THE B&O MODELER

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Tom Greco has upgraded the old Rivarossi C-16 Dockside as part of his Master Model Railroader campaign. That white blob next to the stack that looks like a cat is one of his cats enjoying the heat. See "From the Readers" for more images.

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AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering, news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of annual memberships are available, Regular annual memberships are only $45.00. If you would like to join, click here to fill out our membership application, print a copy and mail it to:

B&ORRHS
Attn: Membership
P. O. Box 1608
Sykesville, MD 21784-1608

COMPANY STORE

COMMENTARY BY JOHN TEICHMOELLER

WITH DATA FROM PUBLICATION ENTRIES IN THE COMPANY STORE CATALOG

The Society's Company Store contains an immensely rich amount of information in the form of reprinted documents, in many cases original company publications. However, this candy store may be overwhelming to those wanting to know more about the B&O. So as we began in *Modeler No. 46*, we will try to give you some additional "guidance" in the candy store showcase. We hope to continue this feature, but it may be on a sporadic basis. We haven't heard about any "favorites" of readers yet.

Equipment Section

74164 Non-Revenue Equipment Diagrams 1930s through 1960s

Unlike some other reprints from the Company Store, this one is not a reprint of a single official company publication. It is a bit of a strange hodge-podge, being a collection of copies of documents obtained over the years by Society members. There is no table of contents or editorial commentary. So "what you sees is what you gets," as I think Flip Wilson used to say. You could probably compile a commentary if you sorted through the various Yahoo list postings on this subject over the years. One of the "core contents," for example, is a handwritten 1961 roster found at a flea market by John King of Boyds, MD. It includes rosters from 1948, 1953, 1961 and 1968. Some of the rosters are more complete than others, but collectively they include cranes, snowplows, flats, camp cars, idler cars, baggage cars. Some readers have annotated their personal copies to improve the utility of the lists, as Jim Mischke has done, by writing the previous freight car class number in the righthandmost column. Such cross referencing is useful because a lot of us captured non-revenue equipment in our photos but wondered what it had been when in revenue service. There are clearance diagrams of many but not all types of non-revenue equipment included. This is a big document at over 250 pages. (Psst. Don't tell anyone but there is also a 1930 BR&P work equipment roster, 72030. Yes, that SKU is not a typo. This is buried in the Facilities, not Equipment section of the catalog. You deserve it to yourself to do some scrolling.)

74151 Electric, Oil-Electric, Gasoline and Diesel Tractor Locomotives

This portfolio consists of each of the locomotives with clearance diagrams (dimensions) created by the B&O Mechanical Engineering Department, and are noted as to the dates of their creation. The document has been reproduced in 8 1/2 by 14 inch size to provide clarity for the drawings. Consider this a companion volume to Jim Mischke's diesel roster book described in the last *Modeler*.

Facilities Section

72053 B&O Officers Special Inspection Trains, Baltimore, Cumberland and Monongah Divisions. May & Nov 1953.

This is just one of several similar reprints that give extensive information about particular stretches of the road. Scroll through the offerings in the Facilities section to see if your area of interest is covered. Not all are, but you may get lucky. Approx. 130 pages of very detailed data prepared for Officers of the RR for their private-train inspection trips. Organized by mileage from selected terminals or junctions, these trip books give a mile-by-mile description of the names of shippers & receivers on the line; carloads per shipper; revenue in dollars; passenger counts and revenue for each stop; population of cities/towns served; descriptions of yards; names of station agents; sidings with coal dumps and dealer names; siding and yard track capacities; tunnel data; list of improvements with AFE numbers; number of new crossties and tons on new rail laid; track workforce listing; Georgetown, Hagerstown, Alexandria, Shenandoah Subs. For example: DC Union Station takes 1.5 pages to describe the facility and various yards; NY Avenue and Eckington take 2 pages; Brunswick yard and shops take 4 full pages to describe it (hump yards/tracks, workforce types/numbers, YMCA stats, key personnel, train schedules, cars of coal dumped, number of engines in hump service, number of car riders employed, cars humped by shift/trick, hump tracks, stock pens, car repair yard). Also gives annual tonnage of coal, ore and stone handled at Lorain, OH for 1932-1952. Baltimore Division is only a portion with facility descriptions.

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UPCOMING EVENTS FOR POTENTIAL B&O MODELS ON DISPLAY OR B&O PRESENTATIONS

We don't receive direct communications from any Prototype Modelers Meets, so the listings below are a function of Scott's and John's "general awareness." Guess we have too low of a profile! Moreover, since we have an indeterminate publication schedule, some of the events below may have already occurred by the time you read this. Nevertheless, the links provided should provide you with necessary information about the group's next event.

In any event, let us know if your "favorite" meet that is likely to have B&O content is omitted and give us details. Have other meet organizers send notices to us at: rmighpr@comcast.net

2019

Prototype Rails 2019 – January 10-12, 2019 in Cocoa Beach, FL.

RPM East – March 22-23, 2019 in Greensburg, PA.

Savannah Prototype Modelers Meet - March 29-30, 2019 in Savannah, GA.

Central Ohio RPM – April 26-28, Marion, OH. Contact dblake7@columbus.rr.com for more details

New England/Northeast Railroad Prototype Modelers Meet – May 31 and June 1, 2019 in Enfield, CT.

St. Louis RPM – July 26 & 27 2019 in Collinsville, IL.

Railroad Prototype Modelers Conference – Chicagoland October 24-26, 2019 in Lisle, IL.

2020

Valley Forge Railroad Prototype Modelers Meet – March 26-29 in Valley Forge, PA.

NEW PRODUCTS

BY CLARK CONE AND THE MODELER STAFF

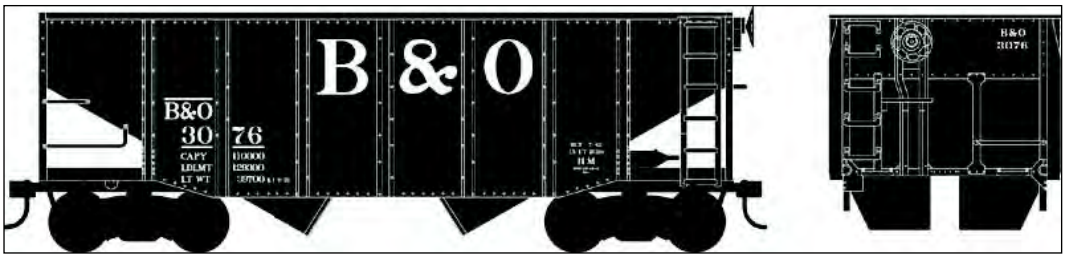
New Product Notices and Disclaimer

We haven't heard any complaints or other feedback about what we have featured or not featured, realizing that a model is a representation of reality and that modelers have different standards of fidelity. We are continuing to include Chessie System products if they have B&O reporting marks. Reader's opinion welcomed.

Does it seem like we have an unusually large number of "stand-in" products this time? As always, let us know if we have missed something that needs to be publicized. JT

Bowser Trains, 55-Ton Fishbelly Hoppers – HO-scale

Bowser is releasing two styles of coal hopper cars. Delivery of both ready-to-run HO scale models is set for October 2019. The models will feature crisp details, sharp painting, metal wheels, and knuckle couplers (and of course cast-on grabs/ladders). The models will cost $27.95 each. Contact www.bowser-trains.com for more information.



Summary of Equipment shows B&O number series 3000-4559 as class CNJ, leased from the CNJ from 1956 to 1960. There were a confirmed total of 111 cars leased.

Rapido Trains, Dining Car – HO-scale

While the next model isn't strictly a B&O prototype, we add it here in the interest of alerting you to all B&O model releases…in this case, **Rapido Trains** continues to raise the bar for commercial scale models. Among the latest projects is an all-new HO scale version of a Pullman Standard lightweight dining car. Orders will be accepted through June 24, 2019 with delivery expected in late 2019. B&O passenger car fans can determine fidelity of this offering. The Rapido products are so pretty, some modelers will find it easy to settle for stand-ins. Need more Information? Read more about this upcoming release at https://www.rapidotrains.com/ho-pullman-dining-car-us/

Atlas, GP40 - HO-scale

Coming from Atlas is another run of the Phase-1 GP40. They will be available in 3 numbers; 3685, 3688 and 3726. Note that the Phase-1 body is correct only for B&O units 3684-3699. See http://archive.atlasrr.com/HOLoco/arc-hogp3840.htm

Searails.com, B&O Dockside - Z-scale

This product was announced at the 2017 Narrow Gauge Convention. For you modelers with excellent eyesight, look forward to a Z scale Dockside from Searails.com in 2019. Only five units will be made and only TWO reservations are left. The particular model is a bit crude; the info on the website is somewhat confusing but it looks like there is a DCC option but, too bad, there is not enough space for a "Keep Alive" module. Reservations accepted NOW by email until March 1, 2019. Pricing to be announced February 14, 2019. Email: HARBORMASTER@SEARAILS.COM (This company has a wondrous product line. They once catalogued a Z scale refinery model. Interesting story about THAT.)

NEW PRODUCTS—SECOND SECTION

Bachmann Scale Test Car – HO-scale

Die-cast with cast-on grabs. Modern-style 80,000 lb. car with roller bearings. Available lettered for B&O. If you want to enhance the detail, buy the unlettered version and remove /replace cast iron grabs. This style car has been available over the years in HO, in pewter, brass and in the mid-nineties plastic from Walthers. It's too bad they didn't do the "old style" 40,000 lb. car with pedestal bearings. See *B&O Modeler* May/June 2008 or *Railroad Prototype Cyclopedia* No. 12 for prototype information, and you can paint your couplers red. And maybe the wheel bearings, too. www.bachmanntrains.com

Precision Design Co. Chessie System Diesel Decals – HO-scale

See review elsewhere in this issue for 100-ton hopper decals from PDC. This diesel set is designed for use on B&O/C&O/WM EMD and GE hood units that wear Chessie System colors. www.pdc.ca

Athearn Genesis GP40-2 in B&O/Chessie colors – HO-scale.

Multiple road number for B&O units including a patch variation done to resolve numbering conflict with Santa Fe. Mid-production look with 88 inch nose, pointed front anti-climber and corrugated radiator grills. Available as DC only or DCC/sound. Presumably as these bear the Genesis badge, detail level will be excellent. www.athearn.com

Rapido RDC-2 – HO-scale

B&O version was listed in ads from late 2017 but no details are given or images shown to assess B&O specificity of the model. Per Jim Mischke, the units available in this run include:

- The ex-ATSF RDC1 9918, on B&O from 1970-74 in Baltimore-Washington-Brunswick service, in Pittsburgh PATrain service 1974-1980, then to MDOT/MARC
- B&O RDC2 combine 1950 built in 1953 as B&O 6550, operated as B&O 1950 from November 1956 to March 1962, when it burned up in the Mt. Clare shop fire. Baltimore-Washington-Brunswick service
- B&O RDC2 combine 1951 built in 1953 as B&O 6551, operated as B&O 1951 from November 1956 to 1980, then to MDOT/MARC. Baltimore-Washington-Brunswick service.

Reservations were due by 2/9/18 with stated delivery in late 2018. Rapido reports their RDCs have been very popular; certainly some of our readers must have purchased some but nobody has offered info. about B&O prototype fidelity for those so-lettered by Rapido. There is also a product blurb on the new Santa Fe unit on page 32, *Model Railroad News*, January 2019.

Broadway Limited E1A and E1B and EA/EB Diesels – HO-scale

Product notice appeared in November 2017 *Model Railroad News*, page 57. This was supposedly the second production run; available in various A-B unit combinations and apparently some unpowered units also. www.broadway-limited.com

Moloco Fruit Growers Express Insulated Boxcars – HO-scale

Moloco is shipping a new batch of HO-scale Fruit Growers Express RBL cars, including some with B&O reporting marks. The B&O car appears to have its original as-built paint scheme (BLT 3-1963) with a reweigh date of 9-64. Jim Mischke provided input to Moloco for this product. Jim also notes there were two B&O large customers using these cars: Heinz in Pittsburgh, Carnation in Clarksburg. Daily traffic might be small, two or three cars daily. The pool of available cars would be fourteen times that, assuming a turnaround of two weeks for each car. Moloco products tend to sell out quickly so good luck to you 60's era modelers on this one. Moloco products are always very well done.
https://www.molocotrains.com/

EXTRA SECTIONS FROM THE READERS

BY JOHN TEICHMOELLER AND READERS

We use this section to share visibility of modeling projects as well as additional information resulting from prior published material.

C-16

By Tom Greco

Tom Greco continues his work on the Master Model Railroader designation and recently applied himself to upgrading the Rivarossi version of the C-16 “Dockside.”

Building History into My Rolling Stock
By Brian DeVries

This represents my two I-12 class wagon-top cabooses with their 1955 look. Caboose C2413 had been freshly re-painted in May 1955 at the Elk Run shops (Punxsutawney) in the new "large lettering" paint scheme with the large B&O letters replacing the spelled-out Baltimore & Ohio lettering above the bay window. Caboose C-2814 (which was part of a follow-up group which had the hyphen in the car number) had last been painted in March 1954 at Elk Run in the previous paint scheme. Note the much larger capitol dome logo which corresponded with those markings.

This represents the same two cars in their early 1957 decor. C-2814, now on the left, is still wearing the 1954 paint, but is looking a little shop-worn (it was re-painted later in 1957) while the C2413 shows of a September 1956 paint job (again at Elk Run shops) which now includes the larger (9" vs. 7" high) car number.

[Brian DeVries, a long-time N-scale modeler focusing on the B&O's Buffalo Division, engaged craftsman Tony Hines to assemble, embellish, paint and letter these I-12 wagon-top cabooses for his layout. He pursued the notion of two-sided cars. Tony took JnJ kits for the cars, added embellishments of brass and his own decals. Brian provided the direction (two-sided cars) and the money. These model I-12's were rendered in 2008 - well before Fox Valley Models tooled up for these cars as injection-molded beauties.]

The B&O was undergoing an aggressive caboose re-painting program between 1955 and 1957 (1958 was a recession year and expenses were cut). With my modeling the DuBois shops in that time frame, I've tried to incorporate the early-fifties markings - with the spelled-out Baltimore & Ohio and the larger "13 Great States" capitol dome logo – as well as the newer markings - with the large B&O and the smaller capitol dome logo - in my caboose fleet.

The vast majority of my layout presents only one side of my locomotives and cars to viewers. The remaining portion has the track running along the walls in back with landscaping and structures screening much of the track. That gives me the luxury of having different paint versions on opposite sides of my cabooses. I can, therefore, arrange the layout in either 1955 or 1957 settings - including the cabooses. These steel wagon-top cars were used only for runs between Punxsutawney and Pittsburgh, or New Castle, until 1966. In October 1966, additional wagon-top cabooses arrived on the Division, replacing the wood-sided ex-BR&P I-10 class cars on runs toward, and into, Buffalo and Rochester.

In all, I will have fourteen B&O cabooses (eleven different I-10 class cars, the two I-12's and an I-17 bay window car not of wagon-top construction) but only seven or eight will be operational on the layout at any given time. I will have 1955 (with mostly the older markings), 1957 (with mostly the later markings) or sometime in between (with an ever-evolving mix of the two). I'll be able to take cabooses to the DuBois shops for re-paint, only to have them subsequently outshopped (turned around, of course) in fresh paint of the later configuration. I love to build in history.

Brian DeVries

Ilchester
By Bruce Griffin

Former *Modeler* editor Bruce Griffin is building a module based on Ilchester, Maryland. Here are a couple views of his in-progress work.

View of Ilchester looking west from Buzzard's Rock. Source unknown, believed to be mid-1940s. You can still go there today.

Bruce's in-progress module also viewed from Buzzard's Rock.

This is developing very nicely and we will share views as it develops. If you can't wait and for more, see Bruce's blog: https://bomodeling.com/blog/

B&O 5470
By Jim Kubanick

[Jim's missive below showed up on the Steam Era Freight Car List, and he was kind enough to share it with us. Jim's models show up at the Prototype Modelers Meets and I look forward to being able to share more of his work in the future. JT]

I have just completed a build of F&C kit # 6761, B&O 9 Panel Hopper. This kit has a one piece body casting, so it was not a particularly difficult build, for a hopper. I followed the kit instructions in building the car and fitted it with Tahoe Model Works Andrews trucks and Kadee code 88 wheelsets. Paint is Scalecoat Engine Black and Testor's Dullcoat. Weathering is a thinned coat of Scalecoat Flat Grime #1 followed with various Pan Pastel colors. Decals are the original F&C--not entirely satisfactory.

The F&C data sheet says these cars were built for the CNJ and were a stretched version of the 1905 standard hopper design. CNJ ordered 2000 of these cars in 1920, followed by orders for additional cars. Beginning in 1940, AB brakes replaced the original K brakes and 978 of the upgraded cars were leased to the B&O at that time. B&O numbered them into their 5460 - 5534 series. I could not find a B&O class number for these cars and the instruction sheet photos only shows the designation *HM". The decal sheet has N-10 printed on it but this is incorrect, I believe. These cars had a long life as the B&O rebuilt, and renumbered, them in the mid-1950's.

This is an interesting version of a rib side hopper due to the extra side panel which results in the apex of the center slope sheets being placed in the center of the center panel rather than the normal placement at the center rib.

Jim Kubanick

[The "Summaries of Summaries" book shows these cars classed as "CNJ," and they appeared on the roster in 1948 and were off by 1956. If the era is appropriate to your modeling, one of these in your fleet will provide some subtle physical diversity due to the panels and box end sills. JT]

P-13 Addendum—re. pages 16-18 *B&O Modeler* No. 47
Ed Bommer adds the following:

Actually, that well flat at Arlington Yard was there to be loaded with a propeller for shipment elsewhere. Bethlehem Steel had a plant beside the SIRT line at Arlington which made ship propellers. '

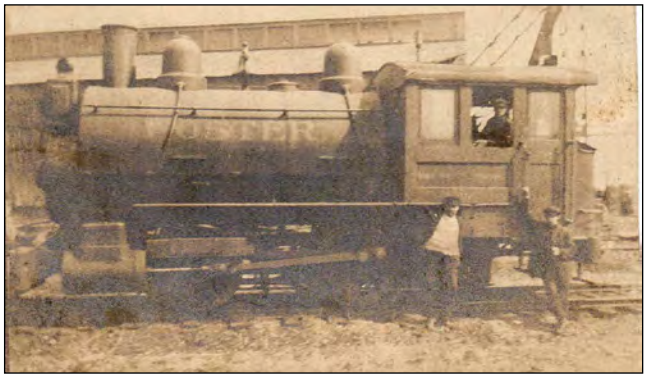
Among the largest were two sets (one left handed, one right) made for the American Export Lines' twin liners *Constitution* and *Independence*, built at Bethlehem Steel's large shipyard at Quincy MA.

Bethlehem's Staten Island propeller shop made all those needed for ships that were built at the Mariners Harbor Yard.

They were sent downhill to the shipyard on the Kill van Kull on a rail spur owned by the shipyard, using special cars built by the yard.

Such moves for propellers were made at night to avoid undue attention and tying up traffic when crossing busy Richmond Terrace to enter the yard. Most large things such as ship's boilers and engines were delivered to the shipyard by barge.

To the left is a photo of a locomotive that worked the propeller plant spur up to the end of WW II. It dated back to when it was known as Downey's Shipyard in the WW I era. By the 1950's, flatbed trucks were used for these transfer moves instead of the rail spur, which was removed.



Ed Bommer

B&O MODELING IN THE ENTHUSIAST PRESS

BY JOHN TEICHMOELLER

We cite articles and product reviews from the enthusiast press of relevance to B&O modelers. We will particularly mention any evaluative comments that might be useful to purchasers or builders. Let us know if we have missed something.

"Modeling B&O's EL-3 in S Scale," by MMR Brooks Stover. *NMRA Magazine*, April 2014, pages 34-41. Yes, this is a somewhat "stale" citation, but I had forgotten about it until there was a thread on the Yahoo list about the B&O's EL group of steam locos that discussed kitbashing one of the ELs using USRA or other 2-8-8-2s (e.g. Life-Like, Powerhouse, etc.). To catch up on the thread, search message 8048, and/or "EL-5." In this well illustrated article, Brooks (who is well known for his Buffalo Creek and Gauley model railroad) shows and tells how he modified a Lionel S scale USRA 2-8-8-2 to approximate EL-3 7136. It certainly took guts to take a Dremel cutoff disk to what had to be a $300+ locomotive. And his description of his scratch-built Vanderbilt tender should be interesting even for those not contemplating an EL.

"The Lidgerwood Unloader," by John C. LaRue, Jr. in *Work Extra No. 7/Spikes, Ties and Rails No. 27*, pages 1-11. This newsletter is published "periodically" by John LaRue of Florida and is dedicated to work equipment. This particular issue is a nice treatise on the Lidgerwood unloader, describing its use in the logging industry as well as in ballast/roadway fill service. And, yes, it's Lidgerwood, not Ledgerwood, which misspelling is even done on a railroad car photo shown in the article. The article has a number of photos of Lidgerwood units, some scale drawings, and even a couple views of a ½"=1' scale model. (The machine itself is basically a two cylinder double reduction cable winch/winding machine. If you want to model the Lidgerwood machine itself, rather than scratch building it you should consider one of at least 3 kits for similar machines that have been available commercially over the years for logging industry modelers. Although steam loco flange machining duties are mentioned, there are no illustrations of the tooling attached to the brake hangers. Thanks to reader Bob Weston for sending me the copy.

"Adding Sound to an N scale steam locomotive," by Larry Puckett, *Model Railroader*, October 2018, pages 58-60. Larry tells and shows us how he installed sound in the Bachmann N scale EM-1. He shows us two different ways. Despite the large tender, the installation turned out to be challenging.

John Teichmoeller
December 2, 2018

FINE NEW DECAL SETS FOR THE LATE-ERA B&O MODELER

REVIEWED BY MIKE SHYLANSKI

B&O Chessie modelers now have several new sets of decals for HO 100-ton hoppers. Modeler Jason Quinn worked with the Canadian firm Precision Design Company (PDC) to produce three excellent sets of Chessie hopper decals. The decals are perfect to use on the Bowser 100-ton hopper model, which well represents several classes of Bethlehem steel hoppers used by the B&O and its Chessie System partners.

Some Prototype History

C&O/B&O liked the looks of the Norfolk and Western's 1964-built Class H-11A steel hopper, a car that was cloned by the Pennsylvania Railroad as their Class H43 hopper. C&O acquired kits of the car of the Norfolk and Western type from Bethlehem Steel in 1967 and assembled them in their Raceland Car Shop. That same car shop built a large number of cars for the B&O in 1968 and 1969. These were in the number series B&O 66000-66999 and B&O 82500-83999. Strictly by coincidence these first C&O and B&O Bethlehem cars were given the H-43 class—same as the Pennsy class--when C&O/B&O adopted a new car class system in 1970. The B&O acquired very similar cars from Raceland in 1976 in number series B&O 161000-163999. Unlike the H-43 cars, the H-48s were delivered in Chessie System livery. In 1978 and 1979 B&O received H-48A cars in the series 186000-187999 and 189000-189299, also built by Raceland Car Shop. All the above-mentioned cars are quite similar except for minor differences in car height and the types of ladders and grab irons employed. Also, the later-built B&O cars have roping loops on either end of the car side so cars could be pulled to the proper location at a mine or factory without a locomotive.

Model History and Application

In ancient modeling times, Roller Bearing Models made a kit for the Bethlehem 100-ton hopper with resin cast sides and metal hopper bays and end parts. Then for many years, the old Life Like company (pre Proto 2000) offered a decent injection molded version with truck mounted couplers and '60s-80s era cast on grabs. Then Bowser produced a decent good HO model of the Pennsy H43 that looks pretty much like B&O classes H-48 and H-48A. [Some may find it surprising that this 100-ton triple Bethlehem hopper has not been offered yet by one of the "high end" ready to run freight car manufacturers—maybe they think the market is saturated with the Bowser product.] It has cast-on detail but the detail is fairly fine. Unfortunately for the modeler, there was a steel supply issue when most of the H-48 cars were built. All but 500 of the cars were built with 2-piece side sheets. There is a prominent horizontal line and row of rivets along the side of the car, something which the modeler must simulate on the Bowser model. This is perhaps an easy detailing activity for modelers familiar with the Archer decal product line. The 500 H-48s built with a single-piece of steel for the sides would be an almost perfect match for the Bowser model, however.

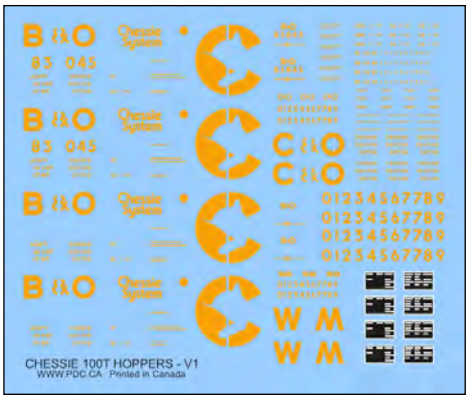
Over the years Bowser has produced decorated kits and some ready-to run models of its 100-ton hopper in B&O livery. [For example see the product notice on page 8 of *Modeler* No. 47 JT] There have been some custom painted B&O models as well. Both plain vanilla black with small white reporting marks and versions with yellow lettering and the large Ches-C were sold. However, Bowser tends to produce in batches, and B&O cars are presently not available. While a new run has been announced, the delivery timing was disrupted by the closure of Bowser's Chinese contract manufacturer.

Now the New Decals

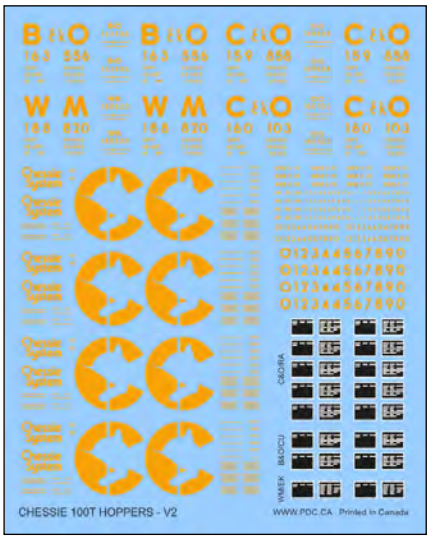
Enter Jason Quinn. Mr. Quinn thoroughly researched Chessie System hoppers that can be represented with the Bowser model. He had custom decals made by Manitoba firm PDC, and he generously decided to allow other modelers to buy identical decals from the Canadian producer. The decals make it easy for the Chessie modeler to make hoppers for the B&O, C&O, and Western Maryland.

The decals, the work of Mr. Bill Brillinger, come in three "versions." These three sets are good for both newly delivered Chessie hoppers like the H-48 and H-48A cars and for repaints of the earlier-built classes. PDC Chessie hopper Version 1 is based on car B&O 83045, a class H-43 car that evidently was repainted in Cumberland in January of 1980. PDC's website conveniently provides a link to a photo of the car that was used to make the decals. The resulting decal work is exquisite. The size and configuration of the lettering appears spot on. Consolidated stencils on the set have correct B&O

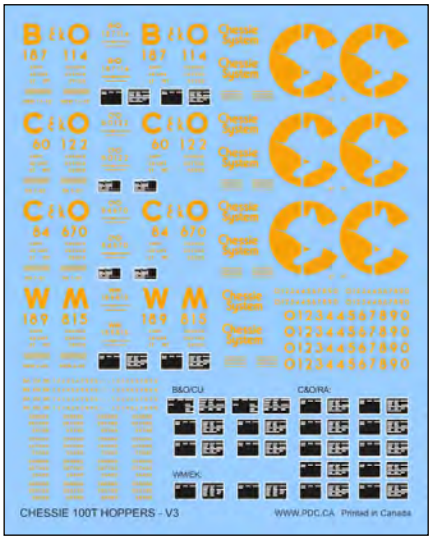
Cumberland Car Shop data in the boxes. The lettering is opaque and in a nice color. The decal film is thin, but tough. Decals slide off easily after they are immersed in water.



Version 1



Version 2



Version 3

Set **"Version 1"** contains Western Maryland reporting marks and Elkins re-weigh stencils, lettering that can be used for other projects. There are also plenty of numbers that can be spliced together to create other circa 1980 B&O repaints. You can make one B&O car with ease, and a second car for B&O, C&O or WM by "slicing and dicing."

Set **"Version 2"** is designed to produce four cars with relative ease: B&O 163556, C&O 159858, WM 188820 and C&O 160103. The WM car is an H-48A, the others are H-48 cars. You can splice together numbers to create many, many other cars in these classes, but you will require an extra set of B&O reporting marks from Version 1 or elsewhere to do a second B&O car using this set. There is a wonderful selection of consolidated stencils on this set for cars that were painted at Cumberland, Raceland, or Elkins during the 1977 to 1981 time frame.

Set **"Version 3"** can be used to make B&O 187114, C&O 60122, C&O 84670, or WM 189815 without splicing. However, there are only 3 large Chessie cats on the sheet, limiting you to doing three of the four above cars. There are several different consolidated stencils on the sheet: three sets for B&O, five for C&O and one for WM. Extra numbers are provided, as you would expect.

Decal Application

So far, I have used these decals to create three cars, all from Version 3. I did well with the decals, only I use an airbrush, sometimes not. I usually add some chalk mark decals from Speedwitch Media to get an even more realistic look. Weathering the car trucks is something I always do, and I usually weather the car body as well. I make my own loads. You can judge for yourself as to whether the results justify the expense and effort.

And by the way…

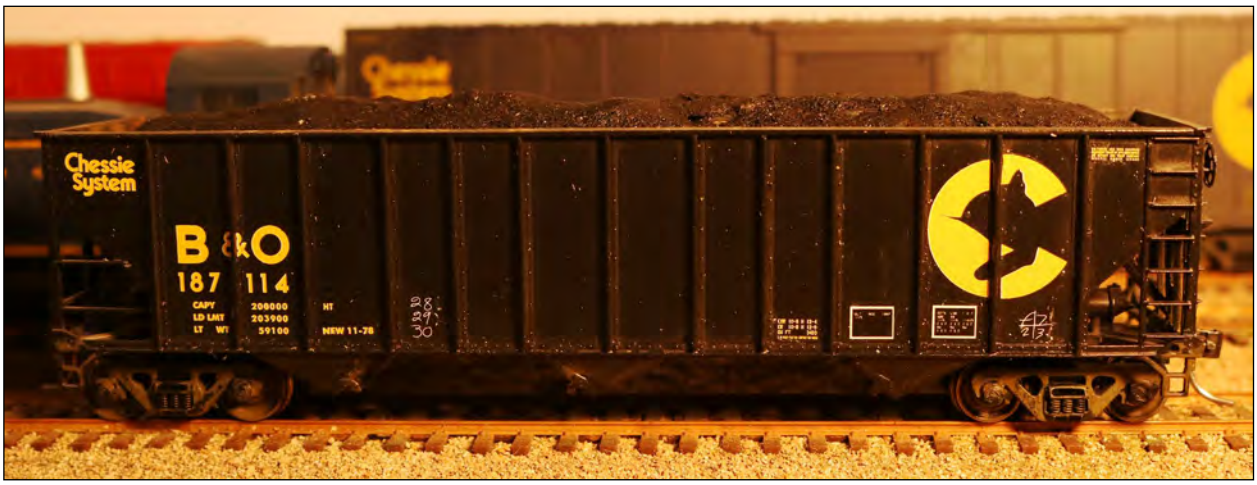
To my surprise and pleasure, PDC has teamed up with another modeler to create decals for those Chessie hoppers—Including B&O—that were temporarily equipped with removable fiberglass covers so grain could be hauled. Decals were made for the covers themselves as well. Some of you will recognize the informal name for these covers: hopper toppers. Actually, the C&O/B&O literature called the hoppers "Pop top hoppers." There is one set of decals for the hoppers that includes consolidated stencils and other car-specific data, and there is a second PDC set for the lettering on the sides and ends of the covers. Amazing.

PDC has also made Chessie decals for diesel locomotive number boards; for shop codes and re-weighs; and for coil steel cars; and, separately, for coil car hoods. These will be reviewed in a future *B&O Modeler*.

How to Obtain

There is more information on the contents of the hopper decal sets and other B&O/Chessie products at the PDC website: http://www.pdc.ca/rr/catalog/products/decal-sets/11. As stated on that website, the small "Version One" Chessie hopper set is $12, while sets Version two and three are $16 each. A combined or full set costs $42. All prices are in US dollars and include free shipping. Sets are printed on demand and, in my experience, sent promptly.

About the Models



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This model of B&O H-48A 187114 uses nicely packaged decals from the Version 3 set. For example, the B and left of the ampersand, the 187 and the CAPY, LD LMT, and LT WT are all on a single decal so the entire first full panel of the hopper can be done in one operation. The end lettering, namely the reporting marks, car number and wheel data, all are printed on a single decal that readily fits on the Bowser model car end. The chalk mark decals are from Speedwitch Media. The author spray painted an undecorated model with Vallejo air paint and followed with a coat of diluted Microscale Gloss. He used Microscale Decal Set when applying the decals and hand brushed Microscale Flat over the completed car. Trucks were hand weathered with Microlux rust and rail brown paints.

B&O 187103, another H-48A car, uses the "187"part of a 187114 set but substituting the "103" from a C&O set on Version 3. The car started as a car bought at a train show for $8. The author stripped the paint, added new couplers and applied the PDC and Speedwitch decals. The final result was weathered with dry-brushed Vallejo paints and then treated with two Vallejo washes. More work has yet to be done on the left side of the car where the prototype has a simple "ladder" instead of two full-width rods for hand holds.

No Chessie coal train would be complete without a few C&O cars, so the author also did up a C&O car, C&O 60122. The PDC decals also came from the Version 3 set. The prototype was from class H-43 and was delivered in a simple C&O black with white lettering livery. Additional work is to be done on the right end of the car side where, on an H-43, grab irons should be used instead of a full-length ladder.

This high-level view of the B&O 187103 model shows the weathering and homemade load added by the author to good effect. The author takes styrene and balsa to form a base and crude shape for a coal load. He paints these with Vallejo black and then covers the result with Scenic Express SE0703 Slack Coal glued on with 50 percent Elmer's glue.

BUILDING F&C'S P-11 FLATCAR KIT

BY BOB CHAPMAN

Model photos by author

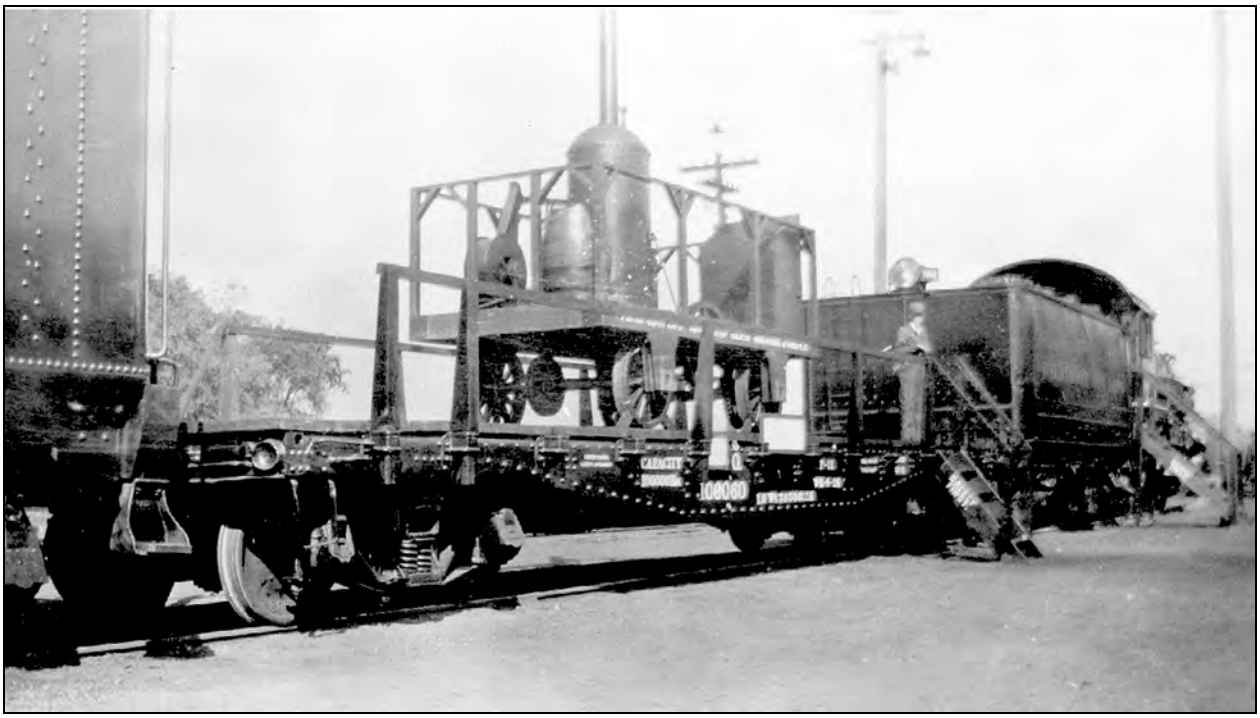
Author's note – Why an article on how to build a flatcar kit? I thought they were easy! Well, yes, they are. But for anyone who hasn't built a cast resin kit, it's a great entry level project. And along the way, we'll include a few tips that might be useful for all. Happy modeling!

The Prototype

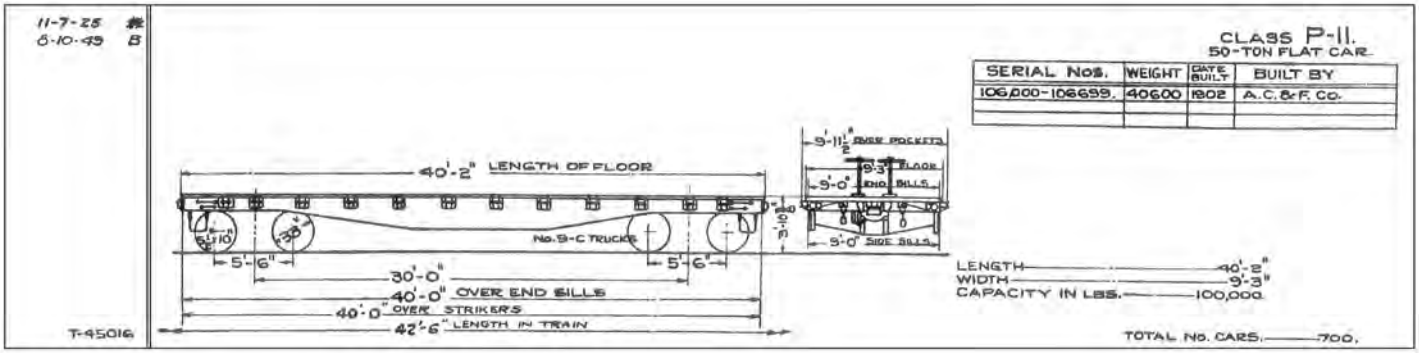
P-11 106060 at Chicago Jct., OH in 1925.

In 1902-03, B&O received from American Car & Foundry 700 40-foot 50-ton flatcars; except for their deck, they were all-steel construction, and among the earliest all-steel flatcars owned by any road. B&O numbered the cars #106000-106699, and designated them class P-11. The cars were durable in service, lasting well into the steam-diesel transition era. According to the *Official Railway Equipment Register*, 82 of the P-11's continued to survive in revenue service in 1953. There were still 25 showing in revenue service on the 1960 Summary of Equipment listing – continuing to return B&O's pioneering investment.

This was only a 700 car class: the B&O's flatcar fleet relatively speaking was not all that large. According to Kline & Culotta's *The Postwar Freight Car Fleet*, the B&O didn't even make the top 15 in flatcar fleet size as of 12/31/50. By way of comparison, between 1902 and 1913 the PRR acquired over 16000 of their class FM, and that workhorse class lasted a long time. (The PRR's flat car fleet size ranked number 6 in 1950.) Based on a comparison of the clearance diagrams, the P-11 and the FM appear similar if not identical. *[Ed. Notes: The FM employs the Carmer coupler lever while the P-11 uses the conventional rod style cut lever. Elden Gatwood covers modeling the FM in* The Keystone Modeler *No. 25, August 2005 available on CD but no longer a free download.*



106060 at Chicago Jct., OH 1925. The Tom Thumb replica is probably part of some historical pageant. The PRR hauled its John Bull around on similar FM flats. Photographer unknown. Jim Mischke Collection



B&ORR Diagram, Class P-11 Flatcar. Initially these cars had hand brakewheel's at each end; later reconfiguration of the air brake arrangement resulted in a single brakewheel.

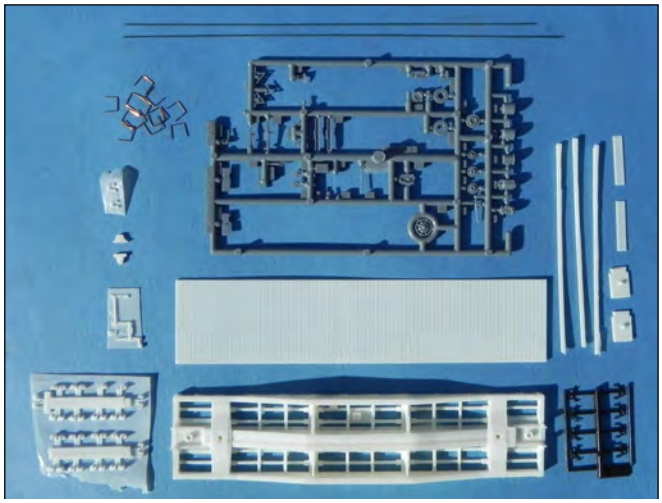
The F&C Kit

With each passing year, Funaro & Camerlengo's line of cast resin kits continues to expand. For modelers seeking a diverse fleet of accurate "prototype model" freight cars, F&C has a multitude of answers. *[Ed. Note: And F&C continues to upgrade popular offerings. For example Elden Gatwood's FM kit requires building up the underframe, whereas a later version of the kit as well as a P-11 as described here by Bob employ a one-piece cast underframe. And the resin underframes for the FM and P-11 are identical. At any rate, your "version" of the P-11 kit may vary in one or more respects from what Bob describes.]*

F&C's B&O P-11 flatcar (#6720) comes packaged two-to-a-kit; if you don't need two P-11's, there are kitbash opportunities to other roads' prototypes which share the P-11's common body type (I built an L&N woodrack from my second P-11 carbody, and see the comment about the PRR's FM above).

Upon opening the box, you'll find the following components – a very nicely executed one-piece carbody casting, a detailed cast resin wood deck, a choice of two cast resin stake pocket options, Tichy sprues for the brake system and stirrups, a few odd cast resin parts mostly related to the brake system, some wire grabs, and some bulk wire. A welcome inclusion is a sheet of custom decals with correct numbering and dimensional data for the P-11. The modeler must supply trucks, couplers, and weight.

Also included is a four-page instruction sheet, better written and more complete than the instructions typical of many cast resin kits. Included is a scale drawing of the P-11, a somewhat murky and undated prototype photo, and some helpful diagrams illustrating specific construction steps.



The F&C kit includes lots of parts – several of which we will not need to use.

Modeling Approach

In sizing up any kit, I like to consider alternative options and areas where the kit might be improved. A glaring issue with the F&C kit is the need to add weight. Even with metal wheels, the unweighted model tips the scales at a very light one ounce, well below he NMRA recommendation of 3.5 ounces for a car this length. The fishbelly sides offer the opportunity to add hidden weight, but at the expense of underbody detail. Since the underbody detail can't be seen in normal viewing, and since good operation is a primary personal goal, it was an easy decision to forego the hidden detail in place of the added weight. Those building the model for an NMRA contest will differ.

A second decision involves the stake pockets. The kit offers two options – a sprue of individual cast resin pockets, or some long cast resin channels which can be sliced into individual stake pockets. The individual pockets have an angled bottom which match the pockets in the photo of the B&O prototype; the downside is that they have the usual cast resin flash which must be removed. I'm not sure why anyone would want to use the channels; slicing them into equal-sized pockets would be daunting, and even overcoming this hurdle, the end result might not be a correct angled bottom. A third very acceptable option (not supplied) is use of Tichy's styrene pockets (#3006) – also lacking B&O's angled bottom, but nicely executed, and with no flash to remove. For my model, I'll use F&C's cast resin pockets, with a few tips to make flash removal easier.

Another decision/option: to use F&C's cast resin deck, or a board-by-board wood deck. As the saying goes – "nothing looks more like wood than wood". For me it's a close call. Breaking the tie is F&C's execution of the cast resin deck, with very nice woodgrain and bolthead detail. We'll challenge ourselves to some weathering to make this very conspicuous part of the model look as much like wood as possible.

The Tichy stirrups supplied by F&C look a bit shallow vs. those shown in the prototype photo, and I elected to replace them with A-Line's stirrups (#29000) – a more accurate and sturdier option. *(Ed. Note: of late, some truly "hard core" modelers are using Xuron's tool No. 575, "micro bender" to square up the corners of those metal A-line steps. Don't squeeze too hard, however, as the metal will break.]*

F&C's instructions suggest using Kadee's Pennsy-style 2DF8 trucks – a different style from what appears to be a very standard AAR ("Bettendorf") truck shown in the B&O prototype photo. This is probably an editing oversight in converting the FM kit instructions into the P-11 instructions. So rather than the 2DF8's, I'll use Accurail's AAR trucks (#100) as a closer match, replacing their plastic wheels with Kadee metal wheels – both for added weight and improved operation.

Building the Model

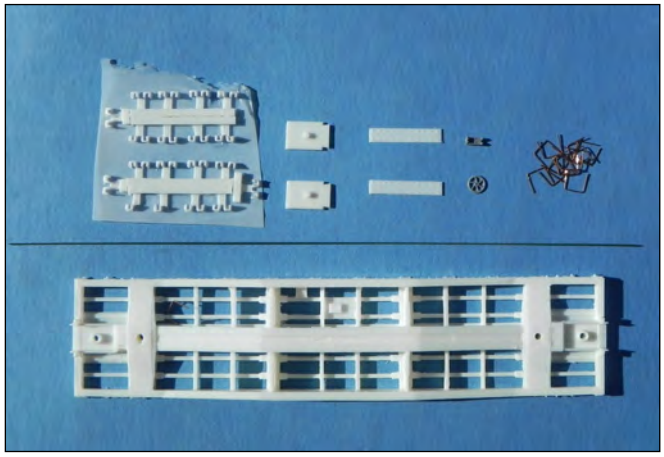
First, sort the parts to include only those which you plan to use. Deflash the carbody and deck, and wash them in a non-oily dish detergent such as Ivory Liquid to remove any residual mold release agent or finger oil. We want good adhesion with the CA glue.

Install the A-Line stirrups. Drill (#74) the bottom of the carbody just inside the corners, then 1'0" further inboard along the sidesill. Glue the stirrups with a small dab of CA.

Install the grabs – one at each end of the side, and one on either side of the coupler. Drill for the side grabs just inside the cast boltheads; a map pin is handy for poking a locator depression to help start your drill. Drill for the end grabs below the cast boltheads. Glue the grabs from the inside of the frame; a spacer cut from a scrap of .015" styrene strip is handy to achieve consistent spacing of the grabs from the carbody.

Towing loops are easily bent from the soft wire included with the kit, a #50 drill is a handy mandrel for bending the wire into the needed semicircle. Drill for them inside the bolthead pairs, and glue them from the inside with CA.

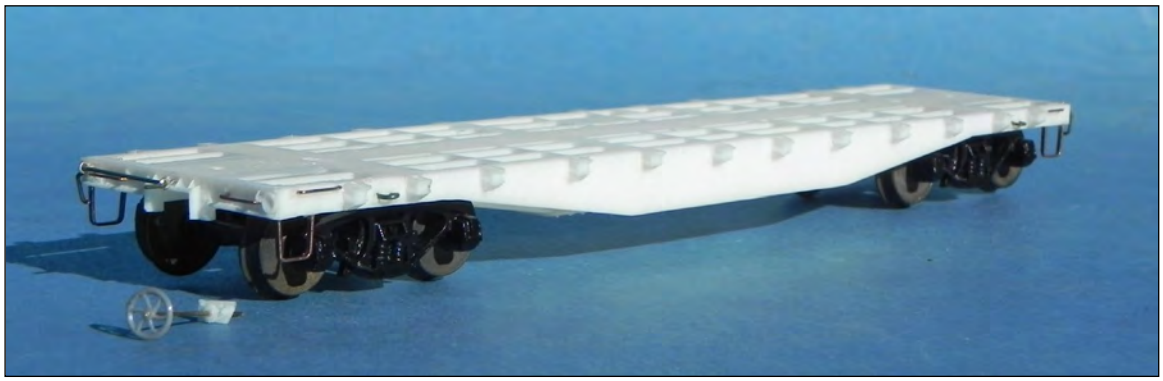
Drill (#50) for the trucks. Use the map pin to press a locator hole in the exact center of the bolster. Be sure the drill is perfectly perpendicular to the bolster.



These are the parts we'll use.

Cut the cast resin stake pockets from their sprue and cut away the worst of the flash. Glue them to the rectangular plates spaced along the top of the side. Per the F&C instructions, remove the outer bolthead from the outer plate at each end. I found it easiest to place a shallow puddle of CA on a scrap of card, grasp the pocket by its side with tweezers, dip the back of the pocket in the puddle, and place it centered on the carbody plate. Be sure the top of the pocket is flush with the top of the side, and the pocket is not crooked. Take your time; a bit of favorite music will help with this step.

When the pockets are all placed on one side, and you are satisfied with positioning, it's a good idea to further secure the pockets so that they will not fall off as the model is handled. Place a small dab of CA on a sharp round toothpick, and one by one, insert the toothpick into the bottom of the pocket, distributing the glue along the interior joint on each side. When the glue has dried, use a small round needle file to open the flash at the top interior of the pocket. Remove remaining flash from the sides of the pockets – now much easier with the pockets glued to the carbody. Hooray – we're done with the testiest step of the project!



Completed unpainted model; note the handbrake assembly, which we'll install after painting.

F&C's instructions omit mention of the uncoupling lever – an all-too-common occurrence with many kits. The uncoupling lever is suspended from the top left of the endsill by a pair of Detail Associates eyebolts (#2206). Using the photos as a guide, bend the uncoupling lever from the kit's wire and install it into the eyebolts.

Glue the crossbearer caps, centered across he centersill. Test fit the deck to the carbody; on my model, I had to cut away one board width from one end of the deck for a flush fit in length.

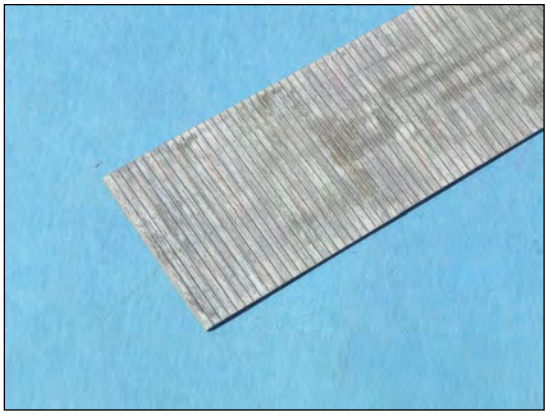
The staff handbrake enters the carbody from atop the deck. We'll build this as a separate subassembly, to be installed after painting. Cut a length of wire 5'0" long; to avoid damage from handling, I used some very stiff .020" wire from my stash rather than F&C's softer thinner wire. Attach a brakewheel from the Tichy sprue to the top of the wire, and the cast resin ratchet/pawl casting 3'6" below the brakewheel.

The kit is now ready for painting, with the carbody, deck, and handbrake as separate components. A final wash of the carbody in Ivory Liquid is a good idea.

Painting and Lettering

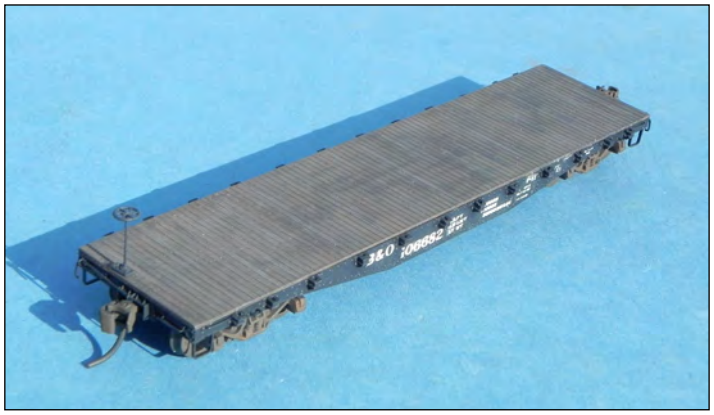
The prototype carbody is black. To compensate for room lighting, I like to use a lightened black – a mix of 3 parts Engine Black and one part Reefer Gray. Paint the carbody black, and the trucks and couplers Grimy Black followed by an overspray of a grungy rust color.

The deck is a conspicuous part of the model, and some weathering will dramatically improve the model's overall appearance of the model. In collecting various deck weathering articles over the years, it seems there are about as many approaches as there are modelers. Following is my approach for this model; if you have a technique that works for you, go for it.

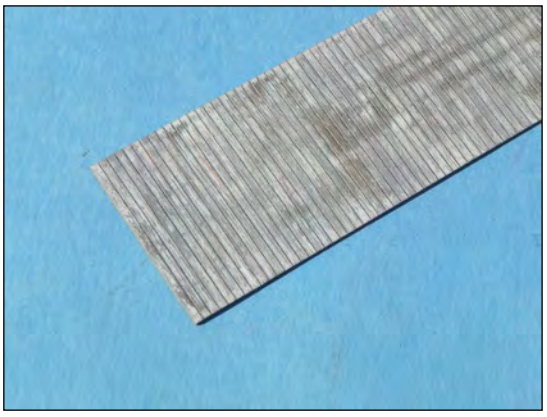


The deck has been painted Reefer Gray, then Roof Brown, then lightly sanded.

Begin with a light coat of Reefer Gray. After time to dry, overcoat with a light coat of Roof Brown. After thorough drying time, very lightly sand the deck with extra fine wet-dry sandpaper, allowing the gray undercoat to show through, with the brown still visible in the grooves between the boards and the woodgrain. The deck will be a very light grey, which we will tone down with very dilute oversprays of Grimy Black, then a dark rust color. While spraying the Grimy Black, lightly spray the carbody sides to tone down the bright white decal lettering.



Some highlighting with Prismacolor pencils adds subtle color differences between individual boards



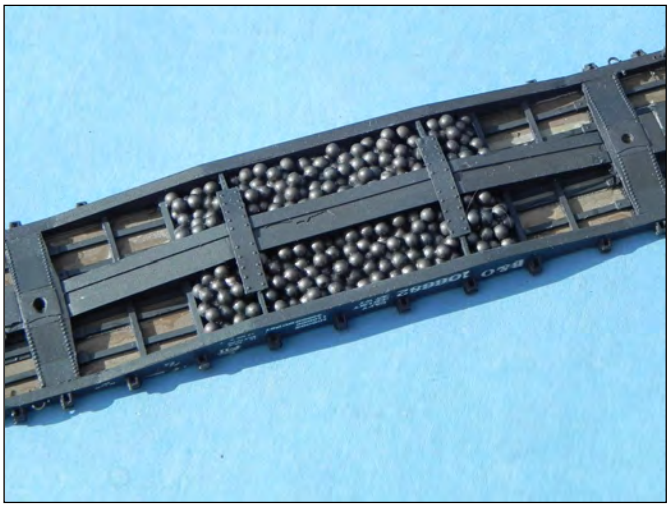
Dilute oversprays of Grimy Black and a dark rust mix will darken the deck.

The deck will now look a bit bland, which we'll fix with various colors of Prismacolor pencils (found in art stores). They are relatively inexpensive, and are handy for many types of weathering. Using different colors of pencils, highlight individual boards and parts of boards. Go easy – we don't want the deck to look like a circus wagon. The exact colors are unimportant; about any earth tone will work. I used Warm Grey (30%, 70%, and 90%), Sienna Brown, Dark Brown, and Terra Cotta. If a board looks too bright, a bit of rubbing will tone it down. Keep adding or toning down the various effects until the deck looks right to you.

Final Assembly

Glue the deck to the carbody. It's important that the deck be exactly centered on the carbody. To make this happen, I started with a small dab of rubber cement atop each bolster, then placed the deck on the carbody. As the rubber cement dries, you will be able to slide the deck into perfect position. When satisfied, glue the deck with CA from underneath the carbody, running a bead along each side.

Even with metal wheels, the unweighted car weighs about one ounce, well below the 3 ½ ounce NMRA recommendation for a car this length. There are two choices to gain the needed weight – adding a load to the deck, or adding weight underneath the carbody. *(Ed. Note: actually there is a third choice, using rectangular weights produced for flatcars and gondolas by Adair Shops. These sets of little rectangles go in each of the underbody "cells" formed by crossties, bolsters, center sill and stringers. More about this in a future issue of The Modeler.)*



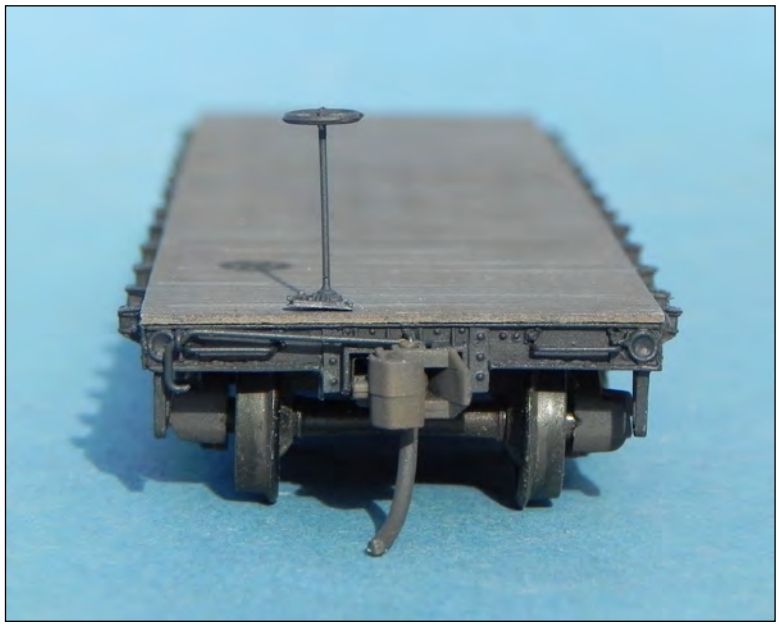
Lead shot adds needed weight to the model.

Since I wanted good operation with the car empty, I used lead shot to fill in the center three cavities on each side of the centersill (the same space will also accommodate a standard lead aftermarket weights). State laws differ, and lead shot may or may not be available from your local gun shop. My gun store gave me a large bag, since the state had recently outlawed it. Pour the shot into the cavities, and secure it with a flood of CA; for safety, avoid skin contact with the lead shot. On my model, the shot increased the model's weight from one ounce to a bit over three ounces.

Install trucks and couplers. Install the handbrake assembly into a hole drilled between deck boards 1 and 2, slightly to the left of the coupler pocket on one end. She's now complete and ready to roll.

Parts List

Manufacturer	Part No.	Description
Funaro & Camerlengo	6720	B&O P-11 Flatcar Twin Kit
Accurail	100	AAR "Bettendorf" Trucks
A-Line	29000	Stirrups
Detail Associates	2206	Eyebolts
(See Text)		Weight



Completed model, end view.

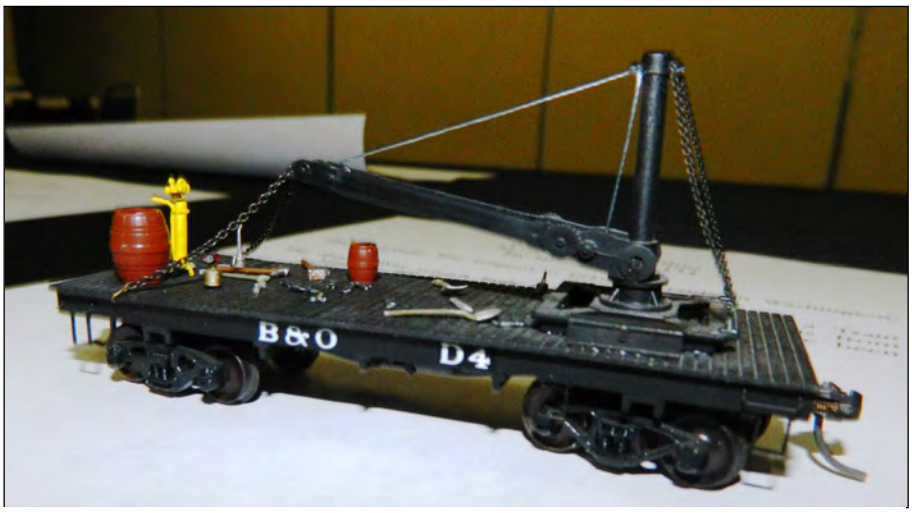
Completed model – ready to roll!

DAYTON CONVENTION MODEL DISPLAY

BY JOHN TEICHMOELLER

Only three models were on display in Dayton, described below:

HO-scale Derrick Car
By Bruce Elliott



Bruce Elliott's derrick car D-4. Prototype was assigned to Eckington Yards in the District of Columbia. The model is scratch-built from photographs using a Trains Miniature 40' flatcar as the foundation. The hoist is from Athearn, the deck is real wood. Sill steps have been replaced with metal, and tools on deck are from a host of manufacturers. Bruce brought this model to the Eldersburg Minicon, too. Photo by Allen Young.

HO-scale Crane Tender
By Bruce Elliott,

Bruce Elliott's O-48 gondola as X-901. Bruce has used the special kit commissioned by the Society in 2016 to model the car as a crane "auxiliary" based on a 1965 photo taken in Brunswick. Even his posing of the figures in the model photo is based on the 1965 photo. The car was positioned next to the wreck crane and was used to hold piles of coal and ashes on deck to serve the crane which was kept in steam. This car was always positioned alongside the wreck crane and Bruce thinks the purpose of the crossover platform was to provide easier access to the crane cab which was higher than the deck. The platform is scratchbuilt using Plastruct angles, a wooden deck and Red Caboose ladders. Bruce had not yet gotten around to lettering or completing the interior details on the car by the convention but displayed it anyway. This photo shows the "finished" car on his model railroad. Although the Society's 30-car offering kit for this BR&P prototype is sold out, it still appears to be available (or at least the key components) on Chad Boas' website: www.resincarworks.com for $20. Photo by Bruce Elliott.

HO-scale Hamilton, Ohio Station, Fifth and Henry Streets
By Dan Finfrock

The station was built in several sections between 1856 and 1887-1888. Dan indicates his model is still in progress. Unfortunately Dan was not able to keep this model on display long enough for *The Modeler's* photographer Allen Young to capture it. However, fortunately, Grant Berry was able to get some "battlefield shots" with his cell phone camera.

South end of station

North end of station

East side of station

John Teichmoeller
December 5, 2018

EASTERN MINICONVENTION, B&O HS ELDERSBURG HEADQUARTERS JULY 28, 2018

BY JOHN TEICHMOLLER

Bill Hanley photographed the small display of attendees' models at the meet. A selection of these is included here; some are not included because they have appeared previously in *The Modeler* (consult Clark Cone's excellent index of The Modeler from the website) and some others are used elsewhere in this issue. Models displayed but not shown here are a derrick car by Bruce Elliott (see Dayton Convention models) and an M-26d, M-53a, M55c, N-37 and M-27f. All photos by Bill Hanley.

BOCT 501 Alco S-2 - Atlas model renumbered with custom decals by Ed Sauers. LokSound Select Micro decoder and Sugar Cube speaker installed along with replacing incandescent light with Surface Mount LEDs. Project done by Bill Hanley for Henry Freeman.

BOCT 409 EMD NW-2 - Broadway Limited model repainted Scalecoat II B&O Royal Blue and lettered with Ed Sauers decals. The factory supplied decoder was defective so it was replaced with LokSound Select Micro decoder installed. Project done by Bill Hanley for Henry Freeman. (The BLI NW-2 is a nice unit—great reverb; I bought one not long after they were issued and my lighting effects were quirky. The company offered to fix it if I sent it to them at my expense. I waited, and the decoder "righted itself." Do these things have souls? Possessed? JT)

O-27 254265 - Westerfield Models kit by Bill Hanley

M-24 187360 - Westerfield Models kit. by Bill Hanley

M-15h 81931 - Westerfield Models kit.by Bill Hanley

N-35a 823392 - Heavily modified Athearn kit (See March 1991 issue of *Model Railroader*). Bill was on the "clinic circuit" in the early 1990s showing how he upgraded the Athearn hoppers with grabs, air piping and other details. This was on an early wave of the "Prototype Modeling Movement," and long before Tangent, ExactRail, Proto 2000, etc. Bill's upgrade process in some circles became referred to as "Hanleyizing". JT)

CABOOSES AND MORE AT CHICAGOLAND RPM

BY BOB CHAPMAN

The Chicagoland Railroad Prototype Modelers meet celebrated its 25th anniversary the weekend of October 18-20 with over 300 modelers attending. This meet was originally known as "Naperville," a suburb of Chicago, and organized by the owner of Sunshine Models, Martin Lofton. After Martin's death, the venue moved to Lisle, another Chicago suburb. The 2018 meet featured 38 clinics, and a large display room housing dealers, model displays (did someone count them?), and large modular layouts in both HO and N scales.

Among the models on display were fourteen models of B&O prototypes – all HO scale. Let's take a look:

Special among the models was Dan Christiansen's display of nine B&O cabooses. Following is a one-by-one look at Dan's work in addition to some other modelers' work (all models by Dan except as noted).

Class I-5 caboose #C1929 was built from a Pro Custom Hobbies wood-and-metal kit.

Long-wheelbase I-5d #C-2407 was modified from a Pro Custom Hobbies I-5 kit.

Ex-Cincinnati, Indianapolis & Western I-6 #C1676 was kitbashed from a Rivarossi shell.

Class I-12 bay-window wagontop caboose #C2454 was built from a Spring Mills Depot kit.

Converted from a boxcar during World War 2, I-16 #C-2784 was modeled from a Pro Custom Hobbies wood-and-metal kit.

One-of-a-kind Class I-7 #C2500, B&O's first bay-window caboose, was kitbashed from a vintage Varney model. Look for an article on this project in a future issue of *The Modeler*

Class I-7 caboose #2500 was kitbashed from a Varney carbody by Bob Chapman

Representing B&O's modern era is I-18 #C-3010.

Ex-BR&P C-8 #90743 survives into the all-yellow B&O/C&O era, represented by a Proto2000 ready-to-run model.

Jerry Hamsmith showed a nicely weathered model of M-15k #371031, the Chicagoland 2016 convention kit. Any rumors of a RTR M-15k on the horizon?

Eric Hansmann detailed a Tichy USRA boxcar kit to create B&O class M-24 #187360.

Steve Hile replaced the kit door to model M-53 wagontop #381127 (Sunshine Models kit?)

Bob Chapman built and weathered a Sunshine Models kit to create class M-59 auto car #298898.

Class I-11 four-wheel bobber #C-1775 was kitbashed from a Bachmann model. The prototype was retired in 1956 and is preserved at the B&O Museum.

BRUCE ELLIOTT'S PIEDMONT DIVISION
POINT OF ROCKS - CONCLUSION
BY BRUCE ELLIOTT

Bruce Elliott shared a photographic progress report of the construction of his HO representation of Point of Rocks in *Modeler* Nos. 44 and 45. Although it will never be finished, of course, Bruce has moved on to concentrate on the next section of his model railroad, Somerset, PA. So here is the remainder of the Point of Rocks construction story presented pretty much in chronological construction order. Bruce uses a wide variety of modeling materials and techniques so seeing his results I find most informative. Hey, I even have some of that Model Hobbies building paper from the 1960s that he mentions If you have questions about some of the techniques, tools, materials and products Bruce has used, he will be happy to answer them. JT

3/31/17

We're at Point of Rocks. Sub terrain scenery is now installed. The next step is plaster cloth, then Sculpt-a-mold, paint and ground cover. The C&O Canal is at the edge of the layout. This area is about 2x7ft. The US 15 bridge is about 10ft. distant, and KG tower is just to the right.

4/7/17

US 15 is just above the freight cars. All of the white area on the other side of US 15 is now ready for a coat of base paint (brown). This extends as far back as the branch line. The branch line is between the white and the turquoise Styrofoam, and is about 6ft. from the aisle right.

4/21/17

Groger's grocery is the third structure on the left. From there to the extreme right, which includes Pete's garage, the church and two houses, was new scenery at this time. The area in front of Pete's garage is yet unfinished and will be gravel. Behind the church and the two houses you can see a train on the branch line. My intent was to hide the branch line as much as possible, and to that end, I think I've done a reasonable job. When the train isn't present, the tracks are almost invisible as is #12 Tunnel just to the left of the tank car behind the church. On this side of the tracks is now ready for scenery. At the lower right is the C&O Canal bed which is finished and ready for "water".

5/26/17

For those who have had the opportunity to visit Point of Rocks, Md., two of the three structures should look familiar. The odd structure would be KG tower in the fore ground. This structure was torn down in the late '50s. The station foundation still needs the stones painted and ground cover.

And here we see the east end of the station with train #51 making its afternoon stop enroute to Martinsburg, W. Va. station foundation still needs the stones painted and ground cover.

12/21/16

There's a family get-to-gather in the back yard in POR. I wish that more of the family gatherings that I've been to were as close to the train tracks as this one. It would make them more enjoyable. In the background is a Revell house and garage in its kit colors. I was never pleased (to say the least) with its appearance.

6/23/17

The "Ugly American" Revell house has been toned down a bit. The only part of the house that didn't get a repaint was the roofs and chimneys. I must admit, I was pleased as I was with the roofs and their weathering. While certainly not a craftsman kit by any means, for its day, it built into a fine model. It even came with window dressings. The oil tank, and outside cellar door are not a part of the kit.

8/25/17

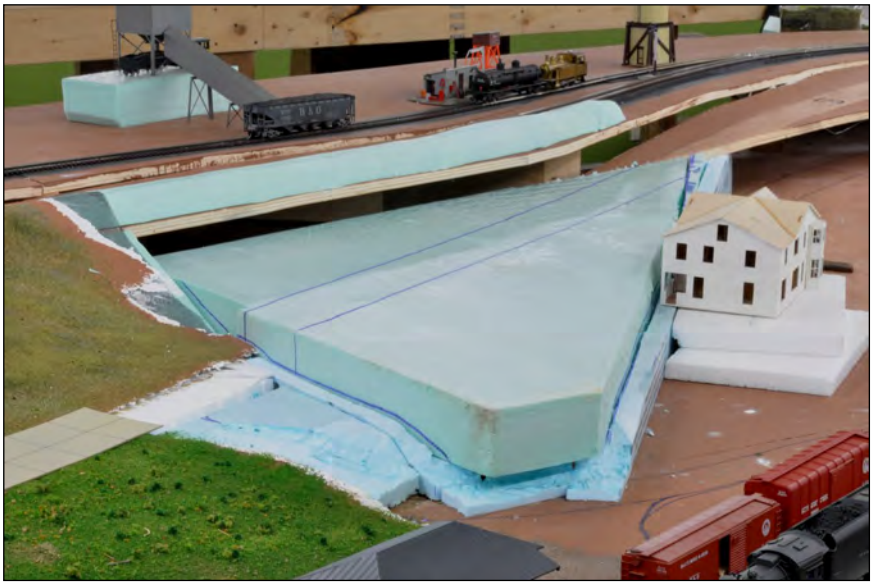
In the fore ground is the postal agent, returning from the railway mail hook with the morning mail. Just to keep everyone's memory in line, the little white building at the left of the intersection is the post office. The mail hook itself is to the right of the grade crossing. There are still a few details to iron out on the filling station. Dad made a card stock mock-up of this structure years ago. I don't know if this was a fond memory, or just where the design came from, but this is how I interpreted dad's work. I chose to decorate it as Sinclair Refining Co., as there was a Sinclair station across the street from where dad worked, and when he had front end work done on the car that is where he would take it for service. In reality, I have no idea what oil company served POR.

9/8/17

Not quite finished at this time, but looking good. This is the second freight house at POR. The original one is on the backside of the passenger station. One roof support is finished and there is still some black trim above the door and faux windows. I still have to scratch build a twin chute livestock loading pen on the left end.

9/14/17

The lift-out started out as a 2" thick piece of Styrofoam. The two parallel lines are US 15. Other lines are for terrain, so you can see that there is a lot of carving to do. This un scenicked area from the foreground to the upper right is about 4ft. X 2ft. The house is the only structure in this area and the terrain falls in elevation from left to right.



9/22/17

This gives an overall view of the lift-out and the adjacent scenery under construction. The basic terrain forms are vertical 2" Styrofoam, with screen stapled to the plywood in front of the track, then for support and texture packing peanuts are below. The upper edge of the screen is hot glued to the Styrofoam and stapled to the plywood. The overall length back to the tunnel is fifteen 40' cars.

9/29/17

This is an overall view of Point of Rocks looking west. The better part of five dozen new trees is on the hill. This was necessary so that more of the hill behind could be added to. Almost all of the area where the trees are located will be inaccessible once more of the hill is added. The tree-less area can be reached from the aisle.

10/31/17

This view shows the coke ovens at the top of the tree line in the background. The white stretch of plaster cloth behind the tree line is between the branch line and the coke ovens themselves and will soon be covered in Sculpt-a-mold, painted and covered with foliage. From this angle, one would hardly know that there is a coke oven there, much less a branch line. When scenery is finished there, it will be just that much harder to see.

10/31/17

Here we see the area at the south side of POR, ready for scenery. The lift-out will be done separately. Conveniently enough, the branch line is completely hidden. The siding for the coke ovens is just barely visible. Since there are no coke ovens or branch line at POR in reality, this is the effect that I'm trying to create. Unfortunately the taller you are, the more of the branch line you will see.

11/10/17

What a difference two weeks makes! Ground cover and ballasting and the parking lot for the public and freight house traffic.

11/10/17

On the other side of the tracks is scenery that had just been finished. Trees are in order for the new area as well as within the wye itself. The trees in the fore ground are adjacent to the C&O Canal. The turquoise Styrofoam is part of the branch line, not a part of POR.

This is an overview of POR from a lift-out just east of the wye. The turquoise lift-out and the lift-out from which the photo was taken (plus trees and a little ballasting) is all the scenery that is left at POR. Of course there is still a Town Hall/Masonic Lodge structure to be built.

11/11/17

GP7 730 leads an eastbound Keyser Turn through the POR interlocking on the Old Main Line. It's about to cross the pedestrian crossing.

12/8/17

This view at POR looks across the wye from the Metropolitan Sub.to the Old Main Line. The eastbound Ambassador has just pulled into the station.

Guard rail has now been installed along US 15. The guard rail was cut from 1/8" stock, then drilled with a #75 drill and then threaded. No easy task, but worth the effort. The orange car is a Nash and the light blue car is a Hudson. There are two guys on the second floor of the front porch playing checkers.

This is a view that can only be seen from within the layout. Well over 90+% of what you see to the right of the tree line can't be seen from the aisle. Many well-known and highly regarded modeler's model with the attitude that if you can't see it, why go there? I do because it matters to me. In this view you get a better look at the guard rail cable. Yes, when you look closely, there are still a lot of little details to go, as well as one more structure, the Town Hall/Masonic Lodge. In the 24 ft. that POR consumes, I was only able to capture about 1/4 of what was there. This is called selective compression. I'm satisfied that I have captured the fidelity of the town. Two other people are representing POR on their layouts but after seeing what they're doing with the space they have available, I'm comfortable in saying that this is most likely the best representation of POR to date

12/22/17

An E-24a brings a local westbound past the freight house. Behind the freight house a Chevy stake bed truck brings a load of sheep to be loaded into the livestock car at the lower left.

12/22/17

The Burma-Shave signs are a bit easier to see from this side. From this angle we can see the large wrap around porch and the other side of the screened in porch where a second set of stairs will be. So lattice work under the porch and a rolled roof should see this structure finished.

1/5/18

This is the back side or station side of the house. U S 15 is in the background.

1/26/18

Detail work this week was centered around KG tower, which included the walkway over the tracks and the stairs to the tower platform. The telegraph call letters in the second floor window and the train order board, which is the white board at the left of the second story windows.

Well it's not finished but there is a serious leg up on the Masonic Lodge/ Town Hall structure. It appears that the structure is on posts, but this is not the case. The random stone foundation will be added and will consume the 3ft. gap. This is the street side and east end of the building. All the effort on those eight custom built windows can't be seen from the aisle. The end roof eaves are unique to this building as well. A door needs to be cut in just above the woman who is walking her dog. This door gives access to the basement and the furnace. A chimney will be added to this end of the roof at the peak. This is the only spot-on town structure, and I believe that I will have captured it well into the 99% range.

This is the west end and track side. Since the pitch of the roof was the same as the front of the large white house that I finished recently behind the station, I chose to use the "ginger bread "from that kit on the front of this building. The roof and the stone foundation will be applied with spray adhesive and are Walthers and Model Hobbies items from the 1960s.

2/1/18

This is one of the two remaining “signature” town structures that remain today. In the ‘50s, the bottom floor was the Town Hall and the second floor was the Masonic Lodge. This view shows the front doors steps and the gingerbread trim.

2/1/18

This is the revised 2017 Christmas card photo of POR. From the foreground to the background is approximately 16ft. All of the structures are now present. There are still three structures that are out of view to the right. This photo is now the 2018 Desktop display on my computer this building as well.

2/23/18

This signal controls all eastbound traffic through POR. we're at the "old" US 15 grade crossing. Normally mail and express is handled at the passenger station, but mail here at POR was handled here, about 1/4 mile from the passenger station. The post office itself is the building behind the motor boat.

2/23/18

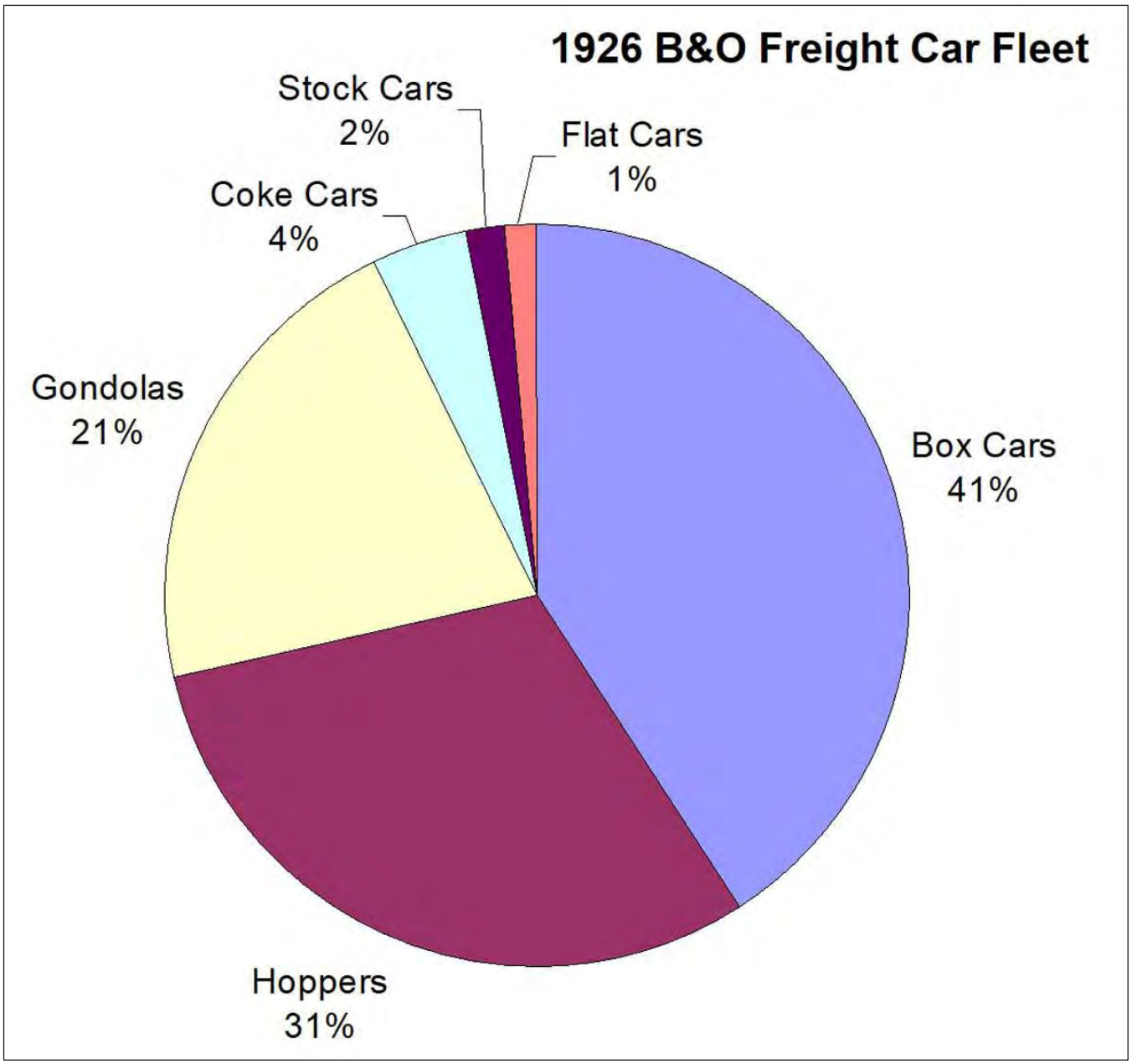
This is about 12+ sf. of the east end of POR. The lift out itself still needs sculpt-a-mold and paint and the single leg of the wye needs ballasting. The single leg track is a 40" radius. In the background at the left is the seldom seen section tool house. The brick structure in the lower left is the division supt. office and maintenance of way machine shop.

It would certainly not be fair to let you think that all of this work came from me. Every bit of half of the scenery work that you see was done by B&ORRHS society member Charles “Woody” Higgenbotham, sadly now deceased. Woody had a great eye for blending scenes together. We always consulted each other about the best approach to achieve our goal. He will be sorely missed.

BALTIMORE & OHIO 1926 BOXCAR FLEET

BY ERIC HANSMANN

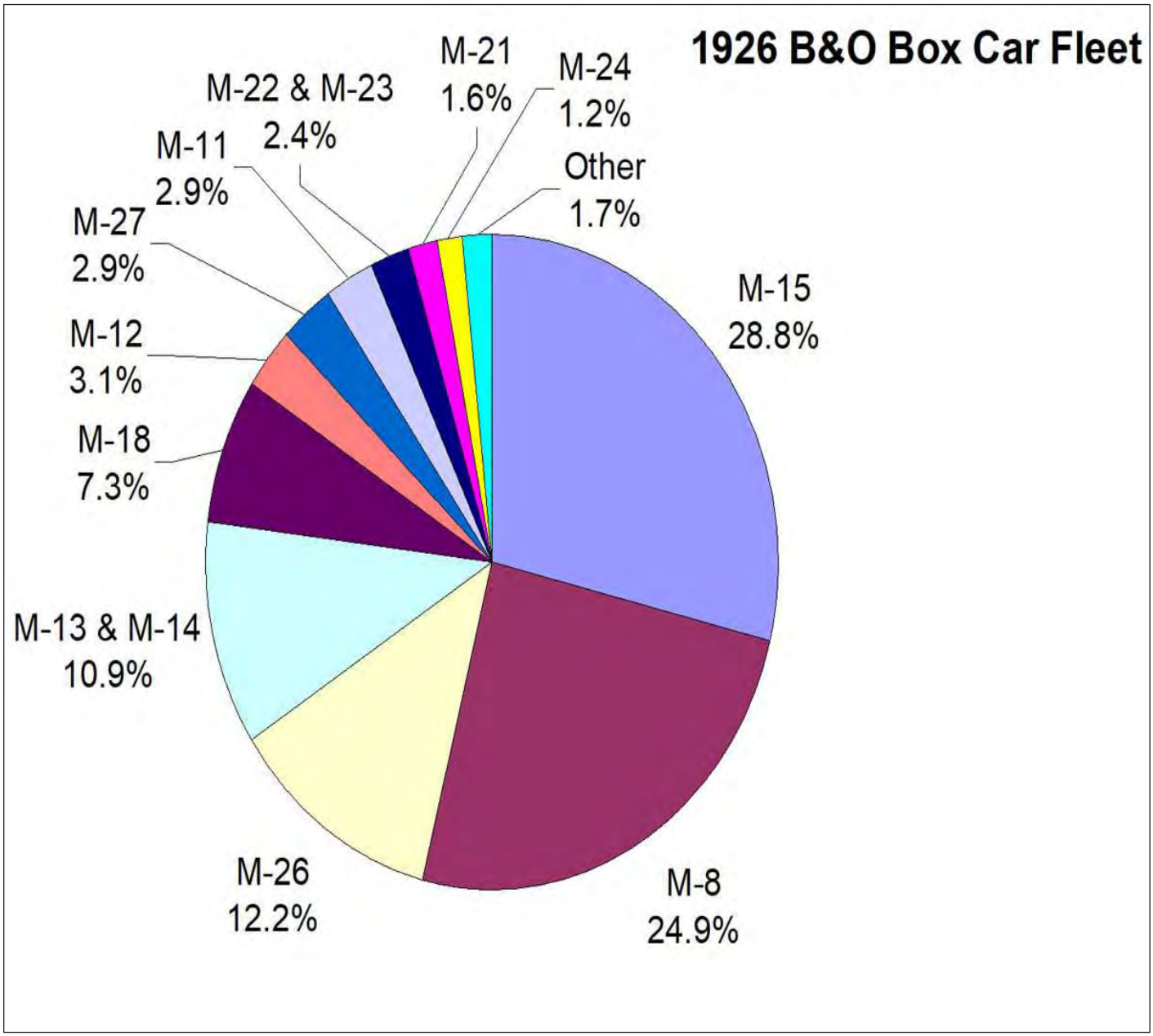
The Baltimore & Ohio Railroad had an interesting freight car fleet in 1926. The October 1926 *Official Railway Equipment Register* indicates there were 101,227 B&O freight cars in service. These cover a variety of car types and car classes. This simple pie chart illustrates the various car designs of the B&O fleet. Not many people model the 1920s. It is the intention of this and subsequent articles on the 1926 fleet to share information about the prototype and available models appropriate to this era.



Let's take a closer look at the B&O car classes of 1926 by focusing on the box car fleet. Additional sections on hoppers, gondolas, and other cars in the fleet will be published in the future. These summaries do not cover all of the car classes in service, just those with significant quantities or with a representative HO scale model. This document was completed in December 2017 with details current to that time. If we are lucky this compilation will deserve updates in the future as more models become available or conversion/kitbashing projects are published.

Box Cars

40,064 B&O box cars are listed in service across 34 car classes and subclasses in a 1926 *Official Railway Equipment Register*. The following pie chart illustrates the proportion of the box car fleet for the car classes covered in this review.

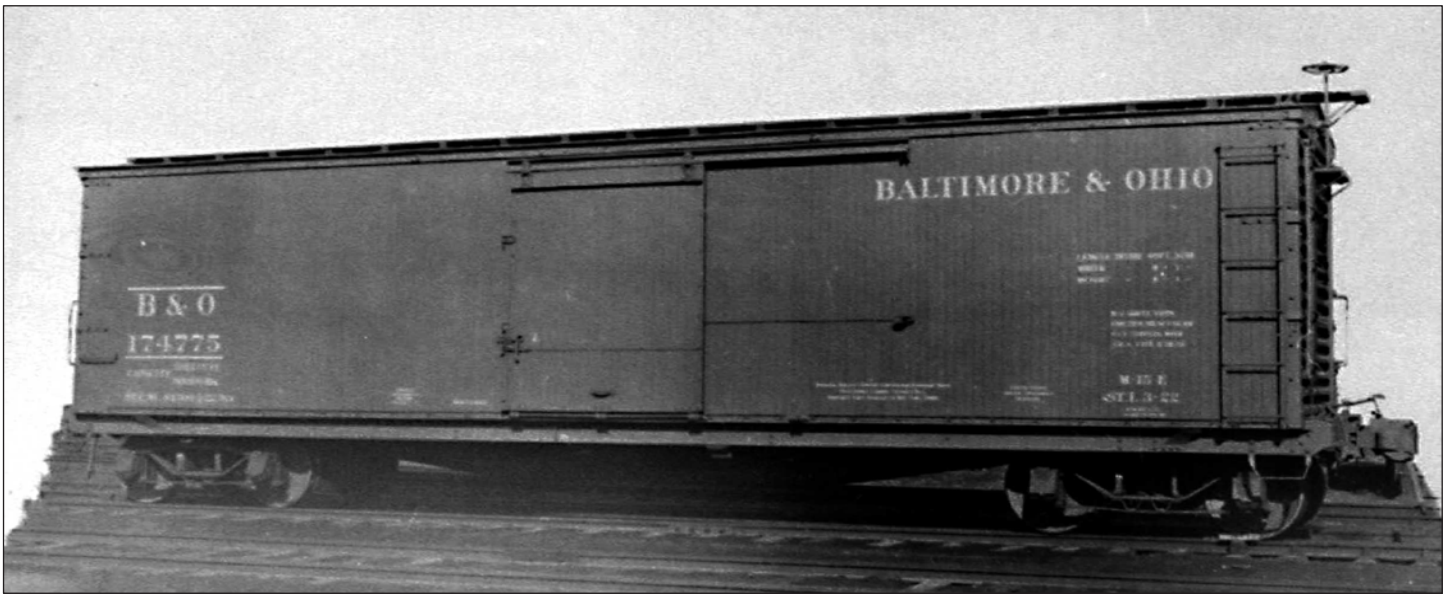


It should be noted that the majority of the B&O box car fleet was built and installed before World War I. Only the M-24, M-26, M-27 cars and some of the M-15 subclasses were built in the 1920s. Many earlier M-8 class cars were rebuilt in the Teens with steel underframes. Overall, it is an interesting fleet with several forgotten car classes holding decent percentages of the total quantity.

The following data was collected from an October 1926 *Official Railway Equipment Register*, the January 1925 B&O Summary of Equipment, and B&O Fifty years of Rolling Stock Rosters, 1905-1954. The latter two publications were purchased through the B&O Railroad Historical Society. The Society offers reprints of many official B&O publications to help with your research efforts. Visit the Company Store section of their website for more details. The Summaries of Equipment books are found under the Equipment link on the Company Store pages. The following class descriptions will be presented in decreasing proportion in the fleet.

M-15 and Subclasses

11,551 cars, 28.8% of the box car fleet.



M-15e 174775 in an AC&F builder image of 1922. Lot 9227.

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-15c	173000 - 173948	2798	883	1921	
M-15e	174500 - 174999	2798	991	1922	
M-15d	175000 - 175999	2798	998	?	
M-15f	176000 - 178499	2807	2491	?	
M-15b	184000 - 184934	2810	881	1916	
M-15	191000 - 192999	2811	1917	1910-11	XA
M-15a	193000 - 196505	2811	3390	1912	XA

By the mid-1920s, the M-15 box cars were the backbone of the B&O box car fleet. These 40-foot, 3-inch inside length box cars had a fish belly steel center sill with wood double-sheathing. The first cars came into service in 1910 as door-and-a-half cars for automobile transport.

In addition to the M-15 class, six additional subclasses were installed by the mid-1920s. A variety of ends, roofs, door guides, and other hardware differentiated some of the subclasses. Westerfield Models offers several HO scale versions of the M-15 in their resin kit line.

M-8 and Subclasses

9988 cars, 25% of the box car fleet

M-8b 99115 shown after a steel centersill was installed at the Ralston Steel Car Company in 1912. (RSC Negative 252-1200)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-8	65000 - 72699	2236	21	1897-1901	
M-8	75075 - 75998	2236	3	1897	
M-8	77000 - 80385	2236	2	1898-1900	
M-8b	81000 - 81030	2236	28	1920	steel center sills
M-8	81050 - 89979	2236	23	1896-98	
M-8b	86000 - 90499	2236	2660	1896-98	
M-8b	90500 - 99999	2236	6771	1901	steel center sills
M-8c	167000 - 167499	2236	480	1921	steel center sills

The B&O originally developed the M-8 box car design in the late 1890s. This wood, double-sheathed, 36-foot inside length car was large for the era, although many retained a 30-ton capacity through the 1920s. The cars were built with truss rods and doors that opened to the left, which was quite common in the early decades of the 20th century. Many of these cars received steel center sills in the teens but retained the truss rods. Note the M-8c cars have a build date of 1921, which is probably a rebuild date. The M-8 car design was the main B&O box car until the M-15 class was introduced 1910. By 1926, there were three additional subclasses of the M-8 class, but the quantities had started to decline. Currently, there are no HO scale models available for this prototype.

M-26 and Subclasses

4883 cars, 12.2% of the box car fleet

M-26a 268000 as built by Standard Steel Car Company in 1925. (Keith Retterer photo collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-26	265000 - 266999	3056	2000	1925	
M-26b	267000 - 267999	3056	1000	1926	
M-26a	268000 - 268999	3056	1000	1925-26	
M-26a	269000 - 269999	3056	883	1926	

Steel sheathing had been successfully employed on several box car designs before World War 1. The American Railway Association finalized a proposed standard steel-sheathed box car in 1923. *Railway Prototype Cyclopedia* Volume 18 contains extensive details on this car design and related alternate proposed standard designs. The B&O was an early adopter of this car design, most likely as they knew their aging fleet of M-8 class cars needed to be replaced. Between 1925 and 1931, the railroad installed 14,000 box cars in the M-26 class that mostly followed the ARA 1923 proposed standard box car design. By late 1926, cars of the M-26, M-26a, and M-26b classes were in service. InterMountain Railway Company has offered several HO scale versions of this car design from tooling once marketed by Red Caboose. Before the Red Caboose offering for many years modelers satisfied themselves with—and sometimes modified. The TMI tooling was acquired by Walthers.

M-13, M-14 and Subclasses

4366 cars, 10.9% of the box car fleet

M-13a 183018 as built by AC&F in 1910. (Westerfield Models AC&F photo collection)

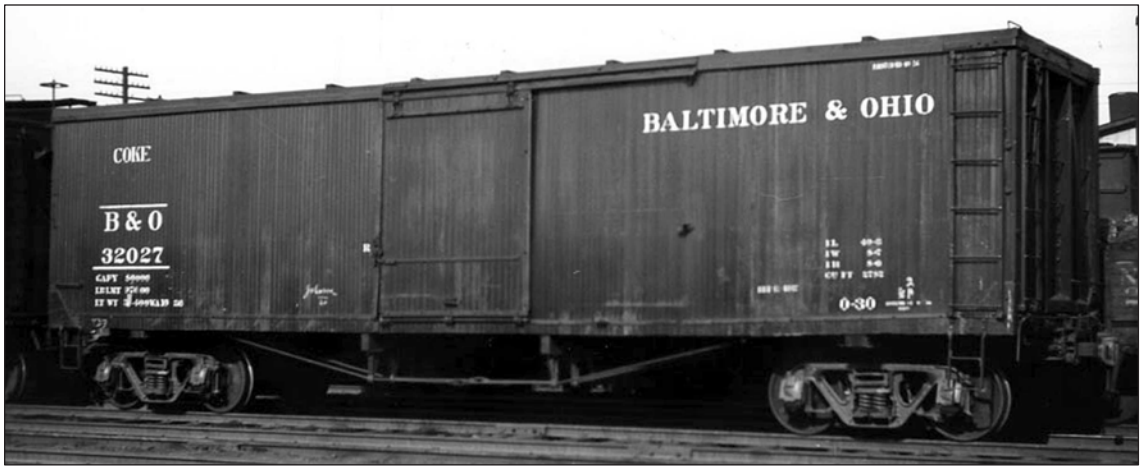
Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-13	180000 - 181999	2448	1931	1906	
M-13a	182000 - 183699	2480	1660	1910	
M-13b	190000 - 190299	2480	292	1910	XA
M-14	116000 - 116499	2416	73	1910	XV
M-14a	186500 - 186984	2416	410	1910	XV

The M-13 car design seems to be a variation of the M-12 cars the B&O installed while under Pennsylvania Railroad control. After PRR control ended, the B&O refined the M-12 car design to produce the M-13 car class. These wood, double-sheathed, 36-foot inside length cars had a distinctive fish belly side sill and a straight steel centersill with a 40-ton capacity. The first M-13 cars were produced in 1906. A ventilated M-14 class was produced in 1910. Westerfield Models offers HO scale versions of the M-13 and M-14.

M-14 116000 as built by Ralston Steel Car Company in 1910. (RSC photo)

M-18

2914 cars, 7.3% of the box car fleet



Former M-18 in 1950s with roof removed for coke service and reclassified as O-39b.
The car in this photo is mis-stenciled. (Jay Williams photo collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-18	170000 - 172999	2783	2914	1916	

The M-18 cars are the only 40-foot, 3-inch inside length B&O box cars with truss rods. These cars were built in 1916 and also had steel center sills. These wood, double-sheathed cars seem like an oddity as the company had been installing the M-15 class with a heftier underframe for several years. Many of these M-18 cars were converted in 1936 for coke transport. The roofs were removed and the cars reclassed as O-39b. Currently, there are no HO scale models available for this prototype.

M-12

1239 cars, 3.1% of the box car fleet

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-12	165001 - 166299	2448	1239	1902	PRR design

These were the first steel underframe box cars installed on the B&O, and the first B&O box cars of 50-ton capacity. These cars came into service in 1902, when the B&O was under Pennsylvania Railroad control. These cars utilized the underframe design of the PRR XLA box cars. The M-12 class has other similarities to the PRR box cars but they are not exact copies. Currently, there are no HO scale models available for this prototype, although modifying a Westerfield Models PRR XL box car kit would be a possibility.

M-27 and Subclasses

1173 cars, 2.9% of the box car fleet

M-27 281977 in 1946-47. The car has had some modifications since being built as there is a full extra door but the car is stenciled as a single door car for grain service

M-11 and subclasses (no image available)

1147 cars, 2.9% of the box car fleet

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-11a	74471 - 75068	2394	413	1913	
M-11a	76000 - 76994	2394	611	1913	
M-11a	190700 - 190999	2394	123	1913	XA

The original M-11 class was installed in 1901. Many of these 36-foot inside length cars received steel center sills in the early teens and a reclassification to M-11a. These cars were slightly larger than the M-8 car design and also had a 30-ton capacity. Currently, there are no HO scale models available for these prototypes. This is one of the few B&O car classes where I have not yet found an image

M-23 and M-22

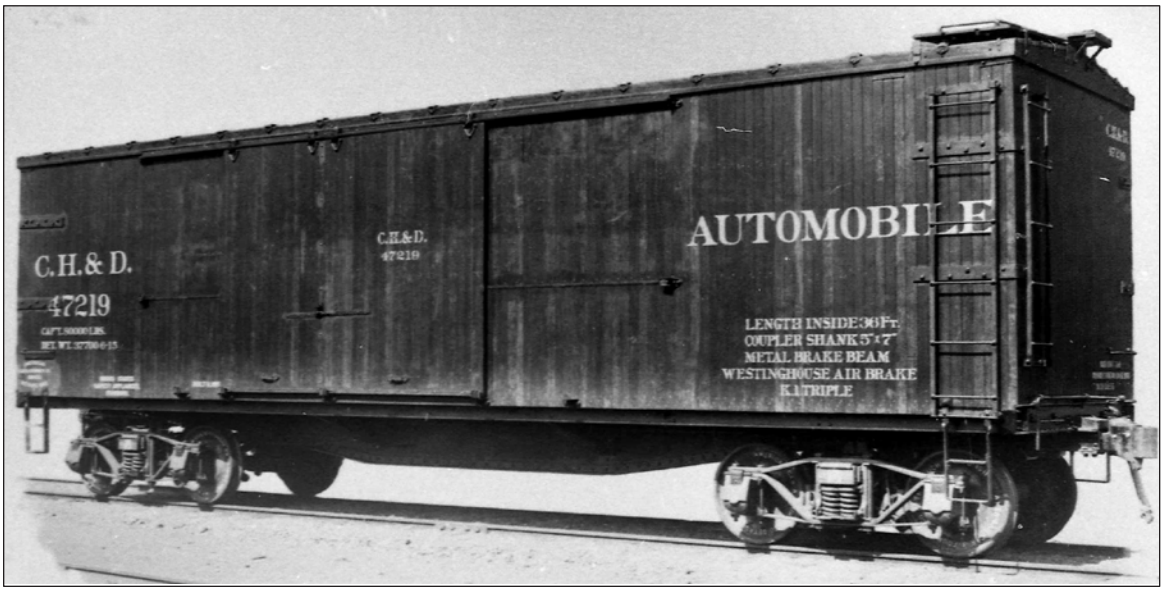
958 cars, 2.39% of the box car fleet

M-23 185099 was captured by Lackawanna staff photographer William B. Berry, Jr., circa 1925-26.
(Photo from the Railfan.net 'erielack' E-Mail List Photo Archive, neg X4523)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-23	185000 - 185499	2448	477	1915	
M-22	199500 - 199999	2448	481	1915	XA

These 36-foot, 8-inch inside length cars were originally built in 1910 for the Cincinnati, Hamilton & Dayton. The B&O acquired the CH&D in 1917 and these wood, double-sheathed cars became the M-23 class. A companion set of automobile cars had the same dimensions, except for a wider door opening. These became the M-22 class on the B&O. Both of these car classes had a 40-ton capacity.

Although these are a small percentage of the 1926 B&O fleet, Accurail offers a plastic HO box car kit that has similarities to the M-23 cars. A modeler may wish to do additional detail work to reflect the B&O prototype. With additional effort, a half door can be installed to resemble the M-22 cars.



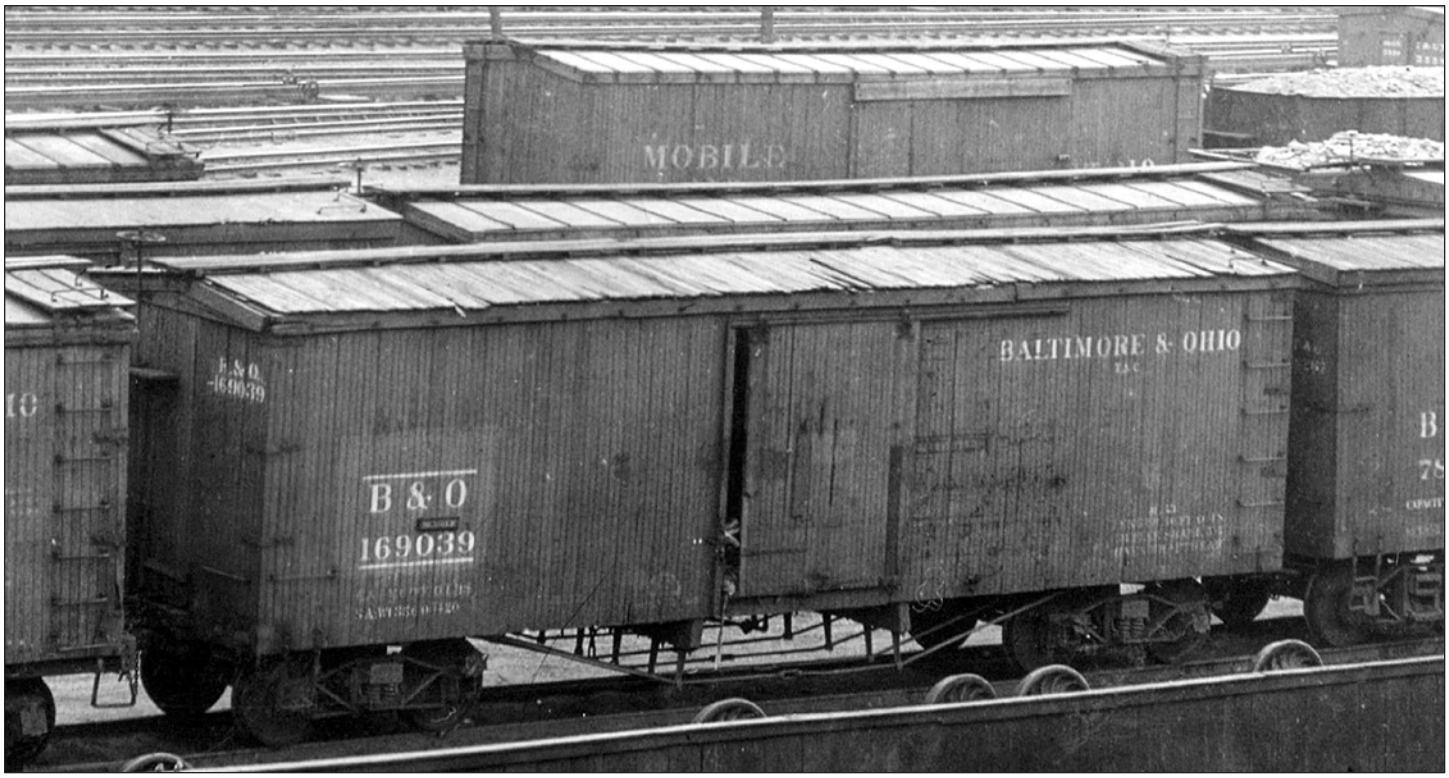
CH&D 47219 in a 1915 AC&F builder image.

After the B&O acquired the line in 1917, these cars became the M-23 class.

(Westerfield Models AC&F photo collection)

M-21

661 cars, 1.65% of the box car fleet



M-21 169039 sits on the Brunswick yard repair track, circa 1920.

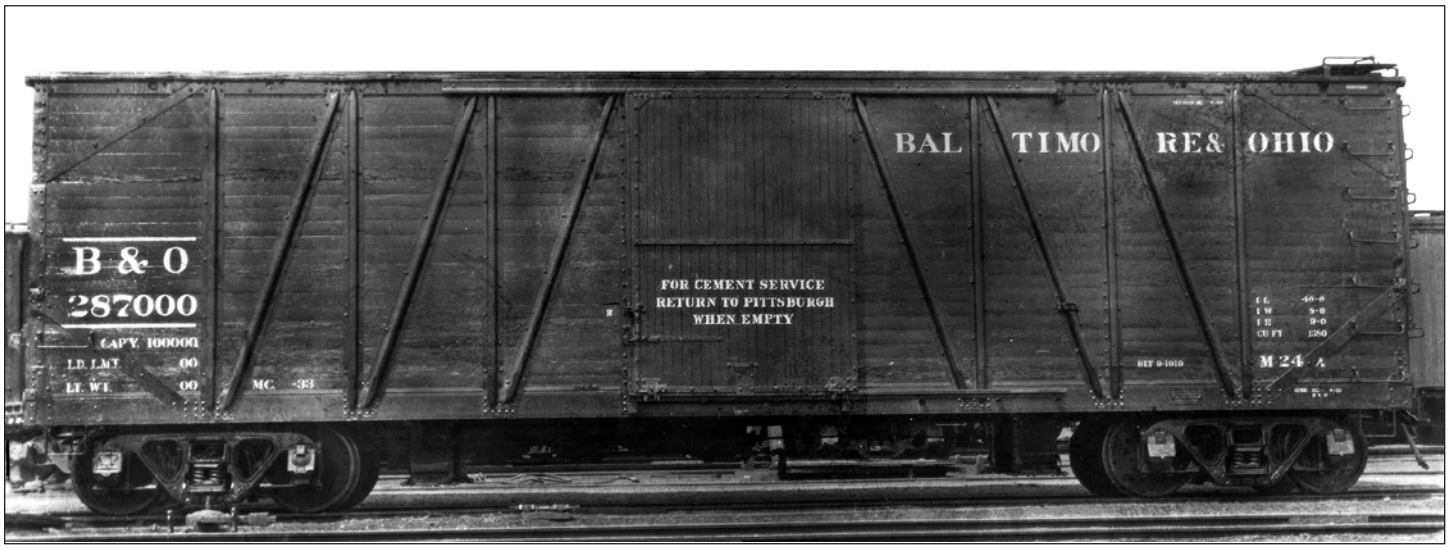
Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-21b	168100 - 168299	2448	135	1904-05	
M-21	168300 - 169202	2448	4	1904-05	
M-21a	169500 - 169999	2448	522	1904-05	steel center sills

The original M-21 car class was installed in 1904 and 1905. Many of these 36-foot inside length cars received steel center sills through the Teens and were reclassified to M-21a and M-21b. These cars were slightly larger than the M-8 car design and similar to many of the 36-foot box cars built in the 1900- 1910 years. These cars had a capacity of 30-tons.

Currently, there are no HO scale models available for these prototypes but the Accurail 1800 series models offer a start with wood ends and a straight center sill. Truss rods would need to be added along with archbar trucks.

M-24

500 cars, 1.25% of the box car fleet



M-24a 287000 poses at Mount Clare in this photo, circa 1933. The car has been modified for cement hauling service, as noted by the special stencil on the door.

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
M-24	187000 - 187499	3098	500	1919	USRA

While the USRA box cars are well known, they were a small car class on the B&O. These were the first single-sheathed box cars installed on the railroad and assigned by the United States Railway Administration while the railroad was under USRA control. *Railway Prototype Cyclopedia* Volume 17 contains extensive details on these USRA cars. Westerfield Models offers HO scale versions of these cars in their resin kit line. Tichy Train Group offers an HO scale styrene kit.

Other Box Car Classes

There were five other box car classes in 1926; M-25, M-20 M-19, M-17, and M-9. The quantities were small with a combined total of 682 cars. The M-25 cars came from the Coal & Coke Railway, which the B&O acquired about 1920. One or two of the other car classes may have been former Morgantown & Kingwood cars. The M&K was acquired about the same time as the C&C. I suspect the cars in the other classes came through acquisition and merger of smaller railroads.

As an interesting observation: in late 1926 19,038 B&O box cars had interior lengths less than 40 feet. These shorter cars represented 47.5% of the 1926 box car fleet.

The 1926 B&O freight car fleet summary is a project has been on my mind for over a year. Several modelers and historians have assisted with this project. It would not have progressed this far without their assistance. I owe gratitude to James Mischke, Bob Witt, Ed Kirstatter, and Ray Breyer for sharing details, photos, and proofreading as this has lurched ahead over the months.

ONE MAN'S ROSTER - 1926 ERA BOXCARS

MODELS FROM JOHN SCHLETZER COLLECTION

PHOTOS BY JOHN TEICHMOELLER

M-15 191000, as built; Westerfield

M-15b 184776. Westerfield

M-15c 173938. Westerfield

M-15d 174000, as built; Westerfield

M-15h 81025 as built; Westerfield

M-8b 99115, Westerfield

M-8b 97752, unfinished Model Die Casting kitbash

M-13a 180011, as built; Westerfield

M-13b 190186, Westerfield

X3106 M-13a in MOW service

M-24 287015, Westerfield

M-24b 287000, cement service; Brass

M13c 181619, steel sided Mt. Clare 1923; MDC/Westerfield kitbash

COMING FUTURE ISSUES

One last view, for now anyway, of Bruce Elliott's Point of Rocks. Nobody makes a dead-on "Bishop's Crook" B&O platform light but Bruce did a great job of creating stand-ins from the Walthers "Built-ups" station lamps, Bruce says this product is now out of production but I noticed there is a similar product offered by Model Power on a hobby shop's pegboard.

Here are the titles of articles for which a) material is in hand or b) is backed by credible author promises. Plus, if you can help or have anything you feel might contribute to the strength of articles on these topics, please contact the editors.

B-8 baggage car
Concrete telephone booths
I-7 caboose
I-5ba caboose
F-4bm diner
Poage water column
M-26d boxcar improvements
P-31c flatcar kitbash
The 1926 Freight Car Fleet—Gondolas
Modeling the Sunburst Scheme