father got one of the sections, a 7’ by 13’ piece that featured a loop, a yard and a trolley system with paved streets and overhead wire. “That served as the basis for my early model railroading. We built 4X8 sections on either end, often changing them or switching them around.”

Following graduation from Delaware, Ben moved to DC and worked for over 12 years at a consulting agency. In 1999, he wandered into what was then Burrets Hobby Shop in Silver Spring. There, a clerk asked if Ben would like to join The Maryland Central Model RR Club, which then had a large layout in Silver Spring. He has been a member of this ever since. “We meet for discussion and videos. When they come here, it’s a bit tight for space, but a lot of fun.” He currently provides support services at the Defense Advanced Research Projects Agency (DARPA) in Arlington VA as a Graphic Designer.

Ben is also an ardent car guy. His description of repairs and work completed on cars is nothing short of impressive. Largely self taught, he contends: “doing the work myself not only saves money but is really fun stuff. For a long time, I did not have the space or money or tools to do a lot of this work. Now that I do have space and am slowly collecting the tools, I’m able to take on bigger projects.” Recent efforts have focused on a 2005 Audi S4 V8 that was “a real blast.” He has also done some track racing in his new 2014 Ford Fiesta ST.

Along the way, Ben got interested in the East Broad Top, where he met Pete and Jane Clarke. True to historical roots, he researched this line and it’s past.

Ben Sullivan is a fine example of how moving through the worlds of graphic design, the Internet (DARPA), original historical research, model railroading and family can produce a really interesting person. **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](#)



Company Cars

by Mike White



It occurred to me 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 will look at some of these and provide some background information on the company behind the name.

Dairymen's League



In 1907, a group of dairy farmers in Orange County, New York formed the Dairymen's League, one of America's first cooperatives. By the 1920s, the League's membership had grown to more than 100,000 farms. In order to obtain fair pricing and guarantee a market for all of its members' milk, the Dairymen's League Cooperative Association, Inc. began operating its own processing and manufacturing plants. The Cooperative introduced the name "Dairylea," combining Dairymen's and League, for its products in 1923, which went on to become one of the leading brands in the Northeast. In 1969, the Cooperative changed its name to Dairylea Cooperative Inc., for a closer tie-in to its product line.

The Cooperative continued producing the Dairylea product line until November 1988, when it sold the last of its commercial operations. Having divested of its operating facilities, Dairylea embarked on a plan to invest in dairy enterprises throughout the Northeast. True to its goal, the Cooperative

currently has more than \$10 million invested in agricultural businesses within the region. With its investments in the region, Dairylea offers a voice on behalf of its members across the industry.

In the early 1990s, Dairylea returned to its roots as a milk marketing and service organization, and has grown at a tremendous rate. The volume of milk marketed by the Cooperative more than tripled during the decade, currently reaching nearly 5.5 billion pounds annually. The Cooperative is now the largest marketer of raw milk in the Northeast and has sale contracts with virtually every major dairy business in the region.

In 1999, Dairylea, in conjunction with Dairy Farmers of America, formed Dairy Marketing Services, LLC (DMS). DMS manages the sale and distribution of the raw milk for both organizations and a number of independent producers and cooperatives, including more than 9,500 farms producing 16 billion pounds of milk annually.

2007 marked the 100th anniversary of the creation of the Dairymen's League. Dairylea's rich heritage continues to grow and prosper today. As a main contributor to establishing the Capper-Volstead Act, Dairylea assisted in legalizing the formation of voluntary cooperative associations for "purposes of producing, handling and marketing farm products." Dairylea is proud to be one of the only cooperatives to celebrate such a tremendous milestone, one-hundred years! **I**

[Return to Bill of Lading](#)

Mike White is a member of several clubs and historical societies all rail oriented. Mike is past MER Secretary and Potomac Division Paymaster. His Solomons and Patuxent Railroad, inspired and informed by the Maryland and Pennsylvania Railroad, represents a rural north-south line between Owings, MD and interchange with the Chesapeake Beach Railway and Solomons Island.

Minicon Scheduled !
St. Matthews Church in Annandale
Saturday, April 30th, 2016

- Clinics • Contests • Modular Layouts
- White Elephant • Fellowship



Chair: Tom Brodrick <t.brodrick@verizon.net>
Clinics: Marshall Abrams <abrams_railroad@comcast.net>

2015 Mid-Atlantic Railroad Prototype Modelers (RPM) Review

by Roger Sekera

Held over the September 24-26th weekend, at the Wyndham Hotel in Fredericksburg, VA just off I-95, this was the third year for this event in the mid-Atlantic area. RPM or Railroad Prototype Meets events have been held around the country since the early 1980s. While the basic objective is to delve deeper into narrower subjects, the range of topics and the quality of the presenters mean all attendees find useful and inspiring information. An RPM always seems to help folks who have some modeling experience (and mistakes) under their belt (I certainly do) to more successfully drive toward an accurate representation of the prototype.

To even a casual observer, this event was a success. Clinics are the prime force of RPMs and this one was no exception. Over a dozen clinics were held; the hard part seemed to be choosing. I could not see all of them but was particularly impressed with the two weathering clinics, the throttle clinic for braking, an advanced digital photography presentation and a great clinic that built a gondola from scratch in little over an hour. In addition, there were wonderful, motivating model displays, vendors with some new stuff, operating sessions, open houses all mixed in with plenty of chat with old friends as well as making new ones.

The 2016 version will be held September 23-24 at the same hotel probably with operating sessions before and after those dates. See <http://www.marpm.org/>.

This particular event was a direct reflection of the prime movers, Norm Wolfe and his “Purple plague crew.” Kudos to them; they seemed to be everywhere. (1)

In addition to the quality and openness of the clinics and presenters, RPMs are usually quite inexpensive (the early registration fee for 2015 was a modest \$35.00), you don't normally have to fly, is held in a middle to



Display Models



From weathering clinic



Tony Sessions soldering clinic

moderate priced, workable hotel with plenty of parking and similar on-site food and drink prices, and is a two day affair.

Member Reports from the MER Convention

The MER 2015 convention, Delaware Valley Turn was held October 22 to 25 in Mount Laurel, NJ. You'll find the contest results in the November - December issue of the *MER Local* at http://mer-nmra.com/MEReLocal_Files/2015/Nov_Dec_Local.pdf. Several Potomac Division members took the time to write up their personal highlights from the convention.

Brian W. Sheron, MMR

On the long weekend of October 22-25, 2015, I and a number of other Potomac Division members attended the 2015 MER convention, "Delaware Turn", hosted by the New Jersey Division. The program included all of the usual events associated with a Regional convention. There were three tracks of clinics that ran from Thursday evening through Sunday morning. Of course there was the contest room, with a variety of models on display and submitted for judging. "The Local" will undoubtedly have the details of the contest room in their next issue. Instead of a "White Elephant Sale", the New Jersey Division decided to hold a silent auction. Folks who brought stuff to sell displayed it on a table, and during the convention, people could wander through the silent auction room and bid on items. At 3 pm on Saturday, the bidding closed and the silent Auction room was closed. Later on Saturday, folks could find out if they won any items they bid on, and pay up and collect their merchandise.

The Potomac Division will be hosting the 2018 MER convention, and we are considering

the pros and cons of a silent auction approach versus a white elephant sale approach.

There were something like 59 layout tours available between Thursday evening and Sunday morning. I and several others got to see a number of these layouts. There was also several prototype facility tours, and on Saturday evening, there was a banquet with a guest speaker and an awards ceremony for model contest winners and a regional person who received his MMR.

Finally, there was a Free-Mo layout set up and operating, which, unlike typical modular group layouts, does not connect up in a large oval, but rather each module connects up so the entire layout is a large point-to-point design.

All in all, it was a busy but fun weekend where we got a large concentrated dose of model railroading fun.

I must admit however, driving around the south Jersey/Philadelphia suburbs area, I have never seen more "Dunkin Donuts" stores in all my life! **I**

Mat Thompson

Operating has become my favorite part of our hobby so I signed up for two sessions during the Delaware Valley Turn.

The first session was on the Pacific Southern Railway, a club in the large basement of a private home. The home's original owner built the basement to house the Club which was founded in 1964. When he passed, the heirs allowed the Club to continue in operation. Geoff Green, a charter member of the Club, bought the house in 1991. He added an

addition and later the original part of the basement was updated to match the addition.

All the efforts to keep the club up to date are obvious just walking in. Floors are polished, lighting is bright, the layout fascia is clean and organized and the aisles are wide. Over its long life, the club scenery has become well modeled with highly detailed large industries and rail facilities. When started, the club had a southwestern United States flavor but members are now modifying



This is the passenger station at Port on the Pacific Southern Railway Model Railroad Club. The club has been in existence since 1964. That long history in a single location has allowed the club to include several large, highly-detailed structures. Notice the clean look of the display.

many scenes to duplicate a Class 1 railroad operating in the northeast.

The mainline is controlled by a dispatcher who authorizes train movement and aligns turnouts on the mainline as needed. The real action is operating one of four towers. Each tower controls the track power, signals, and turnouts in a yard and station and the surrounding switching area. I worked the Port Tower with a club member. Everything worked flawlessly. The tower operation was

sophisticated and new to me. I can't say I had it down even by the time we finished but I enjoyed a new operating experience and with timely help from club members, never had trains running into each other...phew...

Club members did a good job of helping the visitors. Their help and reliable communications with the Dispatcher and Tower Operators made it easy for even newer operators to enjoy the session.

The other layout I operated on was Rick Bickmore's Harrisburg Terminal Railroad. The HTRR is a fictional, HO scale, 7-mile railroad supporting operations of the Harrisburg Steel Corporation (HARSCO). Rick calls HARSCO a semi-fictional industry as he has expanded its activities to be a fully integrated steel plant.



The HARSCO steel plant at Herr Street is the dominating feature on the Harrisburg Terminal Railroad. Originally it was a 22-foot by 3-foot diorama but over time Rick Bickmore has expanded the HTRR to include two more large steel facilities. Pictured here is Bruce Bennett, one of Rick regular crew.

HARSCO's three facilities are connected by rail. Herr Street, the largest facility, has two blast furnaces and an open hearth furnace. Down the HTRR mainline at Maclay Street is a basic oxygen furnace (BOF) for converting iron to steel and soaking pits. The HARSCO shipping department is at Wiconisco Street. There is also a branch mine with a large coke plant.





An HASRSO HH10 44 engine is spotting a hot ingot car - part of the heavy industrial operations on the HTRR.

The layout fills a basement is and mostly finished. Viewing the mainline is an education in steel production and high-quality industrial modeling. Rick and his friend Mark Fryzstacki developed an operating scheme to replicate movements between the HASRSO facilities in a prototype manner while also including other general railroad activities along the HTRR mainline. The result is 12 operators were challenged and entertained for an entire evening.

Few of the layouts I have operated on depict the life cycle of an industrial product and the railroad activities that support them as well as Rick's HTRR. That's a tribute but the layout could have been a bit overwhelming. But, like most hosts dealing with a crew of operators new to their layout, Rick had several helpers on hand. Mark dispatched and coached us all. A second one of Rick's usual crew, familiar with the complex rail movements of the Herr Street facility, served as the yardmaster there with two of our group working for him. Another crew member did the same thing at the Maclay Street facility. The rest of us ran our own trains with assistance close by when needed. Rick's train instructions were clear and precise. After reading them I found the only help I needed was identifying a few

industry locations and specific tracks and then only because I was new to the layout.

I attended several clinics and enjoyed them all but two really captured my imagination.

Dan Ticson's clinic on battery power and radio control was a vivid demonstration of capabilities we will likely (hopefully?) see in the near future. Dan, a retired mechanical engineer and product manager, took the same methodical approach he used in his working career to test and retest motors and batteries that might work in small scale engines. He continuously analyzed his results and added tests for more capabilities such as lighting and sound. He was careful to point out his project was proof of concept, not development of a product.

Among other things he showed were many small specialized batteries common in the electronic industry and small motors that operated on six to seven volts. He demonstrated a battery-equipped HO E7 controlled with a wireless device used for radio controlled aircraft. He also had a steam engine coupled to a baggage car containing the electronics. While he mentioned several more issues he was working on to make the concept useful, I think I was hearing our future.

Bill Brown gave a two-part clinic "Using your digital camera to enhance your modeling". Bill has formed Larc Products (<http://www.larcproducts.com/>) to market



The red mill behind Walla Walla Valley 775 is a backdrop building from one of Bill Brown's photo CDs.

CDs with photo backdrops, buildings, and signs you can download and print at home. Bill told us exactly how he prepared his pictures for printing and how we could do the same. He also showed how easy it was to use his instructions (included on the photo discs) to resize and modify his photos if desired and then print them on 60-weight paper on a home computer. I bought his disc and have

printed out some buildings. Now I am looking through my own photos to see if I can use his techniques and make my own photo backdrop.

The Delaware Valley Turn was a full weekend of trains and good friends. I will be in Durham next year for another round of the same. **I**

Marshall Abrams and Bill Demas

Marshall and Bill joined 12 other members and spouses in the tour of the Port Authority Transit Corporation (PATCO) high speed rail line shops that service the fleet of high speed passenger cars that provides service from New Jersey into Philadelphia. The tour was organized and led by John Gallagher, Assistant Superintendent, NJ Division. The highlight of the tour was close inspection and walk through extensively rehabilitated cars being inspected before going into service. All 120 of the cars in PATCO's fleet will be upgraded over the course of a \$194 million refurbishment by Alstom Transport of Hornell, New York. The improvements include the cars' interiors (flip-up seating for wheelchairs and bicycles; new seats and slip-resistant floors; new lighting; new windows and HVAC systems) and exteriors and operating systems, including new braking systems that conserve energy by returning the power generated in braking to the cars' power systems.

In addition, there have been significant upgrades to communications and security systems. The new public address system has external speakers so announcements made on a train can be heard on platforms. Also, train operators can access the public address system from their hand-held radios, so they can make announcements from wherever they are, including off the train if necessary. There will also be better messaging for passengers in stations, including real-time "next-train" information via the new video infotainment and advertising system.

The tour gathered at the ML Hotel at noon for a briefing by John Gallagher, who gave out our fare cards, following which we car pooled to the Woodcrest Station of the PATCO line. We took the 12:48PM PATCO train to the

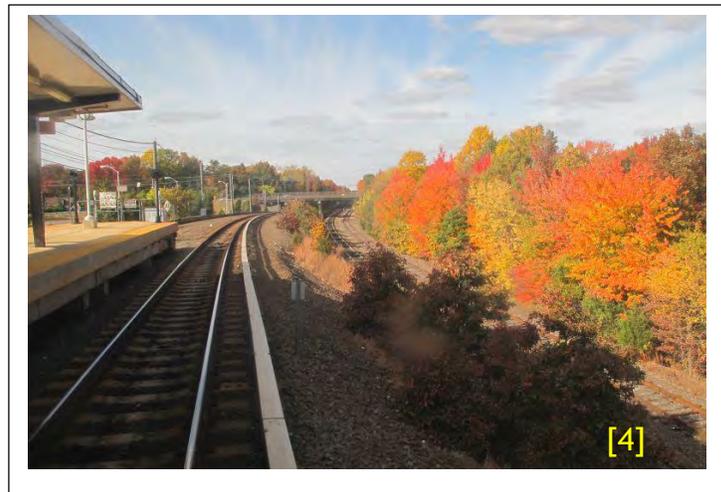


Lindenwold terminal. Bill and Marshall sat up front next to the train operator to enjoy the view [1]. There, we entered a security gate, climbed and descending steps to go over the NJ Transit line to Atlantic City that parallels the PATCO line, and entered the PATCO grounds.



The secure area includes the PATCO yards, a large facility where trains are stored as well as maintained. The first stop was the inspection area [2], from which we progressed to the general shops area [3]. Departing Lindenwold for the return trip we enjoyed fall colors [4] while waiting for scheduled departure. . **I**

[Return to Bill of Lading](#)



Free Hosting of Model Railroad Web Sites

Free hosting of model railroad web sites is available to Potomac Division members.

Several months ago our webmaster, Bill Mosteller, convinced the PD board that the Potomac Division website should be moved from free websites on Comcast owned by two Division members to a paid hosting service. As it turned out, it was a prescient call. Comcast, with no explanation, announced that sometime in early October 2015, they will delete the service and existing websites. As a result, a lot of time and effort expended by members building their websites on Comcast would be lost along with the website itself if the website were not relocated. Just as important, all of the World Wide Web links to the website or topics contained on the website will fail.

The PD Board made the decision to host member's model railroad webpages on the new PD website potomac-nmra.org. Authors of known layout websites currently hosted on Comcast have been contacted and offered the opportunity to move their model railroad webpage to potomac-nmra.org. Three websites have been moved so far. Mike White and Marshall Abrams are overseeing this operation.

For each request to establish a model railroad webpage on potomac-nmra.org we will provide complete step-by-step instructions on what information we need to set up your unique space on potomac-nmra.org as well as how to configure the Secure FTP client program to integrate with us for the purpose of transferring your initial

files or subsequent updates. We use the free program Core FTP LE.

Your part is a rather straightforward process and not difficult to do.

Maybe you've thought about creating a web site for your railroad. This is an opportunity to make that come true. Those of us supporting the Potomac Division site use a (free) WYSIWYG web editor called KompoZer. A

description and tutorial can be found at: <http://www.thesitewizard.com/kompozer/> . While we are far from experts, we can offer very limited help as you build your own web site.

For further information contact Mike and Marshall via e-mail at Layout-pages@potomac-nmra.org. **I**

[Return to Bill of Lading](#)

Helper Service

The Potomac Division is full of members that have expertise in just about every facet of model railroading and they are more than willing to help you. The trick is to figure out how to connect you with the right person that can help. It would also be great if the person lived close by so it would be easy for you to possibly meet with them to work on your problem or questions. In order to try and link you up with the right person who has the expertise to answer your questions and provide you with expert advice, the Potomac Division has created "Helper Service."

While not everyone is a Master Model Railroader, many of our members have earned one or more achievement certificates, which means they have demonstrated a significant level of expertise in specific modeling areas. In addition, many of our members have specialized expertise in specific areas.

When you want Helper Service, simply e-mail us your question or otherwise describe

the area in which you need help, and we will try to match you up with one or more members that live in your area and who have the expertise you seek.

If you can provide specific questions about the problem you are having that will help us better find the right expert to help you. Also, if you have questions about how to interpret Achievement Program requirements, we can provide you with the correct interpretation, and can get interpretations from the Region or National if necessary.

Our normal method of looking for expertise in the Division is to send out an e-mail to the membership explaining the specific need for assistance. We can include your name, the town or city where you live (but not your specific address), and contact information (phone number, e-mail address) so anyone with the right expertise that is willing to help you can contact you directly. If you do not wish to provide your name or contact information, we will ask that anyone interested in helping contact the Division and we will put you in touch with any respondents.

Email addresses:

superintendent@potomac-nmra.org

sr-asst-super@potomac-nmra.org

asst-super@potomac-nmra.org **I**

[Return to Bill of Lading](#)

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Transit Privileges Opportunities for Operations

by Mike White

In a prior article, "The Revenue Dimension, Part 2," *The LOCAL*, Sep-Oct 2012, I identified some of the services that fell under the Special Privilege tariffs of the various railroads. It was noted that by far the largest number of special privileges fall under the heading of transit arrangements.

Transit arrangements deal with the special privilege wherein the carrier grants to the shipper or consignee the privilege of stopping the shipment in transit for the purpose of furthering or completing the process of manufacture. The privileges offered covered far more conditions through mid-20th century than is the case today.

The advantage to the shipper or consignee was that the rate associated with these shipments was the through rate from origin to destination rather than the local rate from A to B and then B to C. It was the through rate from A to C that applied. The difference in cents per 100 pounds between the local and through rates could be substantial. In addition the carrier allowed the shipment to remain at the intermediate point for up to one year before continuing to the final destination.

The railroads' authority to apply this rate treatment to certain shipments derives from the fact that "each carrier issues a lawfully published tariff or circular specifically enumerating the various articles that may be accorded a transit privilege, what operation the article may undergo, what product a raw material may be converted into, the percentage of loss in weight, the transit charge in addition to the freight rate, and sets forth the rules and regulations governing the transaction." [source: Station Agent's Blue Book]

Some examples of commodities afforded transit privileges, with particular applicability to model railroads, are:

Grain and Grain Products. Wheat is milled into flour, cereals, and other products; corn is

ground into corn meal, corn flour, etc.; oats are converted into oat feed, oat hulls, etc., barley may be manufactured into malt. In addition to these various operations, grain may be bleached, dried, cleaned, graded, shelled, weighed, stocked, and stored.

Logs, Lumber, and Shingles. These commodities may be milled, re-sawed, dressed, assorted, kiln dried, and stored.

Iron and Steel. Iron and steel bars, columns, girders, beams, etc., may be cut, drilled, bent, sawed, straightened, welded, painted, and subjected to various other processes

Oils. Various oils such as peanut, coconut, cotton-seed, copra, palm, and petroleum may be put through a process of purification and refinement. Tank cars of oil may be transferred to barrels, cans, or bottles.

Timbers and Ties. Such commodities can be creosoted or otherwise treated.

Miscellaneous. Practically every commodity shipped can be stored at some point.

Cattle, Hogs, and Sheep. Practically all livestock can be grazed, fed, or fattened, in transit. In addition, especially west of the Mississippi, there was an additional privilege known as "concentration". The following excerpt from The U. S. Department of Agriculture, Miscellaneous Publication No. 222, March 1935, *The Direct Marketing of Hogs* explains both the concentration privilege and the rate application for this type of shipment:

"In the area west of the Mississippi River, the freight-rate structure includes concentration privileges which permit changes in the make-up and ownership of the shipment of hog at points between origin and destination, and at the same time allows the through rate from original loading point. The number of concentration yards in the western Com Belt has increased from 19 in 1920 to 195 in 1933. Concentration yards provide facilities near the source of supply where hogs of different

kinds can be bought, assembled and sorted, and then re-shipped with more economical loading on the basis of the through rate from original shipping point to destination.

“The freight-rate advantage derived from concentration privileges may be illustrated by considering a single-deck shipment of hogs from Granville, Iowa, destined to Chicago and stopped at Cedar Rapids for concentration. The hogs move on the local rate to Cedar Rapids where they may be sold and the make-up of the shipment changed before shipment to Chicago. The charge for the shipment from Cedar Rapids to Chicago, however, is the difference between the local rate from Granville to Cedar Rapids and the effective through rate from Granville to Chicago. Hence the hogs are moved in this manner from Granville to Chicago at the through car-lot rate between these points. If it were not for concentration arrangements, it would be necessary for the shipper to pay the effective local rates from Granville to Cedar Rapids and from Cedar Rapids to Chicago, if the shipment were stopped en route, rather than the through rate from Granville to Chicago. This through rate is about 21 cents per hundred pounds less than the two local rates combined.”

With respect to the rate to be charged, the following excerpt from a carrier’s tariff covering the shipment of certain commodities will illustrate the conditions under which the rate is to be applied:

“Shipments will be waybilled from the initial point to storage point at full tariff rates.

“Shipments will be forwarded from the storage point to final destination at the remainder of the through rate from the point of origin.”

In addition, tariffs provided for a nominal charge (usually a few cents per 100 pounds) to cover additional services necessary in moving the car during the transit operations.

Some possible movements on the model railroad could include the following:

- Movement of raw RR ties from a sawmill to a creosote plant thence to the railroad maintenance yard.
- Movement from a grain elevator to a feed mill thence to a feed supplier

- Movement of livestock to a stockyard, thence to a meat packer.

Each leg of the movement is made on its own waybill. “Transit Origin” is the term used to identify the origination point of a transit shipment. “Transit Station” is the term used to identify the intermediate point where the transit operation is performed. The instructions to the station agent for the documentation of this movement are as follows:

“When a shipment of [product] is offered for transportation, a bill of lading is issued and the shipment waybilled just as though the transit station to which the shipment is waybilled was the final destination. The published tariff rate applying to the commodity shipped, from the transit origin to the transit station should be used.” [source: Station Agent’s Bluebook].

Grain movements in particular offer an opportunity for model car weighing on operating or scenic scales. Weighing was especially important for grain shipments in that transit operations could cause a weight reduction in the resulting product that could be substantial. Individual railroad tariffs had a way of dealing with this in that they provided an allowance for “shrinkage” in processing. After the allowance was applied, the remaining amount was considered to be the equivalent of the original carload and eligible for the continuing transit rate.

Some examples of shrinkage allowance are:

Wheat	Milled, cracked, rolled, or crushed	1 per cent
Corn	Milled, cracked, ground, or crushed	1 per cent
Corn	Dried	10 per cent
Flax Seed	Milled	25 per cent

Detailed records of each inbound load, including especially weight, were maintained at the Transit Station for each customer. This information was also noted on the second way bill in the “Inbound Reference” section. When the shrinkage allowance was applied to a product, the resulting weight was the quantity that could be shipped from the Transit Station at the transit rate.

745 SOLOMONS and PATUXENT 745	
TRANSIT WAYBILL	
TO BE USED FOR SINGLE CONSIGNMENT, CARLOAD OR LESS CARLOAD	
TO STATION STATE	FROM STATION STATE
PRINCE FREDERICK, MD	LOWER MARLBORO, MD
CONSIGNE AND ADDRESS	SHIPPER
CALVERT CREOSOTE	MC PEAK SAWMILL
ROUTE Show in route order	AAR Class of Car
	FM
S&P	LENGTH/CAPY
	34
INSTRUCTIONS	WEIGHED
	E-Estimated
	R-Railroad Scale
	S-Ship. Tested WHTS
	T-Tariff Classification
NO PKGS	DESCRIPTION OF ARTICLES
C/L	RR TIE STOCK
INBOUND REFERENCE	
Commodity	Weight Applied
S1	Form 111

[1] Lower Marlboro, MD is the Transit Origin and Prince Frederick, MD is the Transit Station

745 SOLOMONS and PATUXENT 745	
TRANSIT WAYBILL	
TO BE USED FOR SINGLE CONSIGNMENT, CARLOAD OR LESS CARLOAD	
TO STATION STATE	FROM STATION STATE
CUMBERLAND, MD	PRINCE FREDERICK, MD
CONSIGNE AND ADDRESS	SHIPPER
BALTIMORE & OHIO RR	CALVERT CREOSOTE
ROUTE Show in route order	AAR Class of Car
	FM
S&P	LENGTH/CAPY
OWNG SM CHES B&O	34
INSTRUCTIONS	WEIGHED
	E-Estimated
	R-Railroad Scale
	S-Ship. Tested WHTS
	T-Tariff Classification
NO PKGS	DESCRIPTION OF ARTICLES
C/L	TREATED RR TIES
INBOUND REFERENCE	
Commodity	Weight Applied
RR TIE STOCK	36100
S1	Form 111

[2]

As mentioned above, each leg was waybilled individually (freight bills were rendered at the completion of each leg). This offers the opportunity to introduce the Transit Waybill to your operation. Due to the potential long time lag between movements, these would normally be the only two waybills in the car card sleeve. The first would be used for the initial move (Figure 1). It would then be swapped (placed in back of) the waybill for the second portion of the movement (Figure 2). If needed, the two waybills could be backed up with an Empty Car Bill for return routing.

The figures illustrate set of sample waybills depicting a load of raw railroad tie stock being sent to a creosote plant for treatment and, later, being moved to the final destination, all in Maryland.

Lower Marlboro → Prince Frederick,
Prince Frederick → Cumberland, MD

References and further reading:

O. B. Kirkpatrick, *The Station Agent's Bluebook*, Kirkpatrick Publishing Company, Chicago, IL

<http://babel.hathitrust.org/cgi/pt?id=mdp.39015011139303;page=root;view=image;size=100;seq=1> (Read online only)

The Direct Marketing of Hogs, USDA Miscellaneous Publication No. 222, March 1935
<http://books.google.com/books?id=ILEoAAAAYAAJ&printsec=frontcover#v=onepage&q&f=false> (Downloadable PDF)

“The Revenue Dimension, Part 2,” *The LOCAL*, Sep-Oct 2012 http://mer-nmra.com/MEReLocal_Files/2012/localsept12.pdf, Page 4 (Downloadable PDF)

[Return to Bill of Lading](#)

Operations Initiative Report

The monthly operations program, similar to the monthly open houses, continues to provide an opportunity for division members to experience operations as practiced on layouts around the division.

If you've never participated in an operating session, these are excellent opportunities for you to try your hand at it. If you'd like to participate, or have questions, E-mail Bill Mosteller (wsm@greatdecals.com). You can register for an upcoming session by sending a check for \$5 made out to Potomac Division, NMRA to Bill Mosteller, 3306 ParksideTerr, Fairfax, VA 22031-2715. The nominal fee helps to defray incidental costs with carrying out this initiative.



the locos have been repainted with The Westmoreland logo.

If you have not attended an operating session I encourage you to sign up for one. Even if you do not have your own layout or have not operated

on someone else's layout you will find that your host and other attendees are more than willing to help you to learn about operations.

Bill Demas' Westmoreland Railroad

by Tom Gaffuri

On Saturday, October 31st, 2015, I attended an enjoyable operating session on Bill Demas' Westmoreland Railroad. I have found that each operating session is a learning experience in addition to making new friends and getting reacquainted with old friends.

Those attending were Brian Sheron, Bill Mosteller, Gary Eames, Herb Biegel, Alban Thiery and myself, Tom Gaffuri.

The Westmoreland is a freelanced Class 1 railroad set in the transition era. For more information on The Westmoreland visit the Potomac Division website.

Bill has designed and built a point-to-point layout, with quite a bit of operation, in a compact space that kept the operators busy. Multiple industrial areas, two yards and a lot of switching. Typical consists are made up of a single loco, four 40 foot cars plus a caboose which allows a considerable amount of activity to take place. The aisles are wide and the operators have plenty of space to complete their work.

The Westmoreland is powered by a Digitrax DCC system using tethered throttles. Several of the locos are sound equipped and many of

Coming Saturday, January 23rd, 2016 Tom Broderick's Providence and Worcester

Tom has graciously invited us to return to his railroad in Damascus, MD for another operating session. See the [report](#) of his September 2013 layout tour for a description of the layout. Tom has room for five participants, session will run from 1 to 4 PM.

Coming Sunday, February 28th, 2016 Mat Thompson's Oregon Coast Railroad

Mat has also graciously invited us to return to his railroad for another operating session. See the [report](#) of his October 2009 layout tour for a description of the layout. Mat has room for 12 participants, the session will run from 1 to 4 PM. The layout was featured in Great Model Railroads 2014. **I**

[Return to Bill of Lading](#)

Layout Visit Report

Ernie Little's Norfolk Southern Connector

by Bob Rosenberg (photos by Marshall Abrams)
A RETURN TO THE VALLEY

The Great Valley of Virginia, as the Shenandoah Valley is sometimes called, has apparently become a very popular location to model, as attested to by our second successive tour of a home layout set in that area. This time it was the HO scale Norfolk Southern Connector we were seeing, the work of Ernie Little, a retired Prince William County, Virginia Fire Department Battalion Chief and Fire Marshall who now lives in Manassas. Ernie's railroad represents a more recent time frame and a more free-lanced concept, with fictional towns replacing the real ones actually there. His version stretches from Roanoke up the length of the valley and beyond to a terminus at Nickel City, Pennsylvania, a great name for a small town even if it isn't a real one.

The current railroad is 20' by 16' arrangement with 200 feet of continuous single track main line, one lengthy passing siding, staging tracks, and numerous yards;

there are future plans for a second level to accommodate dual track operation. The bench work is L-girders supporting ½ inch plywood or ½ inch plywood with ½ inch homosote, depending upon the structural requirements. The track is Atlas code 100 flex track on a cork road bed, all of which is ballasted. Turnouts are Atlas, Shinohara, and Peco, with either hand-throws or Tortoise slow motion switch machines. Locomotives operate on a Digitrax DCC system that operates on radio, infrared, or plug in throttles.

The layout began as a simple double tracked oval and expanded from there, analogous to the way that John Allen's initial four foot by seven foot G&D (Ancient Modeler #7), eventually evolved to fill most of the room, and the original section can be easily identified apart from the rest. Although nothing was moving while I was there, a Norfolk Southern GP-9 with a sound unit was





moveable three foot section of the main line can be raised 90 degrees vertically to allow access through an inside door to the garage.

Ernie has been working on becoming a Master Model Railroader and has four NMRA achievement program certificates to his credit so

idling on a siding, and a pair of Amtrak FP-40's were parked on the original section, both with freight trains. In addition to the trains on the layout there was a case on the wall with several varied first generation diesels, both in Southern green and C&O yellow and blue, and a Southern 4-6-2 decorated for the Crescent Limited. Ernie has successfully resisted the impulse to fill up every available space on the layout. On line structures and industries include a quarry producing and shipping gravel and other materials with appropriately related heavy trucks and earth moving equipment, an intermodal service facility with its overhead traveling crane, an oil depot with large tanks and tank cars, and typical small town stores and business along both sides of the main street in one of those fictional small towns set in the center of the earlier layout that reflects the architecture of the Shenandoah Valley as it still appears today. There were ample opportunities for switching and operations should one chose to pursue that path, all spread around the layout in such a way that it didn't appear at all crowded, and there was more than adequate space to move around the room for viewing and operating convenience. And there's a

far: Association Volunteer, Engineer-civil, Engineer-electrical, and Chief Dispatcher; he is presently directing his efforts towards earning an AP scenery certificate.

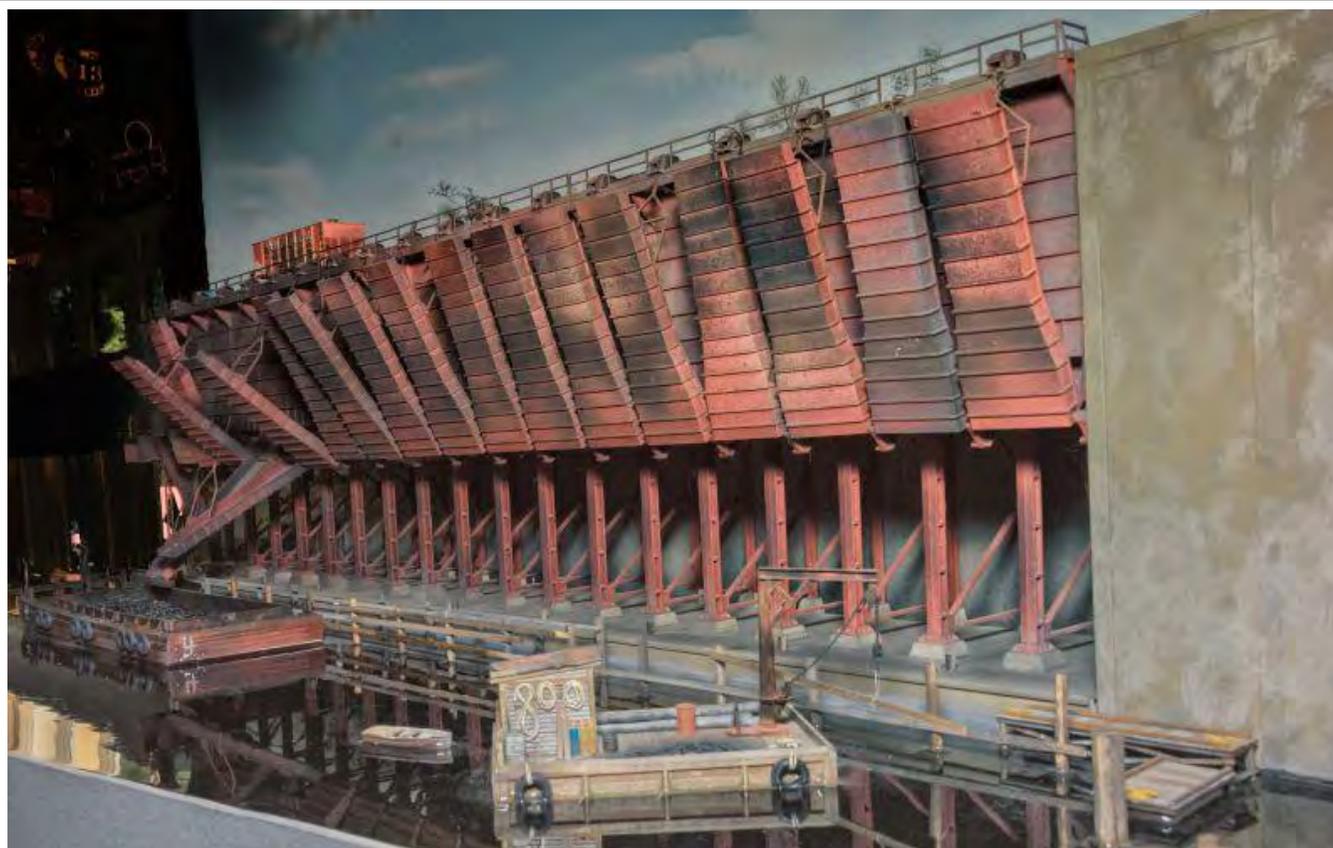
Generally speaking, most modelers feel it's more desirable to have a larger space in which to work when it comes to constructing a model railroad; unfortunately, that larger space isn't available to all of us. However, you can build a realistic layout in just about any sized space if you limit yourself to the essential elements that are important to you and avoid any superfluous clutter that distracts from your primary modeling objectives; smaller can work well too, as Ernie Little has demonstrated with his Norfolk Southern Connector railroad. **I**

[Return to Bill of Lading](#)

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Layout Visit Report Dale Latham's Piedmont Southern

by Bill Mosteller (photos by Tom Gaffuri)



South Branch

Dale's wonderful railroad is located in his garage, insuring ample space. You enter from his house. My plan is to take you around the railroad. All the scenes are exquisitely done and very well detailed.

The first thing you see as you enter the room is *South Branch*, and its two-track coal pier. The scene includes waterfront, a light house, and a coal barge. The Piedmont branch begins here, there's a scrap dealer behind the pier approach track.

Moving on, we come to *Shenandoah*, the most recently rebuilt area of the railroad. Dale decided that the aisle way into the railroad here was too narrow (or perhaps that we visitors are too wide). He pruned the railroad back a foot, and re-arranged the scene. Included are a station, small yard, feed company, coal dealer, and fertilizer warehouse.

We cross a stream and come to *Ann Marie*, with a small siding and building for American Wood, which handles pulpwood.

From there, we pass by *Anitasdale* (named for Dale's wife) with a prominent station and feed company. The turnout at *Shenandoah Junction* puts us onto the main line. From there, if we were to reverse direction, we'd pass through Anitasdale and enter hidden track that leads to staging.

Instead, we proceed to *South Blue Ridge*, which features Knickerbocker Furniture and a passenger flag stop.

Just beyond is *Blue Ridge*, the Piedmont Southern's main yard, including fueling and repair facilities and a turntable. Incoming cars are sorted here for the Piedmont and Shenandoah turns and through freights.

From here, the railroad has another branch that leads to *Piedmont*. Major industries here include the Anita Latham Bakery, *North*

Piedmont, an urban scene with several industries, and an interchange track. When operating a railroad, I like scenes that are a challenge, but not a switching puzzle. From several enjoyable sessions I can say that this area is exactly that. Entering North Piedmont, there's room for your locomotive and one freight car. So you need to think out what you're picking up and whether the siding is facing or trailing point. Accessing the interchange track may require moving existing set-outs.

Getting back on the main line at Blue Ridge, we proceed to the Piedmont Station and *Piedmont Heights*, which features a pet food company and small station.

From there, we cross a high steel trestle to *Adora Run*, with a station, grocery distributor, and coal dump. The house in the foreground features details on the front porch including a VectorCut® rocking chair. Dale took four hours to assemble the chair while watching a Redskins game. Good thing the team isn't so good this year! From *Adora Run* we have access to *Popes Creek*, which features a major coal tipple with a three-track yard and a pallet and stave supplier. Meanwhile, the main line passes the coal tipple and enters a helix that allows the train to descend. *Adora Run* and *Popes Creek* sit on a new peninsula that Dale only recently recreated.

Exiting the helix, we arrive at *Sean Creek*, site of a flag stop and large concrete plant, including a kiln. The plan is another switching challenge, but stops short of being a puzzle. The passing siding can be used to hold cars temporarily while switching the plant, provided one pays attention to the timetable.



Blue Ridge



North Piedmont



Piedmont Heights

Finally, we arrive at *Hanover Junction*, which includes a team track, coal dump, and entrances to staging tracks.

As you can see, Dale's railroad combines real operating potential with excellent detailing and scenicing, a rare combination. Dale's railroad is part of The Chesapeake Trainmasters Club, a local operating group. 📍

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Layout Open House Brian Benoit's Seneca Junction

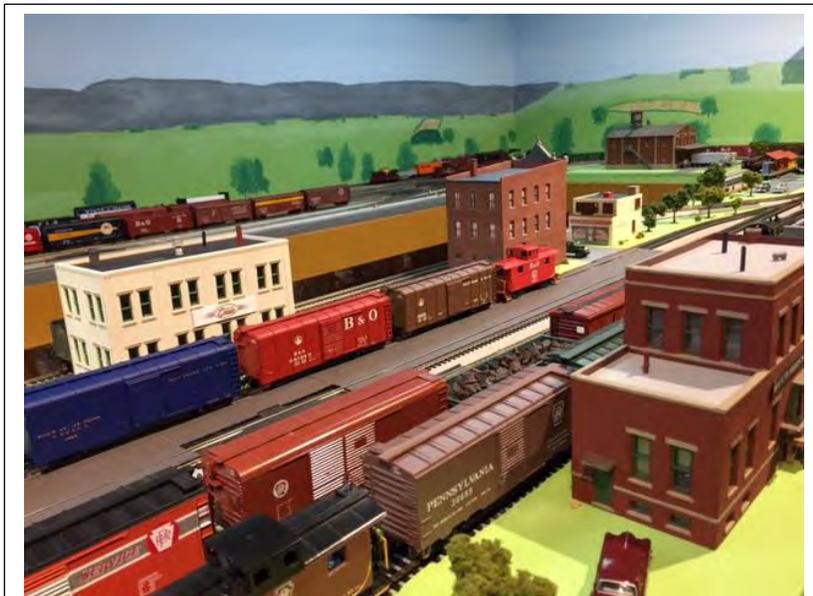
When: Saturday, January 16, 1:00-4:00 PM

Brian's 16' x 6' freelance Seneca Junction layout is set in the Frederick Valley, south of Frederick, MD, between Maryland Route 85 and the east slope of the Catoclin Mountains. It depicts the junction of B&O's Old Main Line with a PRR branch extending south through Frederick, MD and is prototypical of the area and era. This junction includes yards for both railroads as well as paired trackage that extends in both directions from the junction. The junction includes both left and right crossovers for full interchange/running on either track. The dual-track arrangement runs through the town of Monocacy Crossing where there are numerous rail-served businesses and industries served by the railroads.

The layout's era is somewhere in the mid to late 1950's, with a mix of first generation diesels and a bit of steam. Rolling stock consists of a mixture of freight cars from the 1930's to post WWII/late 1950's. Brian built many of these cars from 1950's kits given to him by a very dear friend, and they give him a tangible link to those who came before him in the model railroad hobby. He also runs a few cars given to him by other close friends to honor their generosity.

All of the trackage is Bachmann EZ Track. The layout is operated with CVP Easy DCC utilizing two wireless cabs (One for B&O trackage, the other for PRR) The layout is split into two power districts between the two railroads. All locomotives on the layout, save one, are DCC/sound equipped. Brian is in the process of scenicing his layout, so many structures and roads are in place. 🛠️

[Return to Bill of Lading](#)



Layout Open House Brian Sheron's Long Island Rail Road Port Jefferson Branch

When: Saturday, January 16, 1:00-4:00 PM

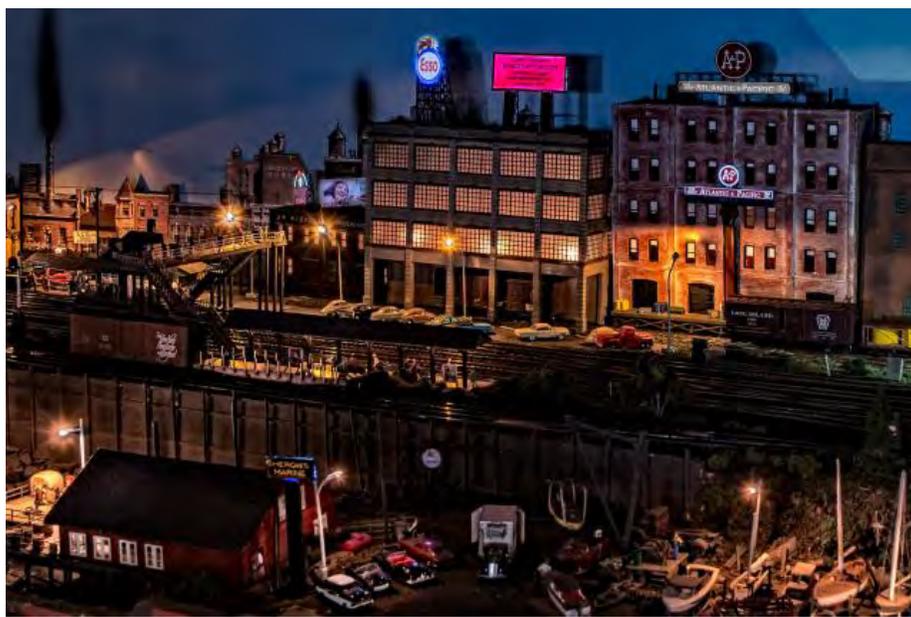
Brian models the Long Island Rail Road, Port Jefferson Branch, circa 1964 (or, if he wants to run new BLI LIRR H-10's, he changes out his fleet of cabooses, and dials the era back 10 years to 1954).

The layout occupies two rooms in his basement a, 13' x 19' and a 12' x 12'. It is a double track, folded dogbone arrangement, with a branch that runs into the 12' x 12' room where he models New York City, complete with an operating overhead El and a cutaway of the LIRR underground platforms in Penn Station where the MU's would arrive to deliver and pick up the famous "Dashing Dan" LIRR commuter.

The layout is 100% scened, and chock full of detail (Brian estimates he has some 300 figures, and over 100 vehicles on the layout). Brian uses wireless Digitrax DCC.

All of his engines are prototypic of the eras he models (although he recently bought two Atlas C-420s in the 1970's Metro livery (because he thought they were neat!).

So what's new since Brian's last open house in 2013? Having finished most of his scenery, Brian has been focusing on adding lights to his layout so he can depict nighttime scenes. He has also constructed a number of custom electro-luminescent signs for many of his industries. Brian is also expanding his layout which will include modeling the Long Island Rail Road's float docks in Long Island City. You will have



the opportunity to see his benchwork, which is now completed, and some of his new track work.

Take a look at our last visit:

http://potomac-nmra.org/LayoutTours/BrianSheron_6Apr13/album/index.html



[Return to Bill of Lading](#)

Layout Open House Pete LaGuardia's New York Central's Western Illinois Division (WID)

When: Saturday, March 5, 1:00-4:00 PM

Narrative: The HO scale New York Central Western Illinois Division (WID), is set in 1953, Operates from Kansas City, Omaha, and Des Moines on the west, through Moberly (MO) and Hannibal (MO), to Danville (IL) and Indianapolis (IN) on the east. Modeled activities include a large yard and engine facility with an 18 stall roundhouse with programmable indexing servicing both Steam and Diesel. Industries include a meatpacking plant, paper mill, city scenery and a harbor with car float.

Layout style: Walk-around filling a 36 by 34 room. Track configuration is point-to-point for operations to include a Staging yard and Equipment transfer yard.



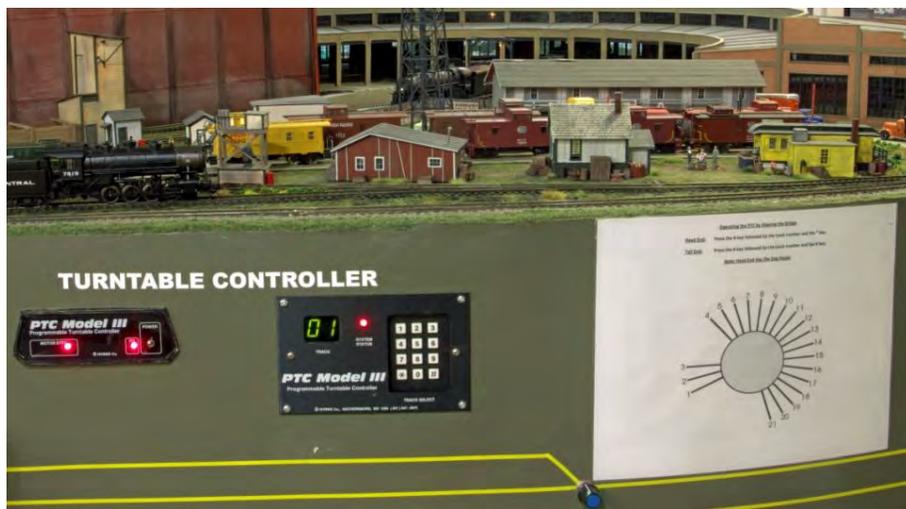
Scenery: Bench and track work are 99% complete. Scenery was started in January 2014 and is 25% complete.

Prototype: New York Central, summer 1953, passenger trains, thru and local freights, extras and industry switching.

Control system: Radio NCE DCC Sound, Steam and Diesel. Communication: Telephone.

Traffic control: TT/TO with Car Cards and Waybills developed by Steve King.

Crew size: 3 YM, 3 Asst. YM, 1 Engine Facility YM, 1 Dispatcher, 1 Operator and 4 Crews of 1 or 2 people each - total 13-17.



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