

# WHEEL REPORT



SOUTH MOUNTAIN DIVISION - NMRA

smdnmra.org

---

## FALL 2010

---



### NEW MEMBERS

Welcome to new members Logan Fiknig, Patrick Miller, and Augie Dimarsico. We invite you to our meetings: an important benefit of NMRA membership

### FALL MEETINGS

**September** – Sunday, September 12, 2010, 2 to 5 pm. Mike Shockey's Great Northern Railway – HO scale. This late 1950's era layout fills a 35' x 27' basement. It represents the GN between Spokane and Bonner's Ferry ID, and the SP&S between Spokane and Pasco WA. Mike designed his layout for operation and uses NCC DCC and car cards.

Clinic: Pending

**October** – Sunday, October 10, 2010, 2 to 5 pm. Don Florwick's Pittsburgh & South Penn – HO scale. Don's railroad represents Vanderbilt's South Pennsylvania Railroad as if it had been completed. The P&SP has staging at Pittsburgh to Harrisburg, and focuses on the Youngwood/New Stanton portion of the line, with PRR, B&O, and P&WV interchanges. The layout fills an 1100 sq. ft. space.

Clinic: Pending

**November** – Sunday, November 14, 2010, 2 to 5 pm, Dick McEvoy's HO scale Barneytown & Scupperville. Dick's 1950s era layout features main line railroading and fills 1800 sq. ft. of his basement. It's designed for prototype operation with multiple operators, using hand held throttles and is controlled by a large CTC board.

Clinic: Pending

## SMD OFFICERS 2010/11

### **Superintendent:**

Michael Shockey  
Email: [SHOgone@aol.com](mailto:SHOgone@aol.com)

### **Clerk/Wheel Report Editor:**

Richard Lind  
202 West College Terrace  
Frederick, MD 21701-4844  
(301) 694-9496  
rclind202@verizon.net

### **Paymaster:**

Ray Price  
(301) 845-6465  
rayswesternmarylandrr@erols.com

### **Division Achievement Coordinator:**

Jane Clarke  
(301) 253-1913  
Email: [Jane.Clarke@BioReliance.com](mailto:Jane.Clarke@BioReliance.com)

### **Advisory Committee:**

Pete Clarke  
(301) 482-1136  
Email: [ebtmx5@aol.com](mailto:ebtmx5@aol.com)

Donald (Don) Florwick  
(717) 352-8759  
Email: [DJFlorwick@comcast.net](mailto:DJFlorwick@comcast.net)

Bob Johnson  
(301) 371-9129  
Email: [rcyrij@aol.com](mailto:rcyrij@aol.com)

## ANNUAL MER MEETING

The 2010 annual meeting of Mid-Eastern Region members will be held on Sunday morning, October 3, in conjunction with the **MER Fall Convention** in Princeton, NJ. Exact time and room location within the convention hotel will be posted at the convention.

William Roman  
MER Secretary

*Editor's note: We are all MER members.*

## FROM THE DESK OF THE SUPER

I'd like to start by thanking Pete Clarke for his efforts during his time as superintendent. He has done much for the SMD and the NMRA. The start to my term as superintendent has been made much simpler thanks to his help and he has agreed to help me as we move forward. I'd encourage everyone to thank him for his efforts.

As we get ready to start our monthly meetings again, I realize how fast the summer has gone. I find that all the projects I had planned for the layout are far from finished. I guess I need to get down there and get something done, as I will be hosting the September meeting. We will then be visiting Don Florwick in October. Don's Pittsburgh & South Pennsylvania RR is coming along nicely. November will bring us to visit Dick McEvoy's Barneytown & Scupperville RR. Dick has recently converted to NCE DCC and the results have been great.

We are still looking for layout hosts and clinics for the rest of the meetings. If you'd like to host a meeting, please contact me. If you are interested in putting on a clinic, please contact Pete Clarke.

I look forward to our first meeting and look forward to seeing you all. We have several new members to the SMD and would like to see the new faces at our meetings. And for the 'old timers' of the SMD, it will be great to see you all again.

-mike

## RENEW ONLINE

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

## NETWORKING

Some of your SMD officers receive a monthly NMRA membership database update from the Mid-Eastern Region. We'd like to share the names and email addresses on this database to make it easier for us all to contact each other.

You will recall getting an email on May 19, 2010, that read in part:

*"At the meeting a member asked if we couldn't let him know of other SMD members who lived near him. He'd like to have a chance to contact them and see if they share interests.*

*That this is a direct "hit" on the purpose of SMD is a "no brainer."...."*

The email went on to ask for comments on the contents of the shared contact information and asked those that didn't want their email address published to contact the clerk. One member responded, asking that their email address not be published.

You may recall that my May 19th email did not give any info at all except for members email addresses. Therefore, unless your name is part of your email address, you were not identified at all.

Now is the time to let Richard know if you'd like your email to be removed from this list. Now is also the time to let Richard know if you'd prefer to get the entire membership rather than the east (Frederick county) –west (everything else) split that I sort of favor.

Once Richard sends out this copy of the Wheel Report he'll allow one week for replies then he'll send out the list. So let him know if you don't want to be on the list.

Pete

## CLERK'S SCRIBBLINGS

### New SMD By-Laws Approved by MER

On May 3<sup>rd</sup>, I received an executed copy of the new SMD Bylaws from MER Vice-President John A. Janosko. John signed the bylaws on April 22, 2010.

Included in the package was an undated handwritten note, which said:

*"Richard,  
Your bylaws look good to me and do not conflict with MER Bylaws.*

*I would like to make a suggestion in that Article IV may want to have a definitive number as to how many meetings a guest could attend before he must join the NMRA.*

*Thanks,  
John Janosko  
MER VP"*

Since John signed off on the bylaws and returned them, his suggestion is not a condition for approval.

So there you are. We did it! Thank you for your support and your proxies.

Richard Lind  
SMD Clerk

## ON CLINICS

Please volunteer to give a clinic during the coming year. It can be on any aspect of model railroading: modeling techniques, local history, local industries, or railroad history. We're interested in what you know and share.

Giving a clinic at an SMD meeting can be a dress rehearsal for giving a clinic at the next MER convention in Hagerstown. You get AP Volunteer points for presenting a clinic. If you have a handout, you get AP Author points as well.

## SMD TRIP TO STRASBURG RR.

Wow! What a day! On Saturday, June 5<sup>th</sup> a handful of us gathered at Strasburg PA. Some of us came early and toured the Railroad Museum of Pennsylvania, which opened at 9 A.M.

After lunch, we found one another on the station platform by 1:00 P.M. The shop tour started about 1:30. Chief Mechanical officer Linn Moedinger guided us through the engine house and shops. He stressed that the Strasburg RR is not an historic museum, but an active railroad. Strasburg RR doesn't hesitate to save money by using plastic in place of wood and plywood for their own equipment, and stainless steel in place of carbon steel for their tender tanks. They maintain and restore equipment on a contract basis. Among many such jobs, they brought EBT #15 back into service, and they maintain the wheels on Union Pacific's fleet of steamers. PRR 4-4-2 No. 460 was in the shop, as well as Rio Grande Southern 4-6-0 No. 20. Linn explained why the Belpaire boiler has a superior firebox design. Having Linn as our guide gave us a unique and detailed look at Strasburg Railroad's shop.

We rode the 3:00 train. Afterward we toured Linn's model railroad, which is in an RV garage Linn built for his dad on the beautifully maintained family farm. Linn models a world in which the D & RGW and the EBT interchange. The operators said Linn built it all himself.

## WHEEL REPORT IN KML

Starting with the Spring 2008 issue, all issues of the *Wheel Report* are on file in the NMRA's Kalmbach Memorial Library in digital form, except for maps and driving directions.

This is a requirement for your editor to receive recognition in NMRA's Achievement Program as an Association Volunteer.

## NEW NMRA LOGO

NMRA updated their logo and it looks like this:



This new logo shows we're fully in the present.

## WALKERSVILLE SOUTHERN

Potomac Division is sponsoring a mini-excursion on the Walkersville Southern RR in Walkersville, on Sunday, October 17. We are extending invitations to South Mountain and Chesapeake Divisions to join the fun. See <http://www.wsrr.org/>

We have reserved a train ride for the division at 4 pm on Sunday, October 17th. They will give us a tour of their yard at 3 pm. Potomac Division is guaranteeing the minimum cost of \$350.

Potomac Division will put together an advertisement for the Potomac Flyer, and will create a web page that also advertises the trip. We'll share this material with you for your re-use. We're working out details about selling tickets with Walkersville now. Tickets cost \$10 for adults, \$9 for seniors, and \$5 for children.

Sincerely,

Marshall D. Abrams

<http://home.comcast.net/~MarshallAbrams>

## NOTICE OF PROPOSED SMD BOUNDARY CHANGE

Watch The MER Local for a notice of a proposed boundary change to the South Mountain Division. The MER Board received a proposal from SMD to add the West Virginia counties of Hampshire, Mineral, and Morgan to its boundaries. These counties are already within the MER boundaries, are not part of any other MER Division, and are contiguous to the existing territory of SMD.

If no objections are raised to this proposed action, the MER Board will vote on it as soon as practicable. If there are objections, the Board will work to resolve them to the satisfaction of those concerned.

## CONVENTIONS, OPEN HOUSES AND TRAIN SHOWS

September 18, 9 am to 5 pm, September 19, noon to 5 pm. Main Line Hobby Supply Open House. 15066 Buchanan Trail East, Blue Ridge Summit, MD 17214

September 18, 2010, 11 am to 4 pm. Cumberland Valley Model RR Club open house, 440 Nelson St., Chambersburg PA. [www.cvmrrc.com/events.htm](http://www.cvmrrc.com/events.htm) in conjunction with Main Line Hobby Layout Tours

**September 30 – October 3, 2010. Princeton Junction. Mid-Eastern Region NMRA Convention. Double Tree Princeton Hotel, 4355 US Route 1, Princeton NJ. For info, see <http://mer.nmra.org/MERConv/MERConv.html>**

October 2-3, 2010. Brunswick Railroad Days, Brunswick MD [www.brunswickmd.gov](http://www.brunswickmd.gov)

October 21-24, 2010. B&O Railroad Historical Society 2010 Annual Convention. Baltimore MD. The event will be a joint convention with members of the Chessie System Historical Society and the Railway & Locomotive Historical Society. BORHS

is looking for some topic specific speakers to talk on track or operations on the area starting in Baltimore and ending in Wilmington, Delaware. They have a convention blog to provide information on the convention. Go to [the Blog](#)

October 30-31, 2010. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 [www.gsmts.com](http://www.gsmts.com)

November 7, 2010. 33<sup>rd</sup> Gaithersburg Train Show, Montgomery County Fair Grounds, Gaithersburg MD (railroadiana)

December 4-5, 2010. Greenberg's Train and Toy Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 [www.greenbergshows.com](http://www.greenbergshows.com)

## TRAIN RIDES

East Broad Top Railroad, Rockhill Furnace (Orbisonia) PA. Trains operate on weekends and holidays. <http://www.ebtrr.com/events.html>

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

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

Walkersville Southern Railroad, Walkersville MD. Trains operate on weekends through October. See <http://www.wsrr.org/schedule.htm> for schedule.

Western Maryland Scenic Railroad. Cumberland MD. Trains operate daily, with steam excursions on Friday, Saturday and Sunday in September; Thursday, Friday, Saturday and Sunday in October;

## Train Rides, continued

and on weekends in November and December. See <http://www.wmsr.com/> for info.

Saturday evenings. Strasburg Railroad Wine and Cheese trains. September 4, 11, 18 at 7:00 pm; September 25, October 2, 9, 16, 23, 30, November 6, 13, 2010 at 6:00 pm.

[www.strasburgrailroad.com/wine-and-cheese.php](http://www.strasburgrailroad.com/wine-and-cheese.php)

Day Out With Thomas, Strasburg Railroad. September 11 – 13, 17 – 19, November 19 – 21, 2010. For train times see

<http://www.strasburgrailroad.com/day-out-with-thomas.php>

September 25, 2010. Potomac Eagle, Hardy Heritage Days and Historic Home Tour, 9:00 A.M. Romney WV. [www.potomaceagle.info/events.php](http://www.potomaceagle.info/events.php)

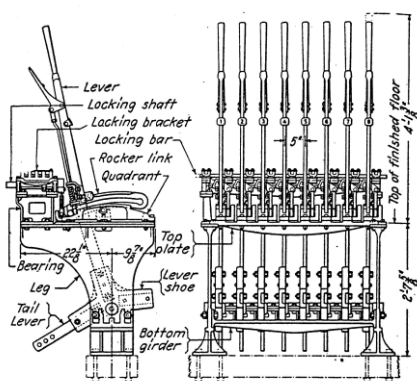
October 8-10, 2010. East Broad Top Railroad Fall Spectacular, Orbisonia PA [www.ebtrr.com](http://www.ebtrr.com)

October 16-17, 23-24, 2010. New River Train, Huntington WV. [www.newrivertrain.com](http://www.newrivertrain.com) for info.

October 17, 2010. Potomac Division tour of the Walkersville Southern Railroad. See article above.

November 6, 2010. Potomac Eagle entire railroad trip, Romney WV.

[www.potomaceagle.info/events.php](http://www.potomaceagle.info/events.php)



Saxby and Farmer Mechanical Interlocking Machine.  
Giving the Names of the Various Parts

## MODEL RR OPERATIONS

by Pete Clarke

Until something on it moves, a model railroad is a diorama. Once something moves, it becomes a transportation system in miniature. Most of us got into model railroading because we like to see trains run. “Operation” does not just refer to having other people run your railroad. In its basic form, operation is just how you decide what train to run and what cars it should take. So if you have ever run a train on your model railroad, you have had an operating session.

When you are the only operator on your railroad, you don’t need to have anything written down. You don’t have to follow patterns, logical or otherwise. You can remember and avoid all the quirks – things like; don’t run this loco on this stretch of track, don’t take this train across this turnout. You can run what trains you want, when you want, and do whatever switching you want. There is nothing wrong with that. However, real railroads do things for a reason and have patterns. It could be the one-train-a-day pattern of a short line in bankruptcy, or the mass of trains rolling on the 4-track Pennsylvania mainline. Modeling the traffic pattern is as much a part of modeling as constructing the buildings. Most of us built model railroads that are big enough to run more than one train. After we’ve run trains by ourselves for awhile, we begin to wish we could see our railroad live up to its full potential. We begin to wish we could see the traffic pattern in action. To do that, we need to have other people visit and help us by running those other trains. This article will look at what having other people run your railroad may cause you to do. One side benefit is that doing these things for those “other people,” may well cause you to think of your model railroad as a, well, railroad, rather than as a model.

The moment you have even one other person over to run trains several things change:

- The guest doesn’t know all the quirks and cannot avoid them.

## Operations, continued

- The guest doesn't know which train to run next.
- The guest doesn't know when to run the next train.
- The guest doesn't know what cars the train should take, drop off, or pick up as it goes.
- With two trains running, you now have to be deal with train meets.

1 – Quirks of the railroad. Quite simply, you have to resolve these. Don't expect a system of operations to resolve this for you. If a section of track or a turnout exists, it must work correctly. That's annoyance number one for both the host (who has to fix them) and the guests (who hate having to say, "Sorry, I didn't know that doesn't work.") This alone may be the biggest stumbling block to operations. It's really annoying to have to spend time re-doing things that are already "done." Further, to do this is to admit that you did a crappy job of doing it the first time. You might damage some scenery or have to redesign some track work. It's easy to see why this step can stop many who might otherwise have become hosts of operating sessions. But a railroad must function, before it can operate.

2 – What train to run next/when to run it. There's lots of ways to resolve this. The simplest is to just tell your guest what train to run. You could also make up a list of trains you'd like to have run. You might even list a scheduled time for each to run.

3 – What cars a train should take. Again, there are lots of ways to resolve this. You can just tell your guests what cars to pick up and drop off. You could make up a list for each train in which you tell what cars to drop off or pick up in each town. You could make up car cards and waybills that would allow the guest to figure out which cars they should take.

4 – How to control train meets. DCC is great, now we can have collisions, "corn field meets," and destroy our trains just like (sometimes) happens on

real railroads. But, neither you nor your guest is likely to feel very happy if you have one of these events. So how do you avoid it? Well, you can watch and just tell your guests to, "Wait here for a meet with train x." Or you could include the meets on your train's car switching list. Or you could build a prototypical signaling system. Or you could use the system know as "Time table and train order" to allow the operators to resolve meets on their own.

Once we eliminate "quirks of the railroad," we are left with 4 issues that any "ops system" needs to take into account. (1) What train to run, (2) when to run it, (3) what cars to take, and (4) how to control meets. Let's discuss the list of systems I've seen and used to deal with these issues. I've used each. Each works. Each has its strengths and each has its weaknesses. I've found and used the following systems of operation.

- 1- Verbal
- 2 - Sequential trains and switch list
- 3 - Timetable and switch list
- 4 – Timetable and car cards

### System 1 - Verbal

The first thing you might have noticed is that all of those issues can be resolved by you just watching over things and telling your guests what to do. Tell them what train to run. Tell them when it should go. Tell them what cars it should pick up and drop off. Tell them where and when to meet other trains. There is nothing wrong with doing this. It works. But it has some drawbacks.

- You'll get tired of always having to tell everyone everything.
- Your guests will get tired of always being told what to do.
- It will get noisy, and people will not be sure if you were speaking to them.
- People prefer to do things on their own. That gives them a sense of accomplishment.

In general you'll soon find that the "Telling them" system does not produce a relaxing or enjoyable experience for you or your guests. It's loud. You

## Operations, continued

feel like a Nazi commander. Your guests think of you as a Nazi commander. It's simple, and requires no preparation or up front work. It is an easy way to get started. But has some serious drawbacks.

### System 2 – Sequential trains and switch list

The next easiest system is to work up a train list and a switching list for each train. This can be used to resolve our 4 issues. This will relieve you of all the spoken commands you had to give. That's good. However, it does require that you do some work up front.

You must decide what trains to run and where they are going. Also, you have to decide what cars they are to pick up or drop off at each town. And, you need to define where and when train meets are to happen. Ok, that doesn't sound so bad. But let's think about it for a minute. What does this mean in terms of the four ops system items?

Issue (1) What trains to run – Not so bad. Just think of what trains you want to have run in a session. Ah, but before the ops session starts, you have to be sure that the equipment for each train is in its starting point town. That's called "staging." You might want to write up a page of staging notes for yourself so you get it right!

Issue (2) When the trains leave – In the sequential train system, the departure of any train is dependent upon the arrival of another train. Nice, simple. Train X doesn't leave until train Y arrives. But, if you are a scale person waiting for your train to leave so you'll be at your destination on time, this may not be the best system for you. You really don't know when your train will depart nor when it will arrive at any town. But it works and there's nothing wrong with it.

Issue (3) What cars to take, which to pick up and drop off – Switch lists may be the best solution to this issue. You just take a practice run and write

down each car that this train should start with. Then, for each town, write which cars it should drop off (and where) and which cars it should pick up (and from where.) Ah, but in order to be able to do this, you have to know the exact location of every car that's going to be moved in the entire operating session. This means that you'll have to have staging notes that define the location of every car. A pain in the ass, but not so bad? Oops, you may find that you have to spend hours before each ops session picking up cars and placing them in the correct spots for the start of the session. And what if train 2 is supposed to pick up a car that was to be dropped by train 1 – but train 1 forgot to drop it? So you can see that the switch list system, while perfectly functional, has some issues as far as car pickups and drop offs.

Issue (4) How to control meets – On the sequential train list/switch list system this is pretty straightforward. You must first run each train and write down your arrival and departure times in each town. Remember that your guests will not be as familiar with your railroad, so you might want to add in some extra time. Once you've done that, you can now figure out where your meets will be. Then you simply write the meet into each train's instructions. So this takes work up front on your part, but works pretty well. But if guest operator "A" is very efficient and gets to his meet point early, while guest operator "B" is horribly disorganized and is going to be a (real time) hour late getting to the meet, then operator "A" might not be too happy with this.

### System 3 – Timetable and switch list

Issue (1) What trains to run – You still have to decide what trains to run, that's given in all systems.

Issue (2) When the trains leave – In this system trains leave at their departure times on the timetable.

"Great," you say, "How do I make a timetable?" "

## Operations, continued

You'll need to have run each train yourself and have written down the arrival and departure times at each town. If you are moving to a timetable from a sequential train and switch list system, you already know this.

Does your railroad run North/South or East/West? You need to know this. There must be many ways to build a timetable. One easy way is to take a piece of graph paper (or excel for you PC users) and write each town name in order, on the center column of the page. Label all the columns to the right as being for North bound trains (or south, or east, or west). Label all the columns to the other side as being the other direction. See example 1. *(Note. Examples follow Pete's article. Ed.)*

In the column next to the towns, write in the departure times for the first train that runs. I suggest you enter the start time as either the time of day that your ops session is likely to start (say 8:00 PM) or the time of day that your ops session proposes to represent (say 6:00 AM.) See example 2.

Add in the second train that runs. See example 3. Then just add in the rest of your trains.

Issue (3) What cars to take, which to pick up and drop off – This system still uses a switch list, so this does not change from what we did in the sequential train and switch list system.

Issue (4) How to control meets – Take a look at example 3. Note that these two trains have a meet in town 5. Train 2 arrived sometime after 8:05 and train 1 arrives sometime after 8:20, but both are to leave at 8:25. So you have a meet. Each train crew should have a copy of the timetable, so each crew also knows that they have a meet. Great. But what if train 1 is running late and does not get to town 5 until after 8:25? Now you have a choice. In the sequential train system, we have trains wait so that all meets happen in the town they were scheduled to happen in. If one train has to wait, so be it. We can

do the same again here. Nothing wrong with that. Or you can take train control to the next level. To do this, you must give the crews the information they'd need to know in order to make wise and reasonable decisions. What do they have to decide? They have to make the "Go/No go" decision. Real railroads had this same issue. They solved it by assigning priority levels to trains and establishing operating rules. This can get quite involved; there are entire books on this topic. I don't claim to know all the details. But to get you started, a simple version is just this ...

- You need to decide which direction is going to be "superior".  
The other will be the "inferior"
- You will want to add this superior/inferior info to the timetable so you crews know it. See example 4.
- Each operator needs to learn to look at the schedule before they depart any town.

Let's say you decide that northbound trains are superior.

At 8:25, if both trains are in town 5, then both have completed the meet and may go.

But if 8:25 comes and only one train is in town 5, the following should happen...

If train 1 is in town and train 2 is not, then

- Train 1 is superior, it may move on towards town 6.
- Train 2 will have had to look at the timetable before they depart from town 6 and realize that they don't have time to get to town 5 before the superior train will have departed. As a result, they must wait in town 6 and have the meet there. Inferior trains must always stay clear of superior trains.

Ok, but what if it was 8:25 and only train 2 was in town 5?

- Easy, as the inferior train, train 2 must wait until train 1 arrives in town.

## Operations, continued

- What happens back in town 4? Train 1 can leave even if it is late, because it is a superior train.

Sweet, and very “Railroady.”

What if there’s some reason that you (as the owner) want train 2 (the inferior train) to advance? You can then issue a “meet order.” In this, you simply inform both train 1 and 2 that they will now meet in town (X). You can do this verbally, or you can use a written order form. Wow, even more railroady!

If you model a prototype railroad, you can have some fun making your timetable look as close to the real thing as possible. See example 5 – our timetable is made to look like the actual timetables of the East Broad Top Railroad.

Timetable and switch list, a really good combination and a good system of operations. But, look at all the work you have to do up front. In addition to making the timetable, you still have to make up a switch list and deal with the staging issues.

### System 4 – Timetable and car cards.

Using car cards to control car movement will not change what we’ve already seen with - Issue (1) What trains to run, Issue (2) When the trains leave, and Issue (4) How to control meets.

See picture of car card and waybill – example 6

Issue (3) What cars to take, which to pick up and drop off – The problem with the switch list is that you still (may) have a great deal of staging to do before each operating session. One of the concepts of car cards is to resolve that. The basic idea of car cards is that each physical car on the layout has a paper card that follows it. The paper card tells where the car should go. Most car card systems will have a separate “waybill” for each card. The

### Example 6



waybill will allow for multiple destinations so a car can cycle its way around the layout. Also, most systems use a “card box,” to control the “should it go now?” aspect. The card box will have separate sections for those that are “ready to go” verses those that need not be moved. See example 7, a picture of card boxes with cards in them. So the card and box system tells the train crews if this car is ready to be moved, and if so, then where this car is to go. Now

### Example 7



your train crews simply look at the car cards in each town to determine if they should or should not pick up or drop off any cars. This means that you don’t

## Operations, continued

have to know where every car is at the beginning of each operating session! You can just let each train pick up the cars that are available. Sweet!

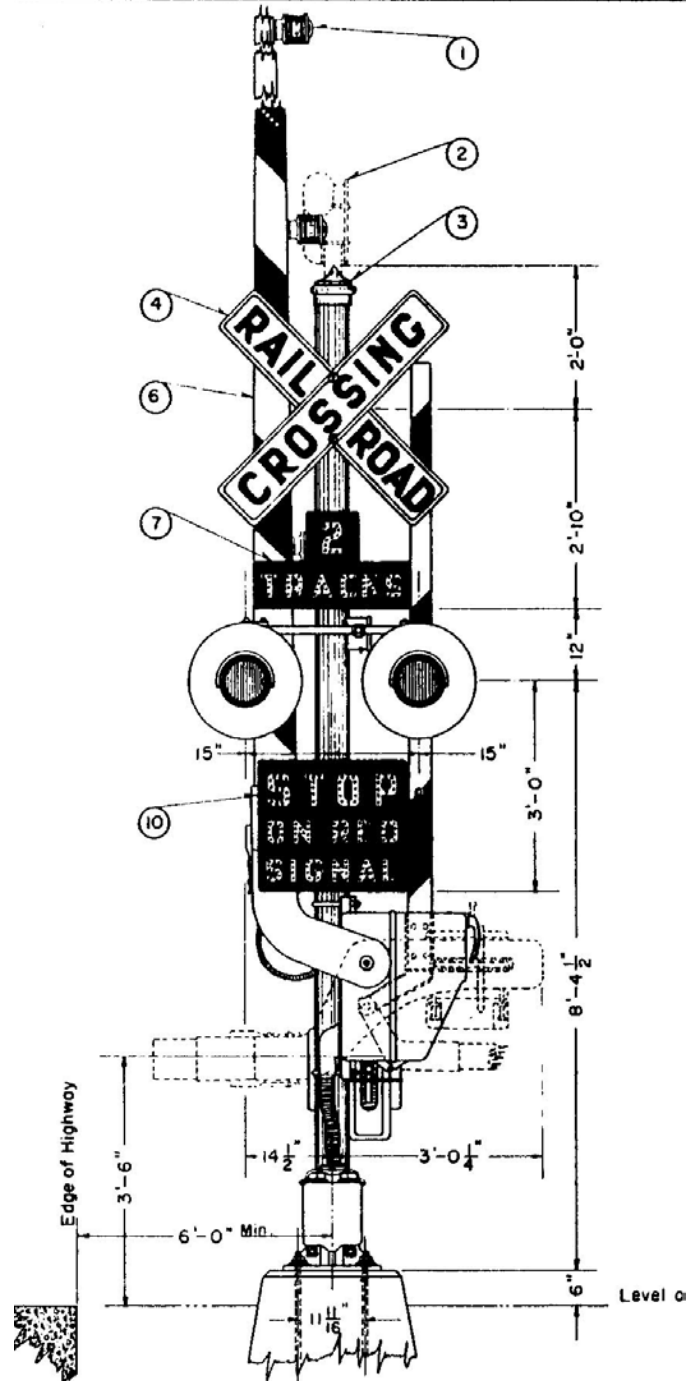
Ah, but you say that the first train will pick up every car on the layout. First, they will know that they only pick up cars that are going in the direction they are traveling. Second, you can identify for each train what its maximum number of cars is. Now the crew knows they can only take a limited number of cars. Oh, you might want to add in some car priority system – you don't want those reefer cars to sit and let the contents spoil!

Disadvantages? Oh, it has them - it's not perfect. You have to build or buy the boxes, cards and waybills. You have to complete (write) the card and waybill for every car on the layout. The crews have to sort through cards and need a place to put them down. The cards can become separated from the car and you'll have to re-connect them.

I have used all four of these operations systems: Verbal instructions, Sequential trains and switch list, Timetable and switch list, and Timetable and car cards. Each has advantages. Each has disadvantages. But they all get your railroad rolling!

By the way, did you notice that at some point I stopped referring to "guests" and started referring to "train crews?" The more you ask your guests to think like railroad crews, the more they'll think of themselves that way. Wasn't that part of the reason you built a railroad?

The End.



**Timetable Example 1**

Departure times

Northward							Southward																																																																																																								
Read down							Read up																																																																																																								
Station							Station																																																																																																								
Train							Train																																																																																																								
																				Town 1														Town 2														Town 3														Town 4														Town 5														Town 6														Town 7							
						Town 1														Town 2														Town 3														Town 4														Town 5														Town 6														Town 7																					
						Town 2														Town 3														Town 4														Town 5														Town 6														Town 7																																			
						Town 3														Town 4														Town 5														Town 6														Town 7																																																	
						Town 4														Town 5														Town 6														Town 7																																																															
						Town 5														Town 6														Town 7																																																																													
						Town 6														Town 7																																																																																											
						Town 7																																																																																																									

**Timetable Example 2**

Departure times

Northward							Southward																																																																																																								
Read down							Read up																																																																																																								
Station							Station																																																																																																								
Train							Train																																																																																																								
						1														8:00														8:05														8:15														8:20														8:25														8:30														A 8:35							
						8:00														8:05														8:15														8:20														8:25														8:30														A 8:35																					
						8:05														8:15														8:20														8:25														8:30														A 8:35																																			
						8:15														8:20														8:25														8:30														A 8:35																																																	
						8:20														8:25														8:30														A 8:35																																																															
						8:25														8:30														A 8:35																																																																													
						8:30														A 8:35																																																																																											
						A 8:35																																																																																																									

**Timetable Example 3**

Departure times

Northward				Southward			
Read down				Read up			
Station		Station		Station		Station	
1	Train	2	Train	1	Train	2	Train
8:00	Town 1	A 8:50	Town 1	8:00	Town 1	8:45	Town 1
8:05	Town 2	8:45	Town 2	8:05	Town 2	8:35	Town 2
8:15	Town 3	8:35	Town 3	8:15	Town 3	8:30	Town 3
8:20	Town 4	8:30	Town 4	8:20	Town 4	8:25	Town 4
8:25	Town 5	8:25	Town 5	8:25	Town 5	8:05	Town 5
8:30	Town 6	8:05	Town 6	8:30	Town 6	8:00	Town 6
A 8:35	Town 7	8:00	Town 7	A 8:35	Town 7		Town 7

**Timetable Example 4**

Departure times

Northward (Superior)				Southward (Inferior)			
Read down				Read up			
Station		Station		Station		Station	
1	Train	2	Train	1	Train	2	Train
8:00	Town 1	A 8:50	Town 1	8:00	Town 1	8:45	Town 1
8:05	Town 2	8:45	Town 2	8:05	Town 2	8:35	Town 2
8:15	Town 3	8:35	Town 3	8:15	Town 3	8:30	Town 3
8:20	Town 4	8:30	Town 4	8:20	Town 4	8:25	Town 4
8:25	Town 5	8:25	Town 5	8:25	Town 5	8:05	Town 5
8:30	Town 6	8:05	Town 6	8:30	Town 6	8:00	Town 6
A 8:35	Town 7	8:00	Town 7	A 8:35	Town 7		Town 7

**Timetable Example 5**

Time Table No. 80

**East Broad Top Railroad Company**

In Effect Friday November 5<sup>th</sup>, 1926  
Departure times

Northward (Superior)										Southward (Inferior)									
Read down										Read up									
Station										Station									
5	9	17	15	11	3	7	1	Train	Mt. Union	6	2	10	14	8	4	12	16	18	
SG	F	BB	MP	M	SG	F	SG			FS	SG	M	MP	F	SG	M	MP	BB	
9:34	9:22 #4	8:57	8:57 #14	8:40 #14	8:40 #14			Robertsdale	30.0			8:19	8:30 #11	8:07 #9	8:22 #9				
9:35	9:23	8:59	8:42	8:42				Coles	24.0			8:17	8:28	9:06	9:20				
9:37	9:24	9:00	8:43	8:43				Kimmel	23.0			8:16	8:26	9:05	9:19				
9:39	9:26	9:04 #8	8:45	8:45				Saltillo	19.0			8:14	8:24	9:04 #15	9:18				
A9:42	A9:30	9:20	8:55 #8	8:55 #8	8:25 #14	8:10	8:05	Orbisonia (from Furnace)	11.0		A8:11	8:10	8:20 #3	9:00 #11	9:14 <sup>c</sup> M #15	A9:23	A9:25	A9:32	
							A8:07	Shade Gap (Mt. Orb.)	(6.0)		8:08								
								Booher Br. (Mt. Orb.)	(2.0)										
								Shirleysburg	7.0				8:14 #7	8:50	9:00 #11	9:20	9:23		
								Mount Union	.0				8:10	8:47 #3	8:57	9:15 #15	9:20		

Train Types: M P - Mail Passenger; S G - Shade Gap; M - Miners; F - Freight; F S - Furnace Shifter; B B - Booher Branch  
Notes: M = Meet another train; A = Arrival time and end of this train.

Northward trains are superior to Southward trains of the same class. All trains are the same class.  
All trains operate daily except Sunday. The Company reserves the right to vary from the above Time Table without notice

**RAILWAY EXPRESS AGENCY OPERATES OVER THIS LINE**

Pennsylvania Railroad Trains Leave Mount Union

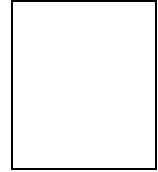
EAST - 5:45 a. m. 1:30 p. m. 3:49 p. m.  
WEST - 7:04 a. m. 7:28 a. m. 12:38 p. m. 4:21 p. m. 7:16 p. m.

Telephone - Orbisonia 211, Mount Union 126 and 127

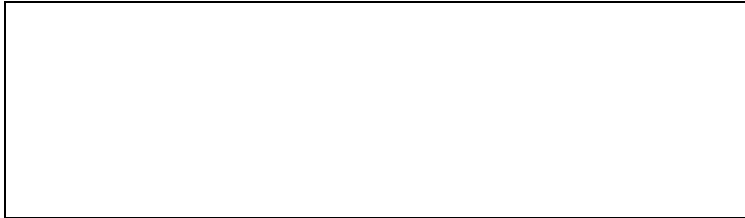
C. D. Jones, Vice President

# WHEEL REPORT **SMD**

SOUTH MOUNTAIN DIVISION - NMRA



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



Helmstetter's Curve, Western Maryland Scenic Railroad