

*The*

# POTOMAC FLYER



**Bob Johnson's West Virginia Midland Railroad**



**Bob Cook's Port Road Railway**

**In this issue: Business Car • Achievement Program • 2016 Minicon Report • Mark Me Up! - Some Handy Rules • Ancient Modeler # 10: Hats • Company Cars -Fairbank's Gold Dust • We'd Like You To Meet: Fritz Dahlin • Golden Spike Tower -"I thought I had gone to Train Heaven" • Perishable Freight - Opportunities for Operation (Part 2) • Operations Initiative Report • Bob Johnson's West Virginia Midland Railroad • Bob Cook's West Port Road Railway**

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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

<i>From the Business Car</i> -----	3
<i>Achievement Program News</i> -----	4
<i>2016 Minicon Report</i> -----	5
<i>Mark Me Up! — Some Handy Rules</i> -----	10
<i>From the Webmaster Finding a Clinic You Remember</i> -----	12
<i>Ancient Modeler # 10: Hats</i> -----	13
<i>Company Cars</i> -----	16
<i>Fairbank's Gold Dust</i> -----	16
<i>Around the Bend</i> -----	17
<i>We'd Like You To Meet: Fritz Dahlin</i> -----	18
<i>Free Hosting of Model Railroad Web Sites for Members</i> -----	19
<i>Golden Spike Tower —“I thought I had gone to Train Heaven”</i> -----	20
<i>Capitol Free-mo – Fun and Friendly D.C. Area-based Group of Free-mo HO Scale Railroad Modelers</i> -----	24
<i>Perishable Freight — Opportunities for Operation (Part 2)</i> -----	26
<i>Operations Initiative Report</i> -----	30
<i>Layout Open House Report Bob Johnson's West Virginia Midland Railroad</i> -----	32
<i>Layout Open House Report Bob Cook's West Port Road Railway</i> ---	36

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

Cover photos: Marshall Abrams.

## From the Business Car

by Brian Sheron, MMR, Division Superintendent

Last April 30th, we had our annual Minicon, and, with the exception of a slightly lower attendance from last year (48 registered attendees this year versus 60 last year), it was a great success. It is hard to predict the attendance at events like this, because so many unknowns come into play. Usually it comes down to what other activities people had scheduled for that day. However, I think all of the members and guests that came were not disappointed. We had 4 modular clubs set up and operate their layouts, a full slate (8) of what were hopefully interesting and informative clinics, a white elephant sale with lots of model railroading bargains, and a great guest speaker, Lance Mindheim, who spoke about creating realistic scenes on your layout.

We also held our annual Division business meeting, and elected a slate of 5 directors, who are Brian Sheron, Marshall Abrams, Tom Brodrick, Bill White, and Jesse Cantrill.

Subsequent to the Minicon, we held a Board meeting at Bill White's house on May 21st, and at that meeting I was selected to continue on as Superintendent, and Marshall Abrams to continue as the Senior Assistant Superintendent. Jesse Cantrill assumed the position of Assistant Superintendent, Tom Brodrick will remain as the Paymaster, and Bill White will continue as Clerk. We also have Ken Wilson serving as the new layout tour coordinator. And both Jim Kinder and John Paganoni are working with the Board.

Once we confirmed everyone's position on the Board, we turned to evaluating the Minicon. I had previously asked the Board members to provide me with their observations and any "lessons learned." We discussed these, and will take them into account when we start planning next year's Minicon. If any members

have any observations and/or suggestions to improve the Minicon, please send them to me at BWSheron@mac.com.

We then spent most of the remaining part of the meeting discussing plans for the 2018 MER Convention which our Division will host. Every year, the Region conducts a regional convention in October, and the hosting duties rotate among the divisions with the resources to host such a convention. In practical terms, what this means is that our division will usually host a regional convention every 5 years (we hosted the 2013 MER convention). The Division sets up what is called the "local coordinating committee", or LCC, which oversees the planning and execution of the convention. We have not yet formally established an LCC, and the Board is currently acting as the LCC and is still exploring potential venues for the 2018 convention. If you are interested in participating on the LCC, please contact me or any of the Board members.

Costs of the convention are a primary factor, which primarily focus on both the cost of the facility (meeting rooms, etc.) and the room rate for visitors. Since it is a Regional convention, the Region actually signs the contract with the convention facility selected, based on agreement with the LCC's recommendation. The plan is to make a recommendation to the Region by this summer/early Fall, and have them sign a contract with the recommended facility before the end of the year.

The Potomac Division, just like other divisions in the NMRA, is not static. Our membership is always changing. Some members move out of the area and therefore become part of another Division that covers the new area in which they live. We also get new members joining our division, either by transferring their membership to the Potomac

### 2016 Welcome Aboard (Name & County)

Brian Benoit, Montgomery  
Richard Grulich, Fairfax  
Phillip Simpson, Fairfax  
Ron Snelson, Prince William  
John Glover, Fauquier  
Vinod Jannu, Fairfax  
Doug Moore, DC  
Jonathan Burns, Fairfax  
Ron Snelson, Prince William  
Tom Sullivan, Montgomery  
Bill Dabney, Montgomery

Division or joining the NMRA for the first time. In order to let all of the Division members know who our new members are, we will publish a "Welcome Aboard" list with the names of new members in every issue of "The Flyer." If you meet these new members, perhaps at an open house, please say "Hi" and welcome them to the Division.

While Fall and Winter are typically considered the seasons to focus on model railroading, I have always said that summer is

also a good time. While everyone should get outdoors and take advantage of the summer weather, there are days when it gets in the upper 90's (both temperature and humidity!) and a cool basement is a good place to find refuge from the midday heat and humidity until they drop to more tolerable levels.

Have a great summer! **I**

## Achievement Program News

by Brian Sheron, MMR

Since the last issue of "The Flyer", I'm pleased to announce that Ron King completed the requirements for the "Master Builder - Cars" AP Certificate. Ron submitted his last two cars for judging at the Division Minicon on April 30th. Both cars were outstanding models and received scores well in excess of the 87.5 point minimum.

I want to remind everyone that judging for AP certificates does not have to wait for conventions. If you complete the requirements for any of the AP certificates that require items to be judged, please contact me ([BWSheron@mac.com](mailto:BWSheron@mac.com)) and I will make arrangements to have the items judged. **I**

[Return to Bill of Lading](#)

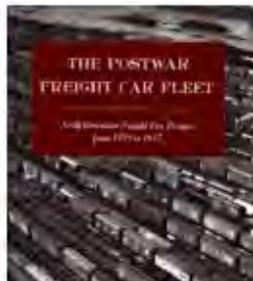
Brian is a long-time model railroader, and models the Port Jefferson Branch of the Long Island Rail Road in HO scale. He earned Master Model Railroader (MMR) certificate number 469 in 2011 and is currently the Superintendent of the Potomac Division. His goal is to make NMRA membership, and model railroading 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.



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## 2016 Minicon Report

by Jesse Cantrill

Forty-eight members and some 20 visitors attended the annual Mini-Convention on April 30 organized by the Minicon Committee. The all-day event was held at Saint Matthew's United Methodist Church in Annandale—a lovely space with plenty of room for layouts, clinics, and socializing. Many thanks to church members for sharing this facility. Tom Brodrick was the Floor Chair.

Guenther discussed the pleasures and problems of modular railroading. Nigel Phillips explained how to correct the (upside down) brake system detail on Athearn 'Blue Box' freight cars. Gil Fuchs showed how to install Keep Alive devices. John Paganoni demonstrated the use of artist's chalk to weather locomotives and rolling stock. Late in the day Nigel Phillips demonstrated the



Setting up the modules

Ken Wilson greeted members at the registration desk and noted that “everyone was in a good mood, happy to be indoors on a damp chilly day.”

The eight clinics were each very well received. Brian Sheron explained how he designed the expansion of his Long Island Rail Road, including car float operation and how he modeled a working car float. Later in the morning Brian offered tips and tricks on layout construction and operation. Marshall Abrams showed how to use photographs and pictures to create realistic backdrops. Clarence

construction of working diaphragms from folded paper—a brilliant method that he adapted from an idea developed in Elgin, Scotland. This technique must be up there with such other important Scottish inventions as the steam engine, block signaling, and a certain whisky. All of these clinic presentations are available on the Potomac Division web site. <http://potomac-nmra.org/>. Click on Modeling Ideas in the menu on the left and then on Clinics and Libraries on the next screen. There's a wealth of resources there!



White elephant tables



Ron King's caboose: Scratch built from wood with the platforms built from individual planks. The caboose closely followed the Rio Grande design. The color foundation was a burgundy dye from Tandy Leather Company and came out beautifully for a prototypical appearance. The underbody brake detail was outstanding and followed prototype practice. The decals were custom ordered by Ron to meet the road name of his model railroad. The decal work on the caboose was excellent and the weathering on this model was superb. The gauge was narrow gauge O scale.



Martin Brechbiel's C&SL Boxcar #1 started out as the 6 pieces of wood from a PicardNovelties kit that assembles to provide basically a plain sided box with an angled roof. The entire shell was skinned in scribed siding including the underbody that includes a full truss rod and K brake system. Every exterior item was made (doors, tar papered roof and walk way, etc.) and applied to complete this car as photographed. Lettering was from Clover House.



Ron King's tank car was the same scale as the caboose and was weathered beautifully to replicate a well used unit. The tank was modified significantly from another kit to fit the needs of Ron's model railroad. The frame and tank supports and straps were scratch built and very well done. This model also sported excellent underbody details including all the brake components for a K-Style brake system. The decal work was very attractive and fit the era Ron models excellently.



John Paganini's Central Vermont Snow Train

Four module layouts were assembled and operated at the Minicon. The Potomac Module Crew set up a 12 foot by 20 foot HO layout. The Northern Virginia Ntrak group showed a 10 by 26 N scale empire. Prince William County Model RR Club displayed a 20 by 16 HO loop. Following a different concept, the Capital Free-Mo club set up a point-to-point demonstration that was about 40 feet long. (Capital Free-Mo was recently involved in construction of a point-to-point that was over 200 feet long.)

These setups, each different, had some similarities: it takes about two hours to set up a full-size modular layout, there are many places that welcome such groups to display their trains, and new members are most welcome to get involved. The Local and Interesting menu item of the PD Web Page will enable you to contact any group that interests you.

Jim Kinder ran the White Elephant tables packed with new and old treasures looking for a new layout to adorn. Several hundred dollars worth of goods changed hands using an honor system for payment that Jim brought from Long Island.

Ron King submitted an On30 tank car and a caboose that he had scratch built for judging in the Achievement Program. Both of these fine models received scores well in excess of the 87.5 points (out of a maximum of 125) required to receive an Achievement Award towards the 'Master Builder - Cars' certificate. The judges were John Paganini, Bill Roman, and Brian Sheron.

Martin Brechbiel displayed an ice house with landscape, a box car, and a self-propelled coal hopper motor that he had scratch-built. Just stunning!

John Paganini brought a model of a prototype Central Vermont Snow Train.



Doyle's Ice House built by Martin Brechbiel is a board-by-board scratchbuilt structure right down to the 2x4s and individually cut clapboards that was featured in O Scale Trains in 2015 as a construction article that was extrapolated from a photo of a FOS models HO kit. The structure has since been taken forward to be a fully detailed interior and exterior display to demonstrate the completion of a scene that will go on his layout.



Martin's scratchbuilt (kitbash from an O scale Weaver 2-bay hopper) coal hopper motor trolley that was featured in his column in O Scale Train in 2015. The hopper body was narrowed and reassembled and all the rest of the car was scartchbuilt from wood, styrene, brass, and other materials. At one point in time both coal and ash were transported to and from power plants generating electricity as these were not easily accessible from main line railroads and the traction railways acted as intermediaries.



Lance Mindheim addressing general meeting

Marv Zelkowitz and Tom Brodrick staffed the snack and lunch counters, offering coffee and doughnuts in the morning, and pizza and sodas at lunch. No one went away hungry from this event.

PD member Lance Mindheim, a noted author and layout designer, was our guest speaker. Lance used a series of slides to illustrate the importance of planning a scene first before structures are purchased and then showed how to make structures look more realistic through the use of color, weathering, and detail. Anyone who missed this compelling presentation may want to visit <http://shelflayouts.com/> for further information and materials.

Division Superintendent Brian Sheron conducted the annual business meeting. Bill White, chair of the nominating committee, presented the slate of nominees running for the Board. Four of the incumbent Board members, Brian Sheron, Marshall Abrams, Tom Brodrick, and Bill White, along with Jesse Cantrill, expressed interest in running. Ernie Little, who was elected to the Board last year, announced that he could not continue

on the Board because of conflicting personal commitments. Because there were only five candidates for the five Board positions, the nominees were duly elected by acclamation as noted on our website.

Brian announced that the Mid-Eastern Region Convention will be held in the Washington area in 2018 and asked for volunteers to assist in planning this event. Please contact Brian [superintendent@potomac-nmra.org](mailto:superintendent@potomac-nmra.org) and let him know how you'd like to participate.

A special thanks to the PD leadership who went to the church on Friday evening to set up the rooms for Saturday morning and then, late on Saturday, put it all back as it had been. These events don't run themselves, but it was evident there are many members of the Potomac Division who are committed to put on a good show for the enjoyment of all of us.

**I**

John Paganoni, Martin Brechbiel and Brian Sheron contributed to this article.

[Return to Bill of Lading](#)

## Mark Me Up! — Some Handy Rules

by Mat Thompson

You have heard of operations, you have heard there are rules and that worries you. How will you ever understand this new world?

Relax. Once you sort through the wording you will see operating rules are common sense. In fact, they are probably the rules you would come up with a bit of thought. They have a single purpose - making sure trains don't crash into each other or anything else. Good idea, huh?

I have paraphrased, simplified, cut out the administrative details and

provided some pictures to explain a few rules that apply in virtually any operating session. The rules are specially written where train movement system is conducted under Timetable and Train Order (TT&TO) authority but work just fine on any model railroad.

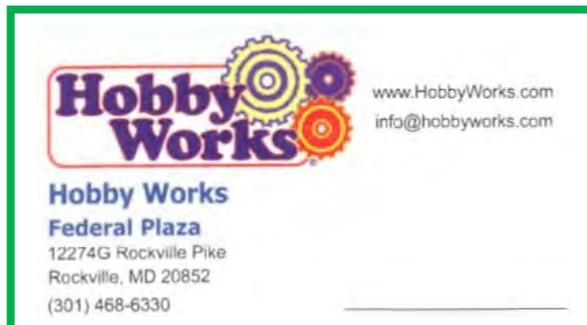
There is one caveat - the Dispatcher is the boss. If the Dispatcher tells you to do something other than what these rules say, that's what you do.

1. *Do not leave before your scheduled departure time.* As long as you don't leave before scheduled, other trains know it is safe to be on track you will use when you do leave.

2. *Trains are superior by right, class or direction.* A 1<sup>st</sup> class train is superior to a 2<sup>nd</sup> class

train is superior to a 3<sup>rd</sup> class train is superior to an Extra

3. *Trains of the superior direction (most commonly East or North) are superior to trains of the same class in the inferior direction.* Railroads designate a superior direction. If it is eastbound, than an eastbound 1<sup>st</sup> class train is superior to a westbound 1<sup>nd</sup> class train and so on. Even for Extra trains, which are inferior to all class trains, Extras traveling in the superior direction are superior to Extras traveling in the inferior direction.





4. *When trains meet, the inferior train takes the siding.*  
This rule and others like it are simple ways for everybody to know exactly what to do in common situations. No fuss, no wondering, just follow the rule.

5. *Do not enter onto the mainline and leave your start location until you know all superior trains have arrived or departed.*

- If the railroad is Dispatcher controlled, you go when the dispatcher says you can.
- If the railroad is signal controlled, generally you go when you have a green or yellow light (Signals are railroad unique and can get complicated - ask if in doubt).
- If the railroad uses TT&TO, you check the register. If a train headed towards you on a single mainline is superior to you and hasn't signed in on the register, you wait regardless of your scheduled departure time up to 12 hours or until you get orders directing you to leave. If your train is superior to the one coming towards you, you go and they wait.



6. *When a train is moving or stopped when it may be overtaken by another train, put out flag protection.* It's OK to be on the mainline at an unexpected time - these things happen. But if it happens, "flag" to the rear (and the front if needed) far enough out so oncoming trains can stop without a collision.



7. *The normal position of a mainline switch is lined for the mainline except when being used.* Every train crew is responsible for leaving turnouts properly aligned after using them.



8. *Trains off the main track move slowly, ready to stop short of another train, obstruction or switch not properly aligned.* In a yard and on sidings run slowly (think speeds appropriate for a grocery store parking lot).

9. *On double track, trains keep to the right unless otherwise directed.*

That's not so tough is it? Go run a train and enjoy yourself. 🚂



sessions.

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

[Return to Bill of Lading](#)

## From the Webmaster Finding a Clinic You Remember

by Bill Mosteller

You're working along on your layout or other modeling project when you remember that you attended a clinic that related. But you can't find your notes, and don't even remember when or where it was. No matter, the Potomac Division web site preserves presentations from our Minicons for you at: <http://potomac-nmra.org/Clinics/Clinics.html>

I recently revised the clinics page to include all the clinics from the Minicon. Check it out!

Speaking of getting the most out of the division, have you considered joining our Yahoo Group? The group provides immediate, two-way communication among our membership. Join now:

[http://groups.yahoo.com/group/PD\\_NMRA/](http://groups.yahoo.com/group/PD_NMRA/)

## Ancient Modeler # 10: Hats

by Bob Rosenberg

Long ago in a galaxy far away (or so it would seem) model railroaders wore many different hats to pretty much represent where you were in the hobby. Those that just sat in their recliners reading and/or dreaming about model railroads didn't need any hats at all, but as you ventured beyond that point you needed to dress appropriately (figuratively speaking, that is). If you were in the process of building a railroad you started out with your theoretical carpenter's hat (also gloves and eye protection, but those items of attire were real) for measuring, sawing, and using fasteners of some type to hold all of the pieces that you'd cut up together. Then when you completed that phase you'd put on your rail laying hat, grab some cork roadbed, rail, ties, and a hand full of spikes, and proceed accordingly. Eventually you'd change to your electrician's hat, your scenic detailing hat, your backdrop painting hat (a metaphorical beret perhaps?), etc., until the railroad was done to your satisfaction. Then you'd put on your engineer's hat and run it all. None of this headgear was necessarily tangible of course; it was just a rhetorical way of describing all the different skills you would need to be successful in the hobby, but that of course, was then; this is now, and now you don't have to wear any of those hats unless you choose to do so.

Back in March I mentioned how following one idea can lead to a completely different one; looking at all those hobby shop ads from the past inevitably turned my attention to the ads we see now for things that didn't

even exist back then, and those involving innovations in electronics would be at the top of the list. Those early electric power supplies were not much of a challenge, most being only two track power wires. There was no DCC then but there is now, soon to be superseded by LCC, and it has brought out people who will not only sell you the receivers but install them and sound units for you in your locomotives. The locomotive manufactures themselves now provide either the relatively idiot proof eight or nine pin plug system (thinking of me, no doubt), or install the whole thing at the factory, both of which relieve you of the stress of hard-wiring them in, but there must still be a market for entrepreneurs willing to do that or they wouldn't be advertising those services. And then there's something called an Arduino; it might sound like the name of a small town in California, but it's actually a tiny downloadable computer on a board that can control electronic circuits, a sort of plug and play for those that are technologically less sophisticated (again, thinking of me).

Bench work construction has also taken on a life of its own; nobody sold that as a pre-fab item that I can remember until Seivers and Kam-Konnnect, the Ikeas of model railroading, came along with their ever growing selection of parts and modules, the use of which can eliminate much if not all of the work of building it. For those of us that still retain a mental concept of how we want our railroad to look, there are computer assisted design programs to expedite that. I used a T-square and drawing board in

the 1970's to design the Berkshire Air Line; does anyone even remember what those things are? And for those who want the ultimate in simplicity, I counted half a dozen company's nationally who will not only design your railroad but come to your home and build it for you, from bench work to backdrop and everything in between while you watch from your recliner. Finally, there's even an opportunity at the "end of the line", if you want to call it that; there's a retirement community in Pennsylvania that has layouts and advertises that "You can take it with you," your model railroading hobby that is. And if Pennsylvania is too far away, Leisure World right here in Silver Spring also has layouts—three of them in three different scales—which we visited on a Potomac Division tour there two years ago. . Riderwood, at the Eastern edge of Silver Spring, also has a layout.

All of this farming out of your railroad can get expensive, of course. Whether the price is too high depends your personal desires and finances; how fast do you want a layout up and running and how long will it take to get it to that point yourself? In our current society, where many people seem to have more money than time, it's a fair trade-off to consider. We've always had specialists to do particular tasks such as professional locomotive painters because they were better and more efficient at it than we were, but hire people to build the whole railroad??

Realistically however, how much of your railroad do you want to build yourself? I've often said that if the commercial track products that are available now were around when I started the Berkshire Air Line in the 1970's I would never have hand laid any

track at all; what's more, I could have used code 83 rail, a more realistic size of for my rural bridge line. What I did still looks good and it's held up well; it was tedious work, but I would have missed out on the bragging rights and a certain pride of accomplishment. The trade-off was three feet of finished track in one or two evenings as opposed to three feet of finished track in 30 minutes.

I'd love to rebuild and correct some of my earlier mistakes but there's this age factor. My "Ancient Modeler" by-line is not entirely fictional, and should I decide to do it I will need to take some serious short cuts if I'm to be around long enough to enjoy it. One would be to use those commercial bench work sections; my carpentry days are over. Commercial code 83 track and turnouts would expedite the project considerably, and I would also employ someone to install DCC receivers in my older locomotives or paint my New Haven streamlined cars in the original hunter green since I never seem to get around to doing either, although rumor has it that Rapido is planning to import some of those cars. I have not done any cost estimates, and I'll first try making changes in what I have, but my significant other is making noises about downsizing and a possibly move to where someone else has to shovel the snow; it's nice to know that if I decided to go that way it could be done more quickly the second time around.

But there's more involved here for me than just the time-money factors; I find it difficult to approach this topic without thinking about Allan McLelland. The HO Scale Virginian and Ohio was a very large and extremely well done home layout based on a C&O/B&O coal

hauling theme that graced the pages of our modeling magazines for upwards of 20 years, so long that it even went through locomotive power transition period where Allan upgraded the original equipment to a more modern diesel fleet. I was unhappy with the change because I prefer that older era inasmuch as the New Haven didn't survive long enough for their equipment to be modernized, but he was simply following his newer modeling interests; it was his railroad after all. It never occurred to anyone back then that there might come a time when the Virginian and Ohio would no longer be there for the rest of us to enjoy, and then one day it was gone. Health issues forced him into an assisted living facility and that was the end of the V&O as we knew it, although I was told that a section of it was salvaged and merged into Gerry Alber's Virginian West End layout in Cincinnati, and Allan is still participating in operating sessions there.

Although a future like that is not something any of us want to think about, I realize that I am at a point in life where I can look back on a lot more years than I can when I look ahead; the idea of hiring someone to build a railroad seems less strange to me now, and there are other modelers approaching that "ancient" category that also may want to think about it from that perspective. Now if I can just reconcile myself to the economics of such a project; maybe I should start by putting on my

financier's hat.... . **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](#)

## 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.

Anyone interested in either position should contact Marshall Abrams at [sr-asst-super@potomac-nmra.org](mailto:sr-asst-super@potomac-nmra.org).

## 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 will look at some of these and provide some background information on the company behind the name.

### Fairbank's Gold Dust



Fairbank's Gold Dust washing products was a line of all-purpose cleaning agents researched and developed in the late 1880s by the Nathaniel Kellogg Fairbank Soap Manufacturing Company. First introduced to the American consumer in 1889, Gold Dust Washing Powder quickly became a success due in large part to its low selling price. The most easily recognized members of the soap line was Gold Dust Washing Powder and Gold Dust Scouring Soap.

Introduced in 1889 by the Nathaniel Kellogg Fairbank Soap Company, Gold Dust washing powder was the first all purpose laundry powder made possible by employing hydrogenated vegetable oils in its processing, a procedure the company pioneered, and industry quickly embraced. The formula for Gold Dust Washing Powder had been refined by industrial chemist James Boyce working out of the Chicago,

Illinois, facilities of the New York-based Fairbank Company. Boyce's industrial hydrogenation procedure, when applied to cottonseed (and other plant materials), was a scientific breakthrough. This allowed for its subsequent use (by French chemist Paul Sabatier and manufacturing giant Procter & Gamble) in the commercial exploitation of vegetable oils and fats.

Initially a regional success in the midwestern United States, Gold Dust Washing Powder quickly rose to national prominence after the brand was licensed for distribution in America by the Lever Brothers Company, headquartered at the time in Cambridge, MA. Lever brothers purchased Gold Dust in the 1930s.

Gold Dust washing powder, found in many U.S. homes during the first half of the twentieth century, had a strong presence in the marketplace for more

than sixty years. Changing national sensibilities over the brand's mascots, combined with increased marketing pressure from newer competing lines

(especially Procter & Gamble's "Tide"), caused a relatively quick demise of the Gold Dust product line. **I**



Murray Michael White, 77, passed away April 2, 2016 at Anne Arundel Medical Center. He was born October 2, 1938 in Baltimore, MD.

A sailor and a pilot, Mike brought a craftsman's skill and a designer's architectural eye to his many creative projects, ranging from small (his ambitious HO train layout) to large—the dream house he and wife Sue built in the Southern Maryland countryside.

He was proud of his service in the US Army and the Maryland State Police. His love of uniforms continued with participation in the Coast Guard Auxiliary and Boy Scout Leadership. Mike contributed to the NMRA as Paymaster, Webmaster and Computer Clerk of Potomac Division and Secretary of the Mid Eastern Region.

We have several articles by Mike in the backlog for the *Potomac Flyer*. The Company Car column could be continued by another author. If you're interested, please contact the editor, Marshall Abrams.

## Around the Bend

Ready to share your layout with fellow enthusiasts? Well, we would love to see it. Currently, the schedule is open and we are taking requests for layout tours for 2015. Your layout does not need to be complete. In fact, it is often better that way. When is a layout ever complete anyway?

Hosting an open house is also a great way to meet other model railroaders in the Potomac Division area. And it is not a big deal! The Potomac Division sponsors tours of members layouts approximately once every month. They are held on a Saturday from 1 pm to 4 pm. The Division 1.) can provide you with pointers for preparing your layout for the open house, 2.) will advertise it on the Division web page, 3.) remind the membership about it a week before it is scheduled, and 4.) will provide a greeter to greet visitors, have them sign a guest register, and show them the way to your layout.

So if you are ready to have some great folks over to compliment your layout and to share some good stories, shoot Ken Wilson an email at [Layout-Tours@potomac-nmra.org](mailto:Layout-Tours@potomac-nmra.org) or give him a call at 571-238-8864.

## We'd Like You To Meet: Fritz Dahlin

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.

Born and raised in Montgomery County, Fritz joined the Marine Corps out of high school, serving in the reserves for four years. During that Fritz met his future wife Patti and subsequently joined her family's business, a privately-held firm that produces a line of truck components where he focuses on quality control and operations.

"We design and produce our product line here in Columbia and serve clients in the US, Canada and Mexico. But I've always wanted a layout. As a kid, I had an O27 layout with a Marx engine that finally stopped running after it hit the floor once too often. I started in HO when I was 6. When Patti and I started looking for a house, I wanted one with an unfinished basement so I could have a good sized train room. This is my second layout in this house. Doing the first one, I learned that what they, the experts, say you should do, you should do."

This layout was designed for DC but that system soon gave way to DCC and sound when he operated on a sound equipped layout.

The current layout features the Chessie system in the 1975 to 1985 time frame using roughly central Maryland geography featuring the towns of Halfway, Remington, East Corning and Blair Mills, with staging representing Baltimore and Cumberland. Fritz wanted this second and current layout to be done "correctly," specifically with broader curves, longer passing sidings and better



track work. "I took the time to build it right, fixing areas that were not. I did, however, break the rule that says you should not have switching areas over switching areas, and, of course, that's where everyone ends up. Fortunately, I have enough space plus assurance that we would not be moving."

This HO scale layout, uses Atlas code 83 track and turnouts, an NCE control system and car cards and waybills with some switch lists. Fritz is in the final stages of introducing signals to his operating scheme. "Interestingly signaling has slowed down operations. With signals controlling both ends of the passing sidings, I needed a larger control panel." A normal operating session which runs some 15 trains is typically completed in 2½ hours.



4" scale 7 1/2" gauge locomotive built by Fritz and his sons.

Wanting to avoid a helix, Fritz included a pretty substantial grade from the lower to the upper level, a grade that measures out around 3 ½ %. “Crews who try this grade without the intended helper, realize they have made a mistake. But that adds texture and interest to operations. That last criteria is important to me.” Scenery is about 75% complete with the basic layer now being finished. “But there’s still plenty to do.”

Along the way, Fritz scratch built a 7.5” battery powered diesel switcher that he operated at Baltimore’s Leakin Park as a member of the Chesapeake and Allegheny Live Steamers.

Fritz and his sons are also involved in road racing cars, currently working on an Integra and a Maserati. “We try to do about 3 or 4 events per year, time being a limiting factor.

But it’s lot of fun and keeps me close to my ‘kids’ “.

Having seen the care that Fritz exercised operating my own Andover Yard, the range and level of his achievements is not surprising. **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](#)

## Free Hosting of Model Railroad Web Sites for Members

The Potomac Division will host member’s model railroad webpages on the PD website [potomac-nmra.org](http://potomac-nmra.org) for free. Marshall Abrams is overseeing this operation.

For each request to establish a model railroad webpage on [potomac-nmra.org](http://potomac-nmra.org) we will provide complete step-by-step instructions on what information is needed to set up your unique space on [potomac-nmra.org](http://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 us via e-mail at [Layout-pages@potomac-nmra.org](mailto:Layout-pages@potomac-nmra.org).



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John Glaab

## Golden Spike Tower —“I thought I had gone to Train Heaven”

by Ernie Little (photos by the author)

This is the second article describing Ernie Little’s visits to transportation-related museums as part of a vacation to the Midwest. This installment describes the visit to the Golden Spike Tower which is adjacent to the Union Pacific Bailey Yard in North Platte, NE, where he was able to observe the late afternoon of the largest railway yard in the United States. This included the classification of cars on one of the four hump yards on the site, the construction of rail segments that were going to be used in the yard to update track work, and the movement of locomotives and cars into and out of the engine and rail shops on the site.



The Golden Spike Tower

The Golden Spike Tower is located just outside of North Platte, NE and is easily accessed from Interstate 80. The tower is a nine story structure that houses a small museum on the first floor and two observation decks on the eighth and ninth floors. The eighth floor deck not enclosed and offers an excellent view of the Union Pacific’s Bailey Yard to the North, West, and East. The ninth floor is an enclosed observation deck and offers the same views of the Bailey Yard. The cost to enter the Tower is a mere \$7.00 which for the price is a deal due to experience it allows you to have seeing the working UP Bailey Yard. A great place to take pictures and videos from as there is not a bad seat in the house!

The idea of the Golden Spike Tower and Visitor Center was first conceived in the mid-1990s as Union Pacific’s viewing platform there was falling into disrepair. The leaders of the community thought it a good idea to erect a tower that would allow visitors to get a birds-eye view of Bailey Yard. The result, the Golden Spike Tower and Visitor Center opened on June 26, 2008. It features a courtyard proudly flying the 23 flags which represent each state the Union Pacific Railroad serves. A Memorial Brick Pavilion honors members of the community, employees of Union Pacific and others with commemorative bricks embossed with the name of the person for which the brick was purchased.



Vintage Dining Car

On the grounds of the Golden Spike Tower and Visitor Center there is a vintage dining car that is currently being renovated. When completed, the car will offer a romance of passenger trains with both the look and feel of a real railroad dining car with all the amenities. If you want more information about the Golden Spike Tower it can be found by using the following link on the internet at [www.goldenspiketower.com/thetower](http://www.goldenspiketower.com/thetower).

Ah, but what about UP's Bailey Yard you ask. I have been to many train museums and done some rail fanning in my time but the opportunity to view this yard was a memorable moment for me. Trains and railroad action everywhere doing just about

every imaginable thing one would think of when trains come to mind. A crew working on rail track sections, locomotives pulling and pushing trains, four hump yards in action, not to mention a full locomotive and car shop. The Bailey Yard has it all and then some.

The yard was named for former Union Pacific president Edd H. Bailey and is the world's largest train yard. It covers a massive 2,800 acres (approximately 8 miles long and 4 miles wide) and manages 10,000 railroad cars every day. Of those, 3,000 are sorted to make sure the cargo reaches its final destination. [\[link to UP's description\]](#)

The history goes back to the time of the construction of the transcontinental railroad,



Bailey Yard looking to the west from the tower



Bailey Yard looking Northwest

when North Platte, NE was platted as a railroad town by then Union Pacific's Chief Engineer Grenville Dodge. The location was chosen because of its close proximity to good water, and its distance from Grand Island, Nebraska. The first train rolled through what was then known at the time as "Hell on Wheels" town in 1866. General Dodge quickly moved to construct major shop facilities and winter quarters and by 1867, main line operations began. Just two years later on May 10th, the East and West railroads met at Promontory Summit in Utah. In the late 1800s and early 1900s, Buffalo Bill Cody used the Bailey Yard as access to the railroad to move his Wild West Show by train. What does the Yard look like today you ask... The accompanying pictures were taken from the

eighth floor observation deck at the Golden Spike Tower.

Looking to the west from the tower you can see the Locomotive shop facility (1) building on the left and to the right you can see the locomotive servicing (2) and sanding facilities (3). Several years ago there was a hump yard in this location that has since been relocated to the north side of the yard.

Looking Northwest are the sanding towers on the left and the east bound hump yard (4) which is elevated 34 feet to feed the bowl tracks (5). In the lower part of the picture are track sections that are in storage at this time. The main lines are in the distance.

Looking North, in the distance is the west bound hump yard (6) which is raised 20.1 feet above its bowl tracks (7). The tall structure in



Bailey Yard looking North



Bailey Yard looking East

the foreground (8) is the east route tower where the east bound yardmaster is located.

Next we looking Northeast and can see the eastbound departure tracks (9) in the center of the picture. In the distance are the west bound bowl tracks (10). To the extreme right is the car repair facility.

Some statistics on the Bailey Yard:...

There are 64 tracks in the east bound bowl fed from the east bound hump yard.

There are 50 tracks in the west bound bowl fed from the west bound hump yard.

On the average day 300 locomotives are serviced east bound.

Each month over 14 million gallons of fuel is dispensed into the locomotives that go through the yard.

So with that I hope that you have the opportunity to visit the Golden Spike Tower and UP's Bailey Yard sometime in the future to allow you to do some great rail fanning. 

Ernie Little is a retired member of the Prince William County , VA Department of Fire and Rescue and resides in Manassas, VA with his wife Joyce. He has had an interest in model railroading since the mid 1990's and has an 12 foot by 20 foot HO scale layout in the basement of his home that is free lanced and represents a connector railroad that runs between two major railroads. The name of his model railroad is the Norfolk Southern Connector and most of the locomotives and rail cars you see on it are either Norfolk Southern, Southern, or Norfolk and Western. He is active in the NMRA achievement program and has attained certificates in Electrical, Association Volunteer, Golden Spike, Chief Dispatcher, and is currently working on meeting the requirements for scenery.

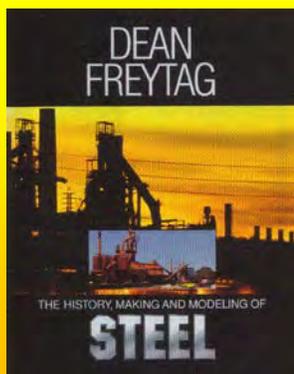


[Return to Bill of Lading](#)

## IT'S BACK AGAIN.

You can't keep a good book down. So the late Dean Freytag's classic book about the steel industry has been reprinted for a fourth time.

Known as the NMRA's "Man of Steel," Freytag fills 165 pages of this hardcover book with everything you need to know to understand this fascinating industry and the modeling of it.



Like the previous two, this printing features a forward by Freytag himself.

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## Capitol Free-mo – Fun and Friendly D.C. Area-based Group of Free-mo HO Scale Railroad Modelers

by Clarence Guenther



This Capitol Free-mo layout at the April 2014 Great Scale Model Train and Railroad Collectors Show in Timonium, Md., is a typical setup for the group.

Capitol Free-mo is an informal nonprofit group of Washington, D.C., area HO scale railroad modelers who use the Free-mo modular format, a modular railroading standard that emphasizes prototype modeling and operation.

Capitol Free-mo modelers are scattered across D.C., Delaware, Maryland and Virginia. Modelers from Pennsylvania and New Jersey also occasionally join the group for layouts and discussion, and Capitol Free-mo even has an active member, a U.S. contractor, in Baghdad in Iraq.

The group welcomes participants of all experience levels and is always looking for new members and layout modules. Not an official club, the group has no formal structure, dues and officers.

Participants own their own modules and scenic them as they see fit. Capitol Free-mo members gather four times yearly to assemble a layout, the size and shape depending on how many members show up to help.

The group's membership currently includes about 10 "core" members who assemble and run Capitol Free-mo's layout operations. In addition, Capitol Free-mo's online discussion board includes more than 100 members.

What Is Free-mo?

Free-mo modular railroading is popular across North America, especially in the West and Midwest. Because of its flexible free-form design and manageable size and budget, a Free-mo module is an excellent project for railroad modelers, especially those new to the hobby.

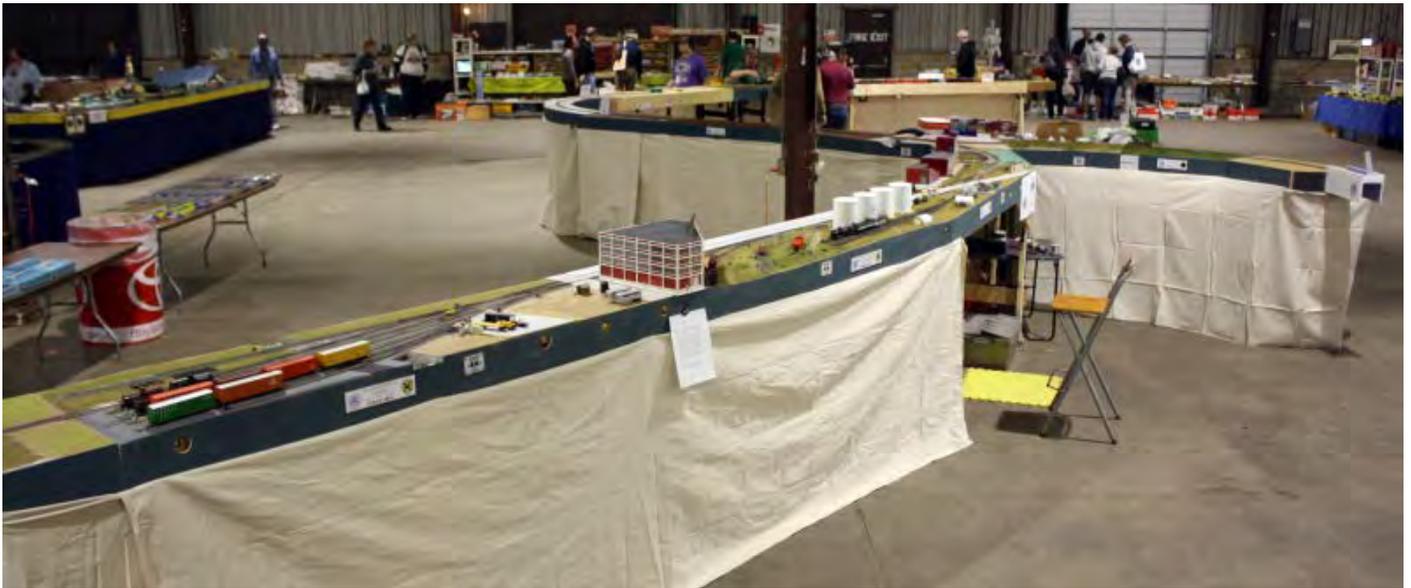
The Free-mo standard specifies endplate interface construction and wiring. The module interior is a free format, meaning it can be whatever size is needed.

A Free-mo module is also not constrained to a standard two-foot width and multiples of two feet in length, making it easy to construct a Layout Design Element (LDE) limited only by the modeler's ability to transport it, finances and modeling time.

Free-mo layouts are sprawling affairs, end to end in nature, and rarely the same layout each time because of their flexibility. For more details about Free-mo layouts, visit <http://www.free-mo.org/>, the official Free-mo website.

Capitol Free-mo Sets up at Shows and Hosts Public Layouts

A Capitol Free-mo layout is among setup displays at the Great Scale Model Train and Railroad Collectors Show, held four times yearly (winter, spring, summer and fall) in



Each Capitol Free-mo layout has a different track arrangement. This group layout, at the winter 2016 Great Scale Model Train and Railroad Collectors Show, is more than 60 feet long. It includes (at left) Capitol Free-mo member Dan Picciotto's 21-foot long "Baltimore" set, containing "Alice-Anna Yard," "Boston Street" (fuel tanks) and "Southwest Broom."

Timonium, Md. (The group usually does not participate in the summer show.)

Capitol Free-mo members have also participated in large invitational Free-mo setups at the annual Amherst Railway Society Railroad Hobby Show in West Springfield, Mass., and at National Model Railroad Association (NMRA) national and regional convention shows.

Finding that their modules at Free-mo NMRA national and regional show setups work well with other modules in the setup, including many the modelers have never seen before, is very satisfying, according to group members.

Additionally, every summer Capitol Free-mo conducts a Saturday setup open to the public where ever the group can find free space. Capitol Free-mo also holds occasional work sessions and lunch get-togethers.

#### How to Find Out More

Capitol Free-mo members are always willing to answer questions and to assist with planning, constructing and troubleshooting modules. Stop by and say hello at any of the group's setups or join them on the Web. Simply search "Capitol Free-mo" online or visit:

Discussion Board:

<https://groups.yahoo.com/neo/groups/capitolfree-mo/info>

Facebook Page:

<https://www.facebook.com/capitolfreemo/?fref=ts>



Clarence has been a model railroader most of his life. (He inherited it from his Grandfather, Morrell Mathis, who scratchbuilt Lionel scale CNJ brass locomotives back in the 1950s.) Clarence models in HO scale and in the Free-mo modular railroading standard. Clarence lived in the Chicago area until about six years ago, when he moved to Northern Virginia. In the Chicago area he was a member of the Garfield-Clarion Model Railroad Club and later on the North West Train Masters modular railroading group. After moving to Virginia he has been active in the Capitol Free-mo modular railroading group and is a member of the Northern Virginia Model Railroaders club in Vienna.

[Return to Bill of Lading](#)

## Perishable Freight — Opportunities for Operation (Part 2)

by Mike White

This is the second installment of providing background information for making model railroad operations more interesting and varied with the use of a “Perishable Freight” waybill. See the Spring 2016 Flyer for the introduction to the transportation of perishable freight.

### Definitions

Some definitions are in order here to specify what is covered by each service:

(There are slight unambiguous, differences between the terminologies used to identify the services in the Station Agent’s Blue Book [1928] and the Perishable Protective Tariff No. 11 [1940].

*§594<sup>1</sup>. Full Refrigeration. When a car is transported under full refrigeration, it means that the car is to be fully iced at the point of origin and re-iced to capacity at all regular icing stations. This service should be indicated by the shipper as “Standard Refrigeration” (if salt is desired the shipper must specify percentage). The charge for this service is so much per car from the point of origin to the final destination of the shipment and is called a “stated refrigeration charge”.*

“Rule No. 201:

Shipper’s Instructions

“ . . . shipper must specify on shipping order and/or bill of lading the service as authorized by this Section using one of the shipping instructions as

<sup>1</sup> Numbered sections identified by the symbol § are from the *Station Agent’s Blue Book*.

indicated below and Agent must enter on the waybill the notation as given below (C) to cover the service:

A - Service

B - Shipper’s Instructions.

C - Waybill Notation

A. Fresh Fruits, Vegetables, Berries or Melons

1 A Standard Refrigeration without salt.

B Standard Refrigeration

C Re-ice to capacity at all regular icing stations

2 A Standard Refrigeration with salt

B Standard Refrigeration. Use 5% salt. (maximum)

C See List in Rule 202 [below]

B. Preserved, crushed, evaporated, dried, frozen, canned or cold pack, fruits, berries, vegetables or melons and/or fruit juices

A - Service

B - Shipper’s Instructions.

C - Waybill Notation

1 A Standard Refrigeration without salt.

B Standard Refrigeration

C Re-ice to capacity at all regular icing stations with (coarse or chunk) ice

2 A Standard Refrigeration with salt

B Standard Refrigeration. Use \_\_\_% salt.

C See List in Rule 203 [below]

C. Perishable freight other than referred to in paragraphs A. and B

A - Service

B - Shipper’s Instructions.

C - Waybill Notation

- 1 A Standard Refrigeration without salt.  
B Standard Refrigeration  
C Re-ice to capacity at all regular icing stations with chunk ice
- 2 A Standard Refrigeration with salt  
B Standard Refrigeration. Use \_\_\_% salt  
C Re-ice to capacity at all regular icing stations with (coarse or chunk) ice and \_\_\_% salt.  
(Perishable Protective Tariff No. 11 [1940], pages 118 -119)

Model Waybill Examples  
[Instruction and Icing portion of model waybill]

<p><b>A. Fresh Fruits, Vegetables, Berries or Melons</b> Standard Refrigeration</p> <p>On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged &amp; EXCEPTIONS: RE-ICE-TO CAPACITY AT ALL REGULAR ICING STATIONS</p> <table border="1"> <tr> <td>PRE ICE</td> <td>INITIAL ICE</td> <td>SALT</td> <td>CPS</td> </tr> <tr> <td></td> <td>X</td> <td></td> <td>2</td> </tr> </table>				PRE ICE	INITIAL ICE	SALT	CPS		X		2
PRE ICE	INITIAL ICE	SALT	CPS								
	X		2								
<p><b>B. Preserved, crushed, evaporated, dried, frozen, canned or cold pack, fruits, berries, vegetables or melons and/or fruit juices</b> Standard Refrigeration</p> <p>On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged &amp; EXCEPTIONS: RE-ICE-TO CAPY AT ALL REG. ICING STA. WITH CHUNK ICE</p> <table border="1"> <tr> <td>PRE ICE</td> <td>INITIAL ICE</td> <td>SALT</td> <td>CPS</td> </tr> <tr> <td></td> <td>X</td> <td></td> <td>2</td> </tr> </table>				PRE ICE	INITIAL ICE	SALT	CPS		X		2
PRE ICE	INITIAL ICE	SALT	CPS								
	X		2								
<p><b>C. Perishable freight other than referred to in paragraphs A. and B</b> Standard Refrigeration-same as B</p> <p>Standard Refrigeration w/Salt</p> <p>On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged &amp; EXCEPTIONS: RE-ICE-TO CAPY AT ALL REG. ICING STA. WITH CHUNK ICE AND 5% SALT</p> <table border="1"> <tr> <td>PRE ICE</td> <td>INITIAL ICE</td> <td>SALT</td> <td>CPS</td> </tr> <tr> <td></td> <td>X</td> <td>5%</td> <td>2</td> </tr> </table>				PRE ICE	INITIAL ICE	SALT	CPS		X	5%	2
PRE ICE	INITIAL ICE	SALT	CPS								
	X	5%	2								

The use of salt with icing of fresh and preserved fruits and vegetables was complex and allowed for multiple variations of initial and enroute salting under Standard Refrigeration. See rules 202 and 203 for further information.

Rule 202:

<https://drive.google.com/file/d/0B7SG5wBHSOgPRzAyTzh5c0JwaEk/edit?usp=sharing>

Rule 203:

<https://drive.google.com/file/d/0B7SG5wBHSOgPSWY4MDVTRWVURIE/edit?usp=sharing>

These examples should cover almost all modelers' waybill requirements. Those wishing to model more extensive icing operations should refer to the instructions and waybill samples for Replenishment Service and Icing and Re-icing Service described below.

The charges for any perishable freight protection were over and above the regular tariff charges for moving freight. The cost of moving a carload of perishable freight was, therefore, the regular freight charges from origin to destination plus the charges for any protective service.

At this point, the natural question for the modeler interested in representing icing is "OK, but how was a car icing accomplished?" Probably the most straightforward and succinct explanation of this is Tony Thompson's post on "Refrigerator Car Service Terminology" in his December 2012 Blog at

<http://modelingthesp.blogspot.com/2012/12/refrigerator-car-service-terminology.html>

Anyone who is really interested in the what, when, how, and why of icing should pause here to read this before continuing. In the post, Tony makes

reference to the circulars issued by the railroads to their employees engaged in perishable freight operations. One such circular is SFRD Circular 2-L, a reprint of the National Perishable Freight Committee Circular 20-D, and can be found at:  
<https://drive.google.com/file/d/0B75G5wBHSOgPd1BvM3FRcELZYTg/edit?usp=sharing>

*§595. Replenishing Service (stated charge). Shippers do not always desire the carrier's full refrigeration service or their shipments, and certain commodities only are subject to this provision as specified in the tariff. They may ice the car themselves at the shipping point and only desire the carrier's icing service from some point enroute to the final destination*

*For such service a flat replenishing charge is provided at so much per car between certain points, which is called a "stated replenishing charge".*

*In ordering such service the shipper is required to declare in writing on the bill of lading to the initial carrier at the loading station if the car is to be initially iced by the shipper or by the carrier, and whether it is to be re-iced enroute. If salt is desired shipper must specify percentage."  
(Station Agent's Blue Book, pg 103)*

"Rule No. 312:

Shipper's Instructions

"(B) Shipper must specify on shipping order and/or bill of lading the service as authorized by this Section using one of the shipping instructions as indicated below and Agent must enter on the

waybill the notation as given below (C) to cover the service:

A - Service

B - Shipper's Instructions.

C - Waybill Notation

1 A Replenishing service without salt.

B "Replenishing Service"

C "Re-ice to capacity at all regular icing stations"

2 A Replenishing service with salt

B "Replenishing service. Use \_\_\_% salt."

C "Re-ice to capacity at all regular icing stations with \_\_\_% salt."

3 A - Under ice. Do not re-ice

B - "Under ice. Do not re-ice."

C - "Do not re-ice"

(Perishable Protective Tariff No. 11 [1940], page 370)

Model Waybill Examples  
[Instruction and Icing portion of model waybill]

Replenishing Service w/o Salt			
On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS: RE-ICE-TO CAPACITY AT ALL REGULAR ICING STATIONS			
PRE ICE	INITIAL ICE	SALT	CPS
	X		3
Replenishing Service w/Salt			
On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS: RE-ICE-TO CAPACITY AT ALL REGULAR ICING STATIONS WITH 5% SALT			
PRE ICE	INITIAL ICE	SALT	CPS
	X	5%	3
Under Ice Do Not Re-ice			
On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS: DO NOT RE-ICE			
PRE ICE	INITIAL ICE	SALT	CPS
	X		3

Tariff Section 3 - Replenishing Service  
is at:

<https://drive.google.com/file/d/0B7SG5wBHSOgPQ1L5SXNVZkZVbDQ/edit?usp=sharing>

§ “596. *Icing and Re-icing Service (Cost of Service)*. Shippers may desire a special icing service not coming under the scope of either the refrigeration or replenishing service, and the carriers have provided an icing and re-icing service to meet the demand, which is based on the cost of service. The tariff states the cost of ice and salt furnished at the various points at which the service is applicable. The cost of ice ranges from \$4 to \$7 per ton and salt from 75 cents to \$1.20 per cwt.” [1940 prices]

“(1) When the service rendered is not included within the charges applicable as provided in Sections Nos. 2, 3, and 6, the rules and charges in this Section will apply for all ice, salt, or both, supplied to shipments of perishable freight including the following commodities: Meats (fresh) in straight or mixed carloads

Packing-house products (Rule 1147) in straight or mixed carloads.  
Butter, Eggs, Cheese, Dressed Poultry or game in straight or mixed carloads, or when shipped in mixed carloads with Live Poultry transported in combination Live Poultry Refrigerator cars  
Butterine or Oleomargarine, carloads  
Fish, Including Clams, Crabs, Lobsters, Oysters, and Shrimp, carloads

*Ale, Beer and Beverages, in straight or mixed carloads*

*Bananas and Coconuts, in straight or mixed carloads.*

*Except when such commodities are loaded in mixed carloads on which stated charges are published in Sections Nos. 2, 3, or 6, the charges shown in those Sections will apply.” (Perishable Protective Tariff No. 11 [1940], page 374)*

While “Shippers Instructions” are supplied in Rule No. 405,

<https://drive.google.com/file/d/0B7SG5wBHSOgPR1NMNk9IVkhiTk0/edit?usp=sharing>

No particular waybill wording is specified for the 19 different “shippers instructions” listed. It is therefore up to the modeler to supply the wording for the waybill “Instructions” section based on the examples shown previously. Two suggested examples are shown below.

Rule 405 (1) Icing Service w/o Salt			
On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS: ICE-TO CAPACITY WITH CRUSHED ICE AT ALL REG. ICING STATIONS			
PRE ICE	INITIAL ICE	SALT	CPS
	X		4

Rule 405 (3) Icing Service w/Salt			
On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS: ICE-TO CAPY W/CHUNK ICE AT ALL REG ICING STATIONS AND 5% SALT			
PRE ICE	INITIAL ICE	SALT	CPS
	X	5%	4

Part 3 of this series of articles will wrap up Refrigeration Service and start Ventilation Services. **I**

[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.

Widening my Horizons  
by Bill Mosteller

When I first started into model railroad operations, I imagined several requirements for a model railroad that was enjoyable to operate. No doubt, that list started with features of railroads I enjoyed operating on. But as I see more railroads, I discover that there's more variety in enjoyable operating experiences, often omitting some of my "requirements."

The Saturday of Memorial Day weekend, May 28th, Herb Biegel, Arthur Boyd, Bob Harlow, Harvey Heyser, John Madden, Ron Polimeni, and I descended on Pete and Jane Clarke for an afternoon of Eastern narrow gauge railroading. Pete served as roving troubleshooter, Jane as dispatcher, and the rest of us happily ran trains.



While I've operated on the EBT before, I was reminded that I don't miss what's "missing." The East Broad Top has no hidden staging, and practically no hidden track. As a narrow gauge railroad that connects only with the Pennsy, in only one location, Mount Union, interchange traffic is modest.



Switching Mt. Union

(The EBT did re-truck standard gauge cars for movement over the EBT, but that traffic was a small portion of what the railroad did.)

My job today was General Freight. Lest one might think that an important rank in the hierarchy, remember that the train is an extra (inferior to practically everything on the railroad) and that the EBT is really a coal hauling railroad. I started out at Orbisonia, went on to Robertsdale, switched cars there, then returned to Orbisonia, and went on to Mt. Union. In operating, one important skill is situational

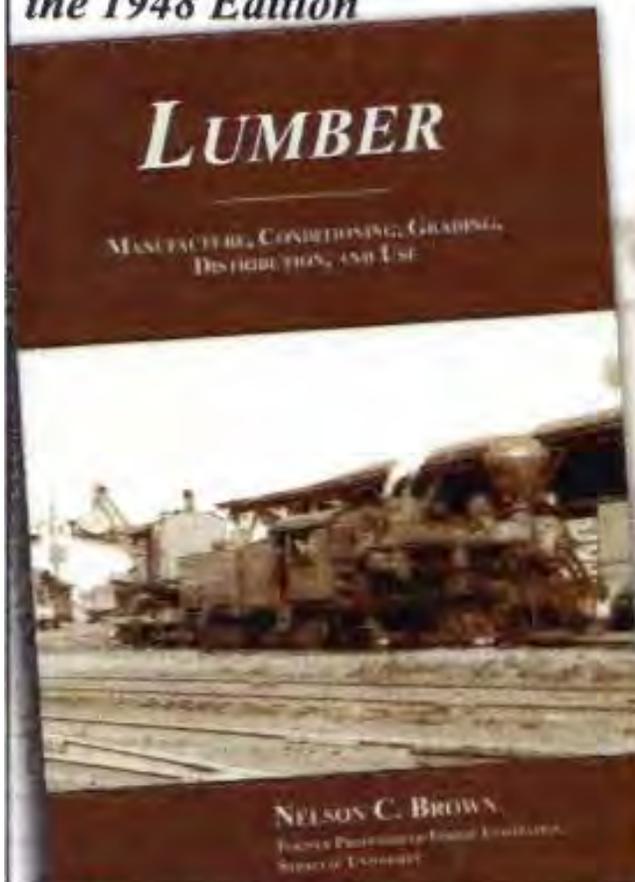
awareness. For example, on most model railroads, working a siding is likely to mean picking up freight cars on the siding that are going your way, and dropping off cars destined there. (Without such exchanges, the sidings would all fill up!) Another example has to do with where cars are going. At Mt.



Orbsonia

Union, I picked up a standard gauge car destined for someplace in Virginia, I forget where, and brought it with me back to Orbsonia. Only when I arrived did Pete question that inclusion in my train, and I realized that if that car is outbound from the EBT, with the only interchange is at Mt. Union, I should have ignored it. Oops. But that's how we learn. Thanks, Pete and Jane!

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## Layout Open House Report Bob Johnson's West Virginia Midland Railroad

by Bob Rosenberg photos by Marshall Abrams  
The Forest For The Trees

There's an old expression that's sometimes used to describe someone who is exhibiting a certain degree of cluelessness about something or other: They "can't see the forest for the trees." Bob Johnson has managed to build his West Virginia Midland in such a way that because it has so many trees, you often can't see the "forest," if you will,

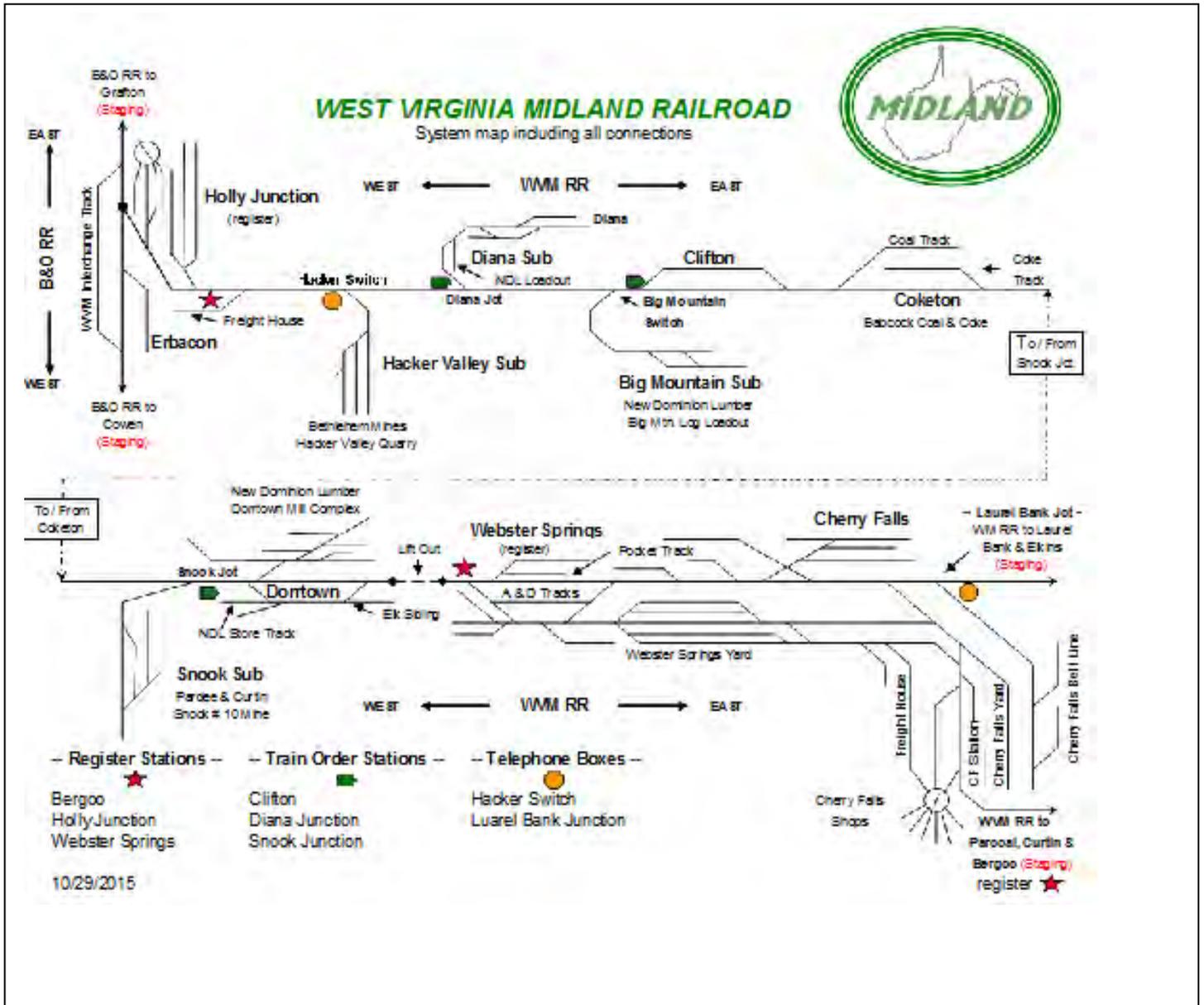
of all the intricately done details that he has incorporated into it unless you look very, very, carefully, or have someone nearby that's familiar with the railroad and can point them out to you. His work is a first class example of detailed modeling at its best, but you're likely to miss much of it if you're not paying close attention.





The railroad itself is an HO gauge B&O/WM/WVM arrangement in an E-shaped configuration for point-to-point operation with off line staging areas, one of which has its tracks in a sliding drawer where they can be lined up to an arrival/departure tunnel; there are working interchanges between the Class One railroads and the West Virginia Midland (and its subsidiary, the New Dominion Lumber Company), all of which is set in the mountains of central West Virginia (Webster County) in the summer of 1954. There is also an additional 50' around the wall shelf extension connected to the rest of the railroad by a movable 4' long bridge just

inside the doorway to the room. The construction is conventional "L" girder with some modifications and table top yard areas; scenery is plaster over cardboard supports with an abundance of rock castings, but the principle scenic highlights are the trees, approximately 4000 of them (I didn't try to count them), hand-made from wild hydrangeas that are painted and then dipped in ground foam while still wet. Motive power is provided by first generation B&O and WM diesels and steam equipment, primarily geared locomotives (with one 2-6-6-2) for the WVM and the lumber company, all controlled by the Lenz Digital Plus DCC system.



Operations are accomplished using time tables and train orders. Each session takes about three hours using a 3:1 fast clock so that three sessions of around eight hours each are needed to cover a full day. A typical session would utilize a dispatcher, an operator, two yard crews, and four road crews of one or two people in a crew. Road operations include a mix of through freight and passenger trains plus local turnarounds that work specific industries or towns on the line. Car movements during operating sessions

are controlled by a car-card/waybill system. Major traffic producers on the Midland include a limestone quarry, a coal mine (with a second simulated mine as part of one of the staging areas), a coke oven, a lumber mill related to the logging industry that's presently under construction, and industrial areas around Webster Springs and Cherry Falls. The intervening sections are modeled as would be expected with heavily forested mountains to create the impression that you're in Appalachia.



Each major industry is designed to be a “stand alone” independent scene that is large enough to represent a viable source of revenue for the railroad and to also keep the crews busy during operating sessions; the limestone quarry has large dump trucks that bring the stone to a collection shed where it’s sent by conveyer belt to a tippie and loaded into hopper cars for shipment. And while most of the steam power on the railroad consists of Shays and Heisler geared locomotives, that particular industry is serviced by a rare Vulcan Duplex B-B rod locomotive. The logging operation on Big Mountain, at the end of one of the peninsulas, has a steel cable reinforced hoist for loading the logs; what appeared to be “horseshoes” on one of the logs are really extra eyes for hoist, one of those things that had to be pointed out or it would have been missed by us visiting novices. And there also were some cows there that must have wandered away from a nearby pasture because they definitely didn’t belong where

they were, in the area between the tracks. But in another location, there were cattle in pens ready to be shipped out somewhere to eventually become burgers and baseball gloves. Then there was a coke oven against one of the walls that could hold six hopper cars, but the approach grade was so steep that only three cars could be pushed up at a time, making for some interesting switching moves as one of the operators of the layout explained to me. And the coal mine has an overhead trolley wire to supply the small narrow gauged electric locomotives that worked the mine.

I spent a lot of time Saturday peering over, around, and between trees, and I did need some coaching from two of his regular operators on some of the details, but it was well worth the trip up there, rain and all, to see what can be done if you have both the talent and the time to accomplish what Bob Johnson has done with his railroad. **I**

[Return to Bill of Lading](#)

## Layout Open House Report Bob Cook's West Port Road Railway

by Bob Rosenberg photos by Thomas Gaffuri  
**A Layout And A Railroad From The Past**

It's been many years since I last saw Bob Cook's PRR based HO scale railroad. I had been able to follow its construction, going back more than three decades to the 1980's, because we are both long time members of the NVMR; the club would usually hold its annual business meeting off site, and on occasion it would be at Bob's house where we

would have the opportunity to observe the progress he had made. Additionally, The Potomac Division had not toured it for 10 years, so I expected to see many changes, and I was not disappointed. The only thing unchanged from my last visit was the chair suspended from the ceiling in the middle of the room.





railroad design is an inverted “U” shape; each leg is about 20’ long with a loop at the end. One leg has a substantial switching and storage yard in the center; the other has locomotive storage facilities and a turntable. At the top of the “U” is a branch about 25’ long that runs at a right angle along the back wall to a loop at the end of the room and represents the line along the Susquehanna River. Construction is modified “Z” girder and the scenery, done with strips of paper towel dipped in plaster or crumpled newspaper placed over screen wire, is pretty much completed on one of

Most of the better model railroads we see are based on either our personal experiences with real railroads or one that we’ve taken the time to research; I doubt that all of those beautifully done Colorado narrow gauged layouts were built by modelers that were from that region. Bob, however, is a native of Pennsylvania and quite familiar with the PRR back in its glory days, prior to the Conrail years and its eventual break up into NS and CSX components, when it truly might have been, as claimed by its public relations department, “The Standard of the World”, and has tried to recreate some of the grandeur of that long ago era. The layout is a transition period setting that showcases the normally freight only electrified line of the PRR along the Susquehanna River (minus the catenary) from Harrisburg southeast to Perryville, a.k.a. the “Port Road”. The

the legs and the longer river section which also features a stone arch bridge similar to one that I recall seeing once in Columbia, PA; the other branch of the “U” has some grass applied in spots, but much of the scenery there is incomplete. Motive power is provided with Pennsy steam, first generation diesels, and electrics, and a supplemental leased Reading unit. Although the original five cab system is still in place, operations now are now carried out with Digitrax DCC cabs. One to four engineers use a computer generated car order system that specifies 48 cars in 10 separate trains serving up to 29 sites. Although it’s intended to run point to point during operating sessions, it’s also possible to run continuously to simulate greater traveling distances, a feature that Bob sometimes takes advantage of when he’s working on projects by himself.



Certain images say “Penny” whenever you see them: A pre-war K-4 with a string of P-70 coaches for example, or double headed M1A’s as on long a coal train assisted by a pair of 2-10-0’s pushing an N5c caboose in the distance. Bob’s contribution to those images this day was a GG1 in Brunswick Green with five gold stripes (a BLI sound equipped model) pulling 14 Rivarossi Broadway Limited lightweight cars in the post-war Tuscan red livery complete with the square end observation Mountain View at the rear with a lighted tail sign. He has included many of the small industries and agricultural enterprises for use in operations that were every bit as much a part of the “Standard of the World” as were

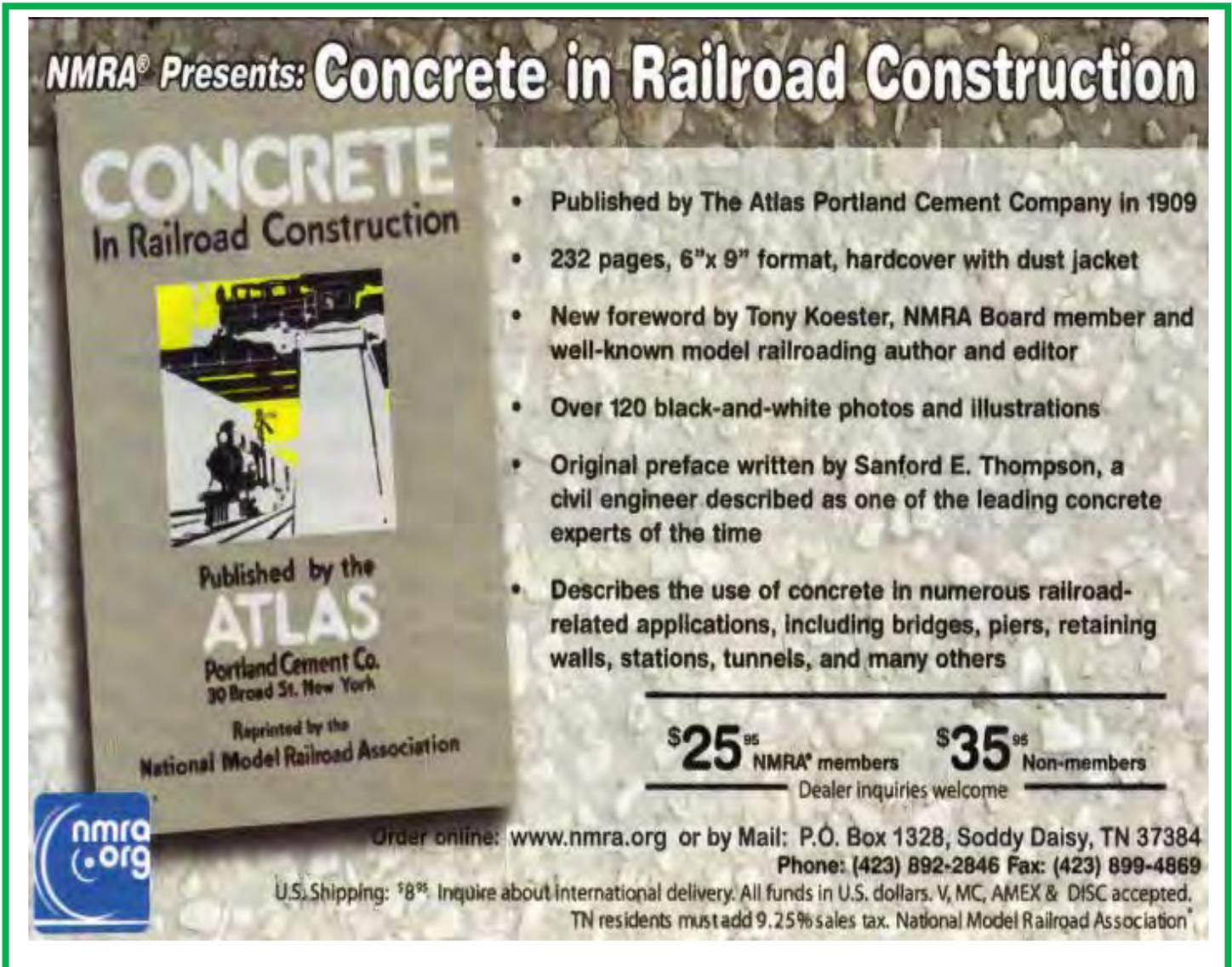
the coal mines and steel mills to the west, a part no doubt more familiar to many of us from around here if we’ve had the opportunity to visit the Lancaster area and the rolling Pennsylvania Dutch countryside surrounding it. There was also a display case on the wall containing more PRR and Reading equipment, and a sizeable contingent of the Southern motive power that Bob runs on the Western North Carolina, the Northern Virginia Club’s layout that follows the original Southern Railroad from Salisbury through the Carolina mountains to Asheville and was the subject of an article in the February 2016 *Model Railroader*.



There are distinct advantages to modeling open areas; the details are easier to see and probably easier to do. Additionally, those areas are more reachable for maintenance purposes; it's just easier to get the trains back on the track if and when things go south. I know this because my own experiences have convinced me that when things do go wrong, they will inevitably happen at some hidden or

inaccessible site and Bob has either eliminated or minimized most of them, something best done during the original design and construction rather than trying to retrofit it later on, an idea to keep in mind for any future layouts. **I**

[Return to Bill of Lading](#)



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