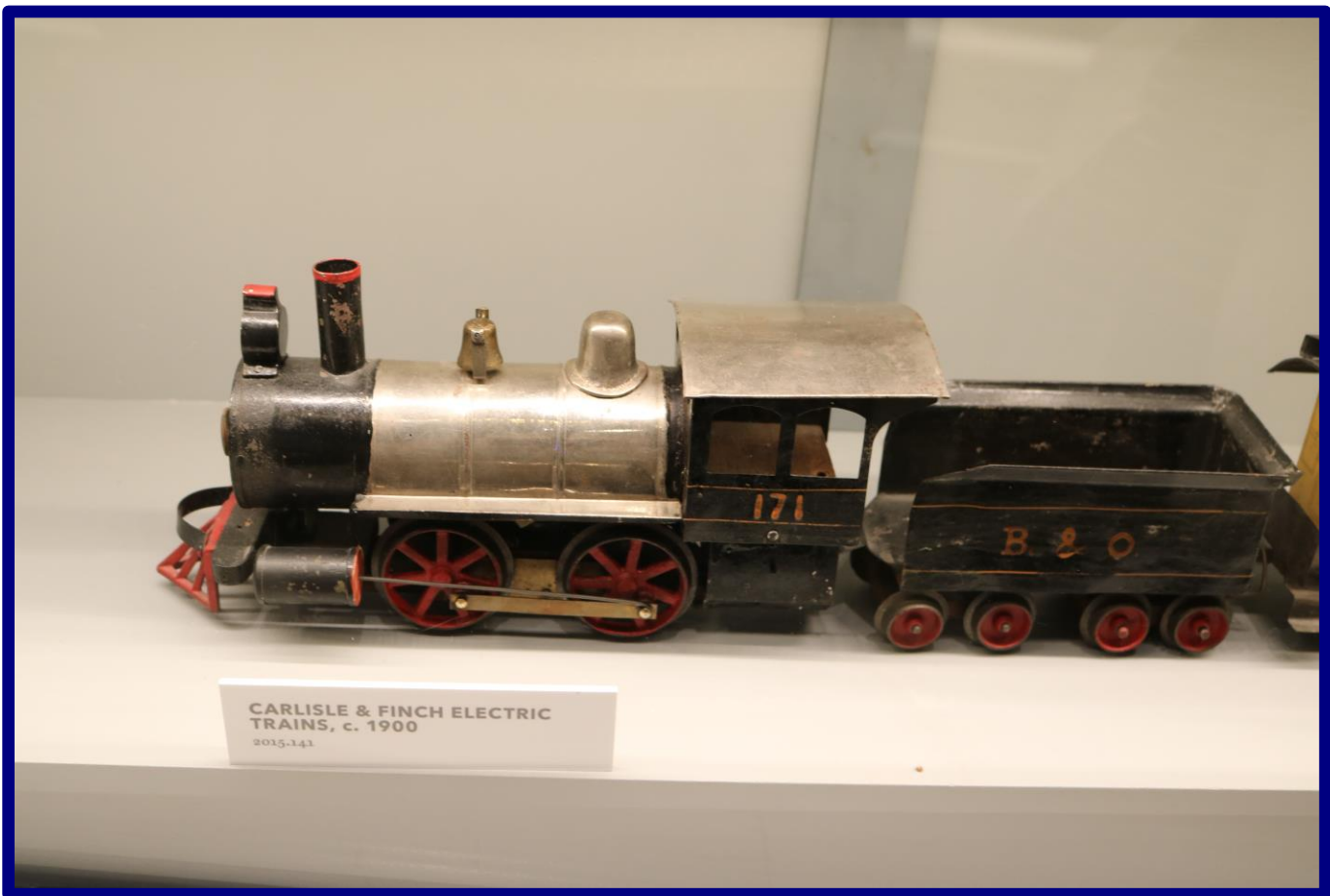


THE B&O MODELER



Number 58

Winter 2023 - PUBLISHED DECEMBER 2023



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(Cover photo courtesy of Mike Shylanski)

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 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 can 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. Review membership options on the [Society website](#), print and complete the membership information and mail to:

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FROM THE EDITOR

DAVID MURVIHILL

I was a little worried about this edition, I didn't consider that most people are more active physically in the summer and articles were not forthcoming. But after school started again someone turned the spigot back on and I quickly received enough to put out the 58th edition of the Modeler.

A special thanks to Mike Shylanski for putting together the article on the B&O layout at the Cincinnati Union Terminal. We visited the CUT during the society's annual convention. I have an unhealthy obsession with the Royal Blue (8 roofs, 15 ends and one undercarriage completed on the 1935 train. Waiting for the trucks before full speed ahead...) so after seeing the layout and hearing its special connection with the Royal Blue I asked about for a decent photographer and author to pen an article for the Modeler. Mike stepped up and did a wonderful job.

BTW, those of you going to next year's convention will get a chance to visit my own personal playground, The National Museum of Transportation, where I get to operate 1:1 scale streetcars. The last vestiges of the 1935 Royal Blue survive there as well as a Ten-Wheeler Camel and B&O #1, the railroad's first diesel-electric locomotive.

This edition includes our first "My Favorite Model" postscript, I hope you enjoy it as much as I did. Never even knew such a car existed...

In addition to publishing edition 58 I have added a Style Guide to the website. This is primarily for my own benefit, to ensure the magazine is formatted consistently. Those of you who wish to may use it to format your articles ahead of time, but please don't feel like you must; I'd rather reformat articles than miss the opportunity to publish them.

Next edition will be in the spring (good lord willing and the creek don't rise). If the timing is right I'd love to include an April Fool's article. The extra space at the bottom of this page is graced by another photo Mike Shylanski took at the CUT.

Feel free to contact me via e-mail (Davidmurvihill@gmail.com) or by phone (314-939-9028).



WHAT IS NEW AND WHAT IS NEWS

- **Congratulations to....** Tom Greco, who won two awards for models entered at the NMRA National Convention in Grapevine TX. this August. His P-7c Engine 5308 won 2nd Place in the kit-built locomotive category and the Iwata Award for most prototypical motive power. Also, his H-8 RPO car took 2nd Place in scratch-built passenger cars and People's Choice Award for rolling stock. As he says, "The B&O had a really good day at the convention!!"



- Bruce Elliott reports: "It is with great sadness that I bring to your attention the passing of the owner of Bethlehem Car Works, John Green. John was not only a model manufacturer, but a long-time society member and a friend to all. Most, if not all his B&O models were of passenger equipment. His latest achievement was the C-10 Horse/Express car. He asked me at the recent eastern Mini-con if I would assemble the prototype model, which I completed yesterday. At that time he was on oxygen, moving cautiously and his speech was

hard to get out. I told him that I was honored that he chose me to be able to build this prototype for the society. I was just telling my wife the other day that I thought this would be his last modeling effort. I will be bringing the model with me to the convention next week in Cincinnati. I do not know where his production stands on this model, so this finished model may just be more of a tribute to his years of creating models for our pleasure, rather than a new model for purchasing.” (Bruce produced a full article on the horse car as well)



MIDLAND CITY DEPOT

BY BOB KRESS

(All photos and diagrams are the author's unless otherwise stated)



THE RESEARCH

I was searching for a unique depot for my HO model railroad. A friend told me about this depot in Midland, Ohio, so I first went there in 1983 to have a look-see. I immediately loved it. It is so unique with the big bay window end and a smaller bay on the side, hand crafted eave support brackets all around, and fluted siding atop the two-story section, giving the appearance of the traditional “Queen Anne” style of architecture typical of the 1890 – 1910 era. It had definitely seen better days, but it still showed a lot of character.

I soon did some extensive letter writing attempting to find blueprints or drawings or any historical information I could. Most inquiries were fruitless. One official from The Chessie System did reply only to say they did not have any documentation. Most of my modeling documentation came from local railroad friends' photos and hands on investigation.



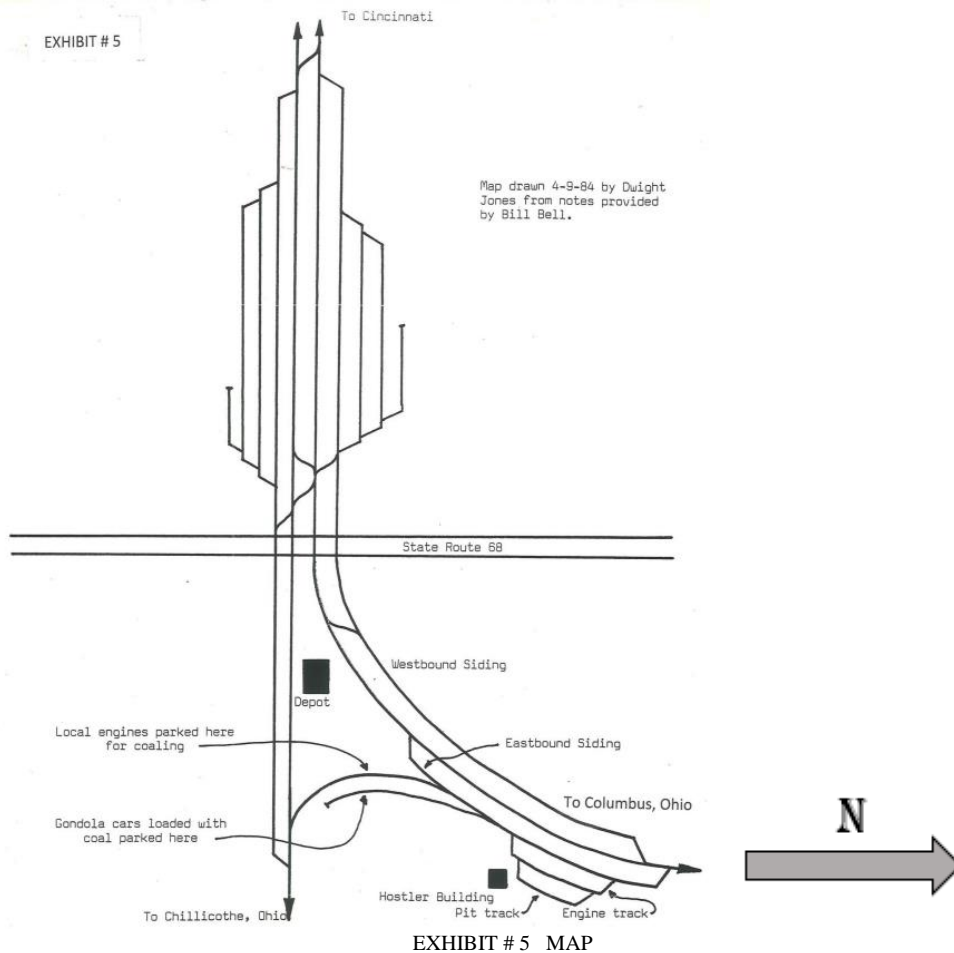
PHOTO # 1 March 1973

One photo I have is from March 1973 wherein the depot is in a two-tone brown paint that I call the CHOCOLATE scheme (I actually think it is the traditional B&O Cream with Brown trim). See PHOTO #1. Subsequently, it was given a new paint scheme (and last) of Gray with White trim. See PHOTO #2, taken March 1975 (Roy Hord Collection) when Midland City Depot still looks to be in its prime. This is the look I decided to model. In both photos you can see the extensive old brick concourse (Made from “Athens Block”) that could be modeled using Plastruct #91611, brick sheeting. Other photos continue to surface as my research progressed.



PHOTO # 2 March 1975 (Roy Hord collection)

Another reply to my letter-writing efforts came in April 1984 shedding some light on the age-old depot operations. Dwight Jones, of the Affiliation for Baltimore & Ohio System Historical Research (AB&OSHR), passed along this story told by a 10+ year Midland operator, Bill Bell. He served as the operator in the 1950-1960 era. Mr. Bell drew a map from memory of what the track structure was like during the years he worked at Midland (See Exhibit # 5). The map is interesting as it shows the unique coaling operations. He relays the story of coaling the steam locomotives in local service and layed up at Midland. The locomotives, usually three, were parked on a track (see map) next to another track which contained three wood-sided gondola cars. Each night one man would hand-shovel coal from the gondola cars into the tenders of the three steam locomotives!!! Talk about a hard job! Mr. Bell also stated that the upstairs portion of the depot was occupied by a track inspector (North side) and by a Western Union lineman (South side).



Early photos (prior to the 1970's) reveal the freight house on the East end of the depot. It was fairly short lived as it was torn down circa mid- 1974. It was not around in my era (I model the 1980's) so I modeled the truncated version without the large freight house attached on the East end of the depot. Maybe someday the dimensions of the full depot with freight house attached will surface to allow this larger version of the depot to be built by another ambitious modeler.

So, yes, I did need to make my own drawings to build the model. Luckily, the structure was still standing and in pretty good shape, although not in full service with some boarded up windows. I returned to Midland in 1986 armed with a camera, tape measures, and yard sticks. I must have taken about a thousand photos and jotted down everything I could measure in a notebook. Using my own photos and these measurements, I began converting it all to HO scale building plans: See Exhibits #1 = North facing side view, #2 = South facing side view, #3 = East and West end views, and the "Footprint" or floor plan base sketch – Exhibit #4 (Except I had no data on the interior, perhaps to be revealed at a later date as my ongoing research continues). Much later, as the depot deteriorated, numerous photos have surfaced on various sites online. Google maps has many more recent photos, and many include parts of the interior. It is interesting to see the light green interior scheme and details such as stairs and room layout are now visible for those modelers who may want to piece together a detailed interior. My drawings, exhibits #1 -4, were completed without interior details.



THE BUILD

I began the building process by researching all the commercial options for the walls, the roofs, the windows, and the doors.

WINDOWS: I found that Grandt Line (now San Juan Models) had almost the perfect fit for the doors and all 3 sizes of windows (LARGE, MEDIUM, and SMALL), as explained below:

- There are 12 LARGE 12 pane (6/6) windows that measure 32" by 71" per plan (Exhibit #2). I found that the Grandt line windows, #5032, are a nice fit, scaling out at 36" by 64". That's about as close as you can get unless you want to get into scratch building windows. Not for me. For the time and trouble, I am more than pleased with the appearance of the Grandt line products. After removing the bottom sill plates and placing the frame above the wainscot it resembles the prototype windows quite nicely.
- The same held true for the 6 MEDIUM 8 pane (4/4) bay and back windows. They measure 25" by 70" per plan, exhibit #1, with Grandt Line # 5029, scaling out to 27" by 64".
- The sole SMALL 8 pane (4/4) window (Exhibit #3, West elevation) was 27" by 54" per plan with Grandt Line # 5030, scales out to 27" by 48", close enough for me.

In the final stages of construction, I made the windows look more realistic by glazing them all with *real glass* and super glued each upper and lower sash separately. For this I used Clover House glass (#230) and scribing kit (#233) to make the perfect fit. This process was a real pain as I had to cut and recut numerous panes. The glass is thin, delicate and snaps so easily that I wasted more than half the glass that I needed. I really will never

attempt that again. My future models will have the simple one-piece clear plastic .010" styrene. Another lesson learned.

DOORS: Again, I found that Grandt Line had the near perfect door for this model. Their #5139 had a 3-pane transom with 4/4 panels that looked great, so I used them for all 3 exterior doors. The only problem was the outer screen door. For these I used the same door but replaced the panels with, of course, *real screen* material, using Clover House #786 Brass Screen (80 mesh, .0055 wire diameter). Just cut and fit with a dab of super glue.

WALLS: The exterior walls are made of 4 kinds of siding that I sandwiched to Evergreen 9020 sheet styrene. The 4 sidings are Clapboard, Wainscoting, Queen Anne, and V-GROOVE.

CLAPBOARD: The depot's horizontal clapboards are spaced at about every 5 inches. Evergreen # 4061 "Clapboard" is .060" spacing, or 5.2" in HO. I'll take that every time.

WAINSCOTING: The wainscoting was not so easy to replicate. Besides the siding it also includes 3 pieces of trim. The vertical siding with boards about 3+ inches wide is well represented using Evergreen #2040 siding. It has board spacing of .040" or about 3.5 inches in HO scale. That is another nice match. Next, I cut 26" high sections for each wall and combined with 3 pieces of trim: a 2x6 at the bottom, and a 1x4 on top, capped by a 2x2, making up the 38" wainscot. The order of assembly is not so easy, as the trim must be painted white before it is applied. Also, before painting all trim pieces, I scored/scraped them with a snap saw to give them a wood grain look. The extra work is worth it as it makes it look so much more like real wood.

QUEEN ANNE: The Queen Anne style siding on the second-floor ends (see Exhibit #2) presented another challenge as no commercial products seemed to fit this model. It is a fairly simple task is to make your own. For this I used HO scale 1x10's, Evergreen #8110. I bundled about a dozen or more cut to 15 HO scale feet long. I clamped these together and scribed grooves along the edges about every 1/2 foot HO scale with a triangle file to achieve the "scalloped" look. Then it was just cut and fit like putting on layers of roofing shingles.

V-GROOVE: The East end wall #8 was a bit different as it is a uniform wall of 7" wide boards. For this I chose Evergreen V-groove siding #4080. That was another item I was happy with as the board spacing is spot on, at .080" or 7" HO scale boards.



CONSTRUCTION: For the walls (see Exhibit # 4) numbered 1 through 12, I cut out 020 styrene sheeting to the dimensions on my drawings (see Exhibits #1, 2, and 3). Then I cut out all the window and door openings from these .020" walls and repeated this process for the 4 kinds of siding. For these walls and the middle two-story walls (See Exhibit #4, walls #5 and 10) I used a laminated wall made up of 020 styrene sheet covered with one of the 2 kinds of siding above and the lower wainscot section below. A word of caution about laminating: please do not use straight plastic weld. Instead use Walthers Goo, or another type of adhesive without all the solvent - which WILL WARP any two plastic surfaces! Follow the Goo instructions and allow the solvent to mostly evaporate, leaving a nice Goosy layer that will bond any two pieces nicely without all the warping. You could even try transfer tape. I do digress.

Assembling all these materials I had spent so much time selecting was quite a challenge. I laid out, cut, filed, and glued all the wall materials to the base as detailed on my plan drawings. Then it was time to paint them to match the GREY color used in the early 1970's as in Photo #2. Through much trial and error, I came up with my version of "Midland Gray". It was a Floquil mix of 3 parts Concrete, 1 part Reefer White, and 1 part Reefer Grey. I used my Paasche airbrush to paint the walls. Next, I painted all the windows, doors, and trim with straight Reefer White. After letting everything dry for a few days, I began assembling them all to the walls. With the basic shell completed, I began the roof.

ROOFS: There are 3 separate roofs. All are made from Evergreen #4050 – smooth side up, so the V-groove simulates the roof decking from underneath.

- The Freight End is straight forward; I just cut and glued the two-piece V-shape. (Slope = 30 degrees.) I added some .020" bracing underneath to hold the slope shape and strengthen the roof.
- The Large Bay End – was quite a challenge and one I hope I never have to repeat. My first attempt to lay out the roof, the large bay end, with card stock was a disaster. The roof pitch was way off as it looked more like a flat tarpaper roof. Card stock version #2 was a lot better as I allowed for proper pitch (See

Exhibit #2) and the four-foot overhang all around. Once I was happy with the look, I used the five (5) pieces of cardstock roof pieces as a template to cut and glue the final roof from the 4050-siding material, being careful to line up the grooves on the underside properly. To this larger roof I again added several pieces of bracing underneath.

- The Top roof was similar to the freight end, I just cut and glued the two-piece V-shape. (Slope = 30 degrees.) Here again I added bracing underneath.

In the final roof assembly step, I cut and glued the pre-painted 2x6 bracing along the perimeter of all 3 roofs. Next, the roofs were painted with my “Midland Gray” mix as detailed above. After a few days of drying, it was time to shingle the roofs. For this I chose a “Peel-and-Stick” standard shingle from Precision Lasercraft (Now BESTTrains.com) a gray shingle #2448.



OTHER DETAILS:

Lighting is one of those items that need to be added after most construction is complete. So now is the time. I chose to use the very tiny bulb from G-R-S Model Brass, their Super Micro 1.4mm, 1.5-volt bulbs (#100) for the exterior shaded lamps used on each of the 4 sides. They fit nicely into a Campbell Scale Models brass light shade, #255. I painted the shades a dark green before assembly. I also added the same light to the interior small bay window area, as I might add a detailed interior to that operator’s room.

Signals are another matter. I added four more of the same light bulbs in the target signal assembly under the eave of the West end wall #2 (see Exhibit #4). I made this assembly from parts scavenged off a Tyco signal tower, and painted the bulbs red, amber, and green, per the prototype (see photo #2).

Order boards are another unique feature that are prominent on photo #2. I made both ‘boxes’ and ‘paddles’ from various pieces of styrene, mainly 1x4’s and 010” stock.

Station Signs: Don’t forget the “Midland City” signs. I made the 4 signs of typed text and adjusted the size using the reduction copy feature on my printer until I got it to the 10” height and mounted them on 010” sheet stock cut to size ~ 1’ by 6’.

EVE BRACKETS: This is one of those neat little details that added a lot of character to the depot. I just had to find a way to make my own as I could not find any commercial item that even came close. These were 4x4 boards carved by craftsmen long ago. I have attempted to mimic the intricate scroll work by “Mass Filing” scale 4x4’s by filing the ends. I made two grooves across a group of about a dozen boards at a time until I got the ‘rounded’ look I wanted. Each three-piece bracket was cut to length and glued together, and painted reefer white. All will be mounted on the depot after the roof is added later, as some will need to be angled and fitted to the underside of the roof.



PHOTO # 5 Photo by the author, June 1983

6" GUTTERS: This was kind of put on the back burner for many years as I had a difficult time finding a commercial product that was pleasing to my eye. Also, it is the last detail to be added to any building model and as such, was delayed to last. On many other models I have made my own gutters out of aluminum foil pans (the kitchen throw-away kind) using a u-shaped homemade JIG to keep it straight. The downside of this method is that it is easily bent out of shape. Instead, I opted for a premade styrene strip that closely resembles the 6" U-shaped galvanized gutters actually used on the prototype. I used Evergreen #223, 3/32" TUBE. It is a hollow tube that is about 7.6" HO scale. It also needs some alteration. I sliced off the top half to create that U-shape and then did some filing to ensure a straight look. It simply looks great. Next, I cut these u-shaped channels to length for each of the 9 roof ends, assembled and attached them to the depot every 5 feet, using strips of 1 by 4 stock.

5" DOWNSPOUTS: The downspouts were a bit easier as you just need a solid rod that will hold its shape after making bends as needed. I chose Plastruct #90858, STYR ROUND ROD, (.060") that is just about 5" in HO scale, a nice match to the prototype. To attach the downspouts (see Exhibit #2) to the gutters, I first drilled holes as needed in each gutter with #52 drill bit. They slid right in for a perfect fit. Then it was a matter of shaping each downspout to fit the depot and glue them in place.

In conclusion, I thought this was a fun model to build. I hope others will also find it an interesting addition to their layout. I look forward to adding this structure to my home railroad (See Photo). Now I can start adding more details like the extensive brick passenger platform, post lights, people, and more details.



BILL OF MATERIALS

<u>MANUFACTURER</u>	<u>DESCRIPTION</u>	<u>PART #</u>
Campbell Scale Models:	Brass light shades – exterior	255
Clover House :	Window Glass	
	(Glazed all Window panes –separate upper & lower)	230
	Glass & Scriber Pack	233
	Brass Screen	
	(Two storm doors – 80 mesh, .0055 wire diameter)	786
Depots By John:	18” Chimney	HO-125
Evergreen:		
	Scale lumber for TRIM: various:	
	1 x 4 (wainscoat & gutter straps)	8104
	1 x 10 (Queen Anne handmade siding)	8110
	2 x 2 (wainscoat)	8202
	2 x 4 (Exterior & Interior)	8204
	2 x 6 (Roof eaves & around base of structure)	8206
	4 x 4 (hand carved Eve support trim- Gables/Corbels)	8440
Sheeting:		
	Floor- PLAIN styrene sheeting	9040
	Walls- PLAIN styrene sheeting	
	(Laminated to the 4 siding materials)	9020
	Roof- V-GROOVE, .050” spacing	
	(4.35” HO) use Smooth side up	4050
Siding:		
	Clapboard- Exterior walls (.060” spacing)(5.2” HO)	4061
	Wainscoting- Outside lower walls (.040” spacing)(3.5” HO)	2040
	Queen Anne- Upper walls #5&10, hand scribed 1x10’s, overlapped	8110
	V-GROOVE- (.080” spacing)(7” HO) on rear wall #8	4080
	Tubing: 3/32” TUBE for gutters , modified to ~ 7” HO scale	223
Floquil Paints [now EXTINCT - new substitutes: True-Color, Testors, etc.]:		
	Reefer White	F11011
	(walls: mix- 1 part)	
	(Trim: no mix- 100%)	
	Reefer Gray (walls: mix – 1 part)	F11012
	Concrete (walls: mix – 3 parts)	F11082
Grandt Line [now SAN JUAN MODELS]:		
	Windows- 12, Large (6/6 panes) 36” x 64”	5031
	Windows- 6, Medium (4/4 panes) 27” x 64”	5029
	Window- 1, Small (4/4 panes) 27” x 48”	5030
	Doors- 5, Framed 3 pane transom, 4/4 panel	
	(3 full & 2 screen)	5139
G-R-S Model Brass:		
	Super Micro Lamp – clear, 1.4 mm, 1.5 Volt	
	(12 each – Ext & Int)	100
	Power unit (LitePac Regulator for 1 to 20 lamps)	CIL-125
Plastruct: STYR ROUND ROD (1.5mm = .060”) for Downspouts ~ 5” HO scale		90858
Precision Lasercraft: Roofing shingles, Gray (2 packs)		2448

EXHIBITS (images not to scale)

EXHIBIT # 1

MIDLAND CITY – NORTH ELEVATION

HO scale 1:87.1

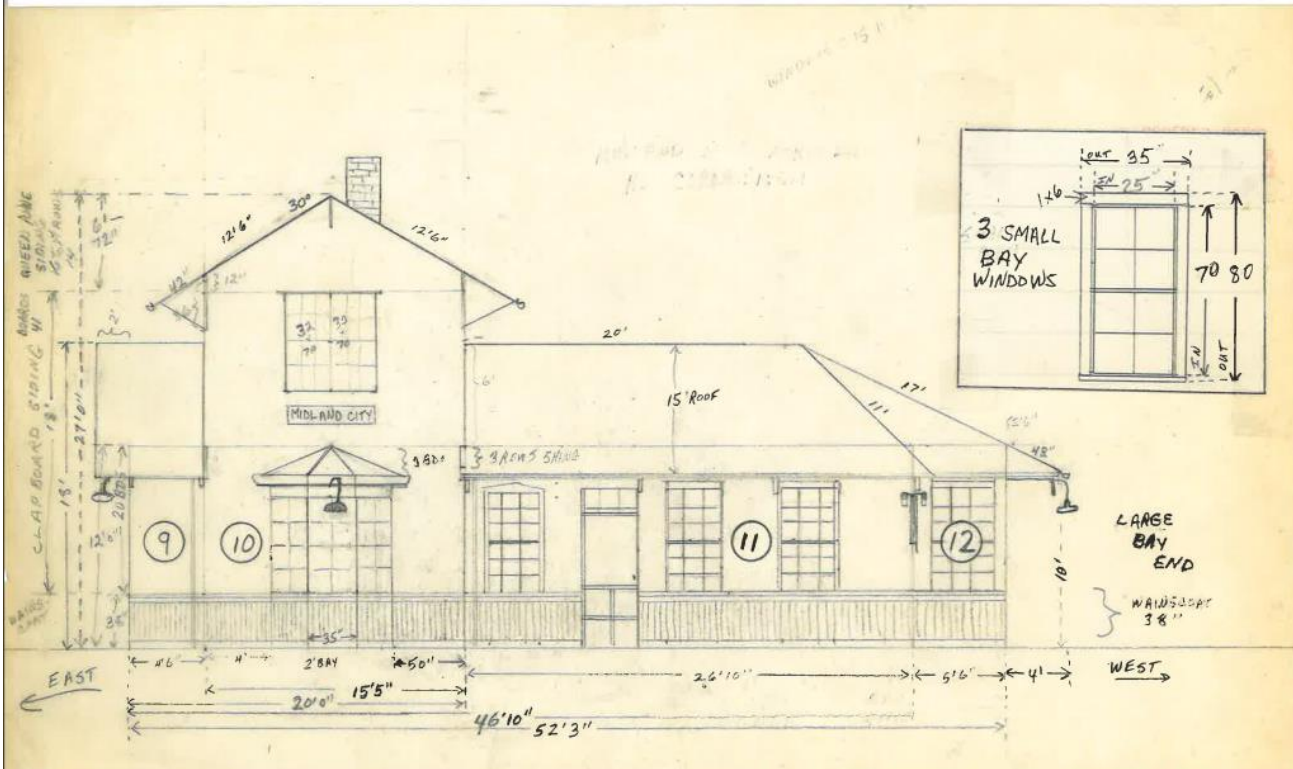
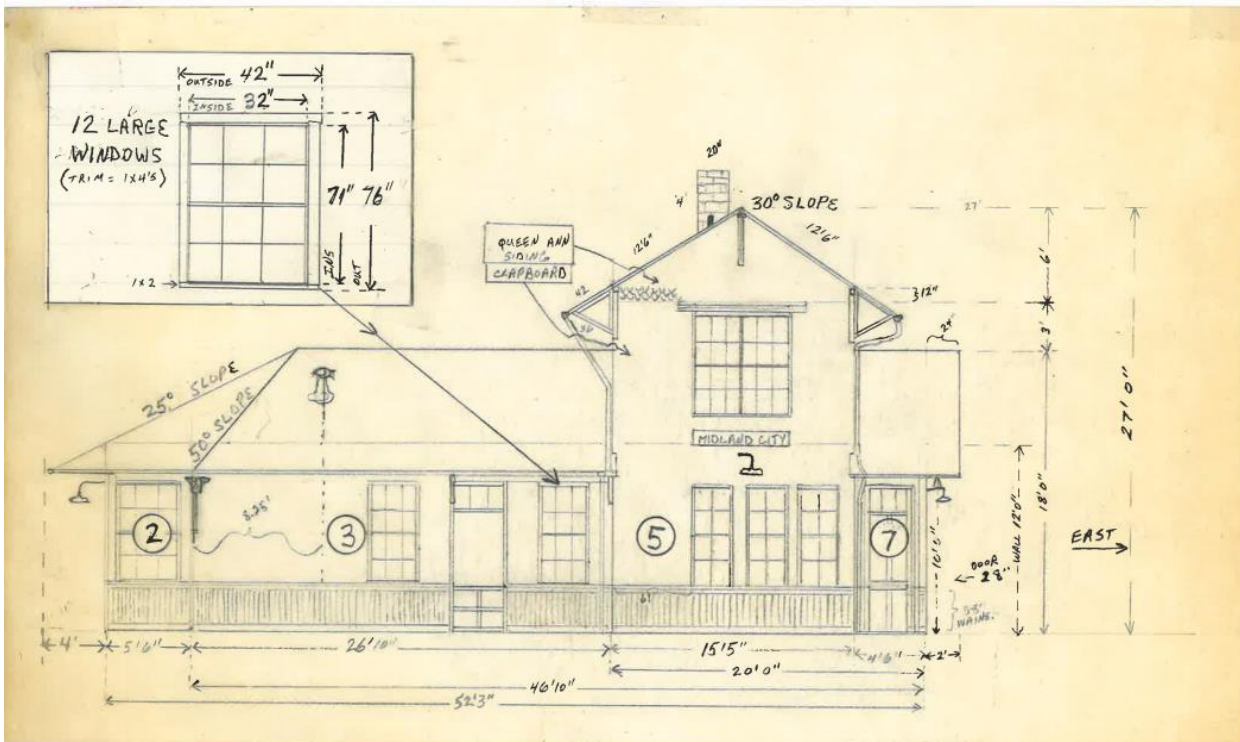


EXHIBIT # 2

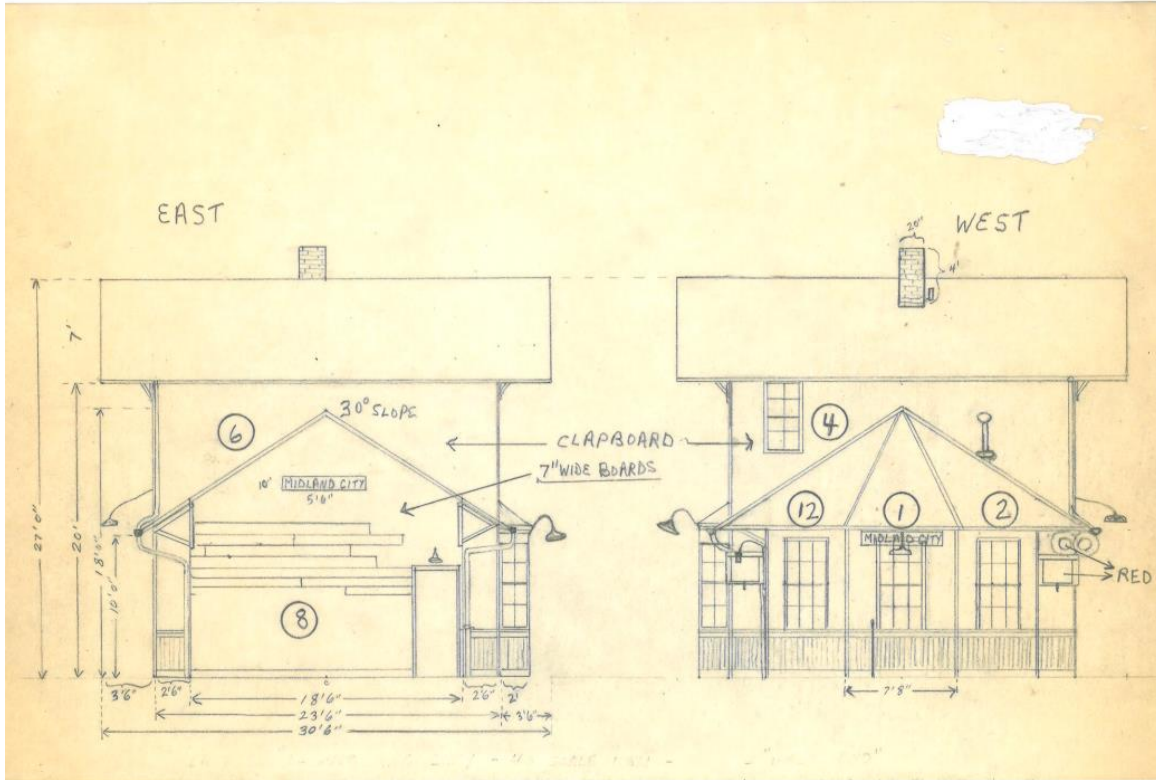
MIDLAND CITY – SOUTH ELEVATION

HO scale 1:87.1



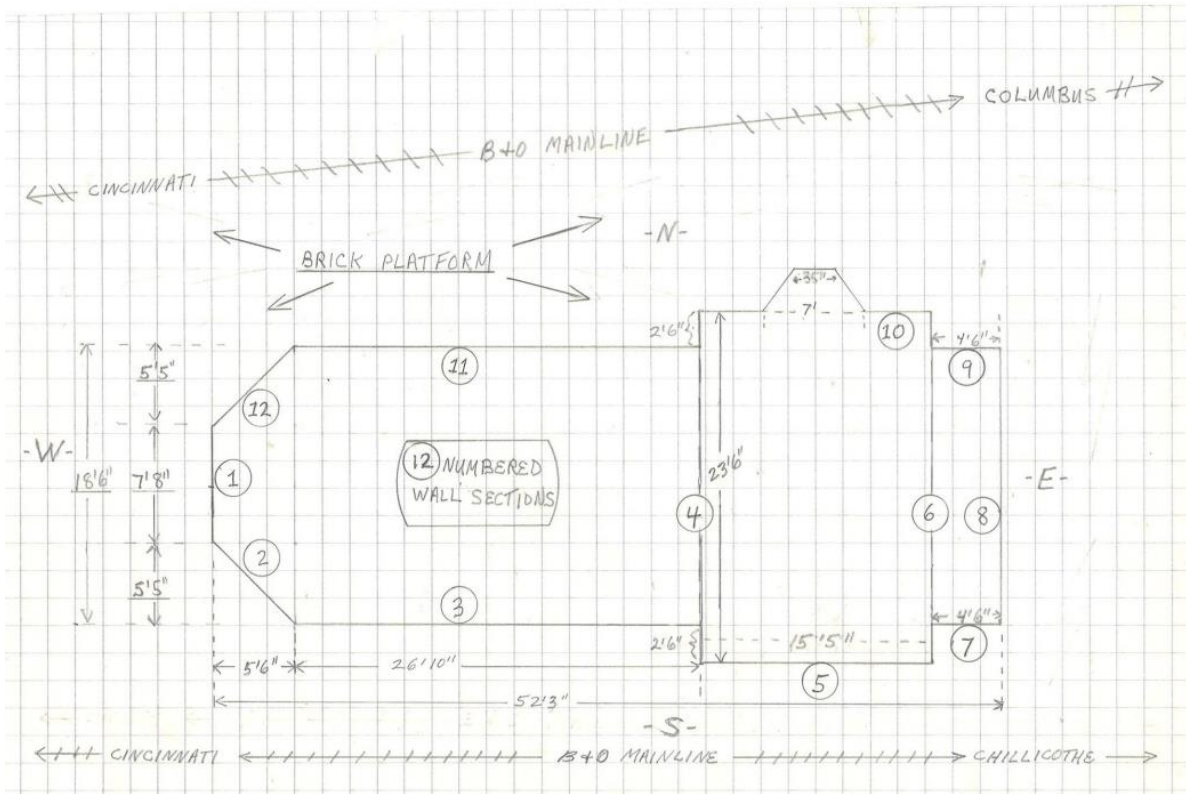
MIDLAND CITY – EAST END & WEST END ELEVATIONS

HO scale 1:87.1



MIDLAND CITY – BASE / FOOTPRINT ELEVATION

HO scale 1:87.1



ADDITIONAL PHOTOS



PHOTO # 3 August 1979 (Roy Hord collection)



PHOTO # 4 August 1979 (Roy Hord collection)



March 1973



March 1973

THE CAR SHOPS AT FAIRMONT, W. VA.

BY BRUCE ELLIOTT



Since the mid 1890's, Fairmont had been in very bad need of a freight car repair shop. Several B&O officials were in Fairmont on April 4, 1907 and announced that the new car shop which had originally been planned for the Fetterman Yard near Grafton, would instead be built at the west end of the yards at Fairmont across from WD Tower at Federal Jct. Over the next eight decades it provided employment for hundreds of men until it was closed in the late 1980's. The complex was torn down in the early 1990's when CSX dismantled the Fairmont Yard.





When you're modeling a specific location, often times you end up scratchbuilding many structures. Such was this case for the Fairmont car shops. Years ago as I was planning out the Fairmont yards, I had allotted space for the car shops and wheel shops. Now, almost ten years later, it was time for the car shop building. I'm relatively sure that there are drawings some where but when I decided to actually start on construction, none were to be found. The word was put out for photo's and drawings and lo and behold measurements and adequate photos showed up with more details than a company drawing. This structure was a whopping 197 ft. long. Unfortunately no measurement of depth, and after exhaustive viewing of the ends and my available space, I decided on 25 ft. I wish that I had known the length from the get go, and I would have allowed for it. Modeling is often a compromise and this structure is no exception. Scenery in the car shop area has been finished for a while and I had no intentions of re doing it. So in the end my model is 185 ft. wide and 25 ft. wide on the ends. Architecturally, this building used "ship lap" siding. Evergreen Styrene calls this "novelty" siding.



Large sheets were required for the length, and still it took over two lengths per side. The side walls are 11 ft. high. This structure has a lot of doors and windows. I will refer to sides by their railroad geographical direction. That said, the south wall that faces the yard has a dukes mixture of doors and windows; seven single doors, four

double doors and thirteen double hung windows. I suspect that between when this structure was built and when the photographs that I used were taken that there were some window style changes. In building the model, I chose to use one style of window. Remember that I said that I was a little short in my length? Twelve feet to be exact. Well the windows that I chose happened to be slightly smaller than what were in the building, so everything worked out OK. I chose Grandt Line for windows since I had an adequate supply of the right style. Doors were a different matter and of four different widths. Two doors appeared to be the same size, twin doors, and I used castings from Selly. That's right, 60 year old technology, because I had them and the fidelity was close. The second size door was slightly narrower. For this I used freight doors from an American Classic Models B&O freight station kit. The third door also came from the same kit and was slightly narrower yet. For the most common door, I used Selly castings.



The north wall, or back wall that faces the Monongahela River was much simpler, having only two doors and sixteen double hung windows. The doors are also from Selly and the windows are from Grandt Line. Never think that you have all the answers. During the writing of this article I found out that this wall needed one more window and door on the right side on what would be the west end. Well the structure is finished now and I'm certainly not going to sweat this now.



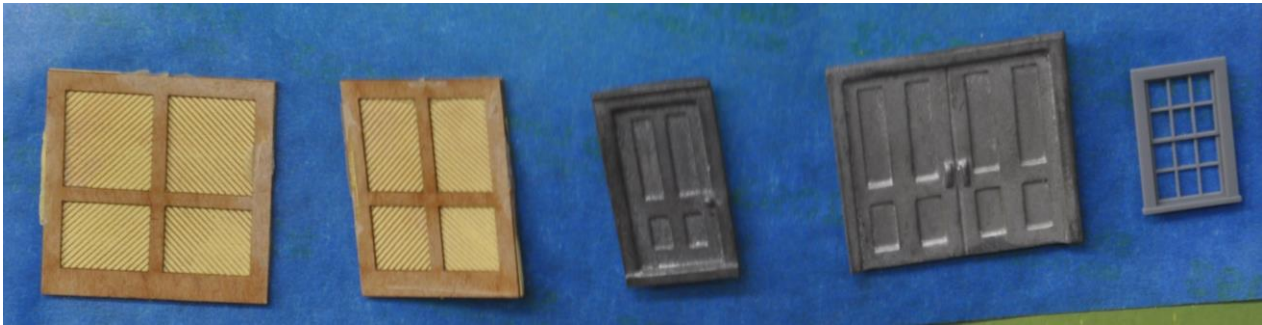
The east wall is twenty five feet wide, eleven feet high at the ends and eighteen feet high at the peak. A single door was located in the center and one window was located on either side of the door. Again, the door was from Selly and the windows are from Grandt Line.

The west wall had the same dimensions as the east wall, with no doors or windows.



Placement of doors and windows were from photographs. When cutting out windows and doors, the inside frames were measured and marked on the .040 siding. The openings were cut out with a X-acto #12 blade and punched out. When assembling the sides, due to the physical size and the flexibility of the .040 walls, it was necessary to add two interior braces at 60 ft. intervals of the same dimension as the ends. These interior bracing walls were cut from .080 sheet styrene and the mounting bracing was from .188 x .188 styrene. This also gave adequate support for the roof. .040 is somewhere between adequate and thick for most models but with the excessive length of this structure, it was rather thin and way to flexible. The roof base is .060 sheet styrene. Once it was glued to

the ends and bracing walls this gave the structure the stability it needed. Corner trim was done with Evergreen 2 x 6's.



The only way I saw to do the roof justice was to go with B.E.S.T shingles, 16" that simulated slate. It took four and a half packages. I was happy that this structure had a fair amount of roof vents and smoke jacks which added to the character, but what I was most pleased with was that there was a whistle on the north side of the roof over the offices. This had to be scratch built.



A lot of my material is “old school”. I’m still using Floquil. There are four colors: (out of production)

Depot Buff

Engine Black

Weathered Black

Concrete

MEK and ACC were used to secure parts.

Evergreen Styrene:

#4062 .040 Novelty siding

#398 .188 x .188 (interior support wall and corner bracing)

#9107 .080 sheet (interior walls)

#9106 .060 sheet (sub roof)

#8206 2 x 6 (corner and door trim)

#8610 6 x 10 (structure foundation shims)

Grandt Line:

#5282 30”x56” 6x6 double hung

B.E.S.T.:

#3505 16” slate, steel gray

Aksarben:

Smoke jacks and roof vents (out of production)

Selly:

Single and double doors (out of production)

American Classic Models: wooden doors (out of production)

This project could never have come to be without the help of society member John Howard. His photos and drawings were invaluable in the construction of this obscure structure. Even Terry Arbogast book on the Fairmont Terminal was a bust.

A foot note regarding Fairmont structures on the layout. For the most part all structures were scratch built with the exception of WD tower, which was a kit by MJB Models and fire hose houses which are by Webster Classic Models. The fuel pump house located near the turntable was scratch built from photos which were abundant. The yard office was scratch built from photos from Terry Arbogast’s book on the Fairmont Terminal, the yard office cab was a rebuild of a caboose kit, the wheel shop is built up from a Suydam kit, the scale house was built from the 1906 plans and photos that I took, the roundhouse was built from six Walthers kits along with a scratch built boiler house, the stores room was scratch built by Harry Clark, the coal tower was freelanced but based on the original structure and available space, the bridges at Buffalo Creek were scratch built from photos with Micro Engineering parts and this car shop was scratch built from photos and measurements supplied by Bob Weston and photos that I took.



A TRIP TO THE LEGENDARY B&O RAILROAD HOLIDAY TRAIN LAYOUT

BY MICHAEL SHYLANSKI

(All images by the author)



Those attending the 2023 B&O Railroad Historical Society Convention in Cincinnati got a special treat on September 8th when the storied B&O Railroad Layout was operated for them at Cincinnati Union Terminal. Ordinarily this layout is viewable only from around Thanksgiving through New Years Eve. A team from the Cincinnati Museum Center got several great looking and smooth-running trains orbiting the layout for grateful convention goers.

The previous evening, Mr. Gayl Rotsching, who has been associated with the B&O layout for many years, gave an interesting convention presentation. Mr. Rotsching is a former employee of Cincinnati Gas and Electric, the company which was in charge of displaying the layout for the holidays for many years. He showed a 2001 video of the layout produced by CG&E successor Duke Energy. Mr. Rotsching turned down the video sound, and he then gave an entertaining and informative commentary on the whole history of the layout and the dedicated people who have kept it going during the holidays for seven decades. In this article we are condensing his commentary and adding a bit of extra historical information based on research by Mike Shylanski.



IT ALL BEGAN WITH A CONTEST

The B&O Public Relations Department got into the business of running a large layout for the public in connection with a 1936 contest. The B&O teamed with Model Craftsman Magazine (later Railroad Model Craftsman) on running a competition for building an operating O Gauge model of the B&O's crack Royal Blue passenger train. Contestants were to build faithful replicas of the Lord Baltimore locomotive and five matching passenger cars. The PR people reckoned that the winning entry—one of five submitted—needed a place to run, so railroad staff built a 16 by 24 foot, outside-third-rail, O gauge layout for the train to run on.

By 1941 the layout was rebuilt into a 16 by 46-foot modular layout that could be packed into crates and shipped around the system in a special box car. The layout typically visited B&O-served cities and, during WWII, veterans' hospitals. It featured a realistic, three-track version of the railroad's Cumberland Division that featured 15 locomotives and 300 pieces of rolling stock. There was around 1,000 feet or 9 scale miles of trackage. The electrical system for operating the layout was built by Mount Clare Shop workers using the same relays and other electrical gear used on the "big" B&O. There were working signals and block control, and the layout was run in a manner quite faithful to real railroad practice. In fact, for a time the U.S. Army used the layout to train some of its people on train operations. The now upgraded layout was shipped to Wheeling, West Virginia, where it was on display in the station lobby for the Christmas season.

B&O employees built the rolling stock for the layout. A man named Ken Henry built 23 locomotives for the layout in its early years. Mr. Henry also sold kits for O gauge locomotives. Train collectors value his contribution to the hobby and marvel at the quality of his beautiful B&O locomotives. Not only the rolling stock, but also the structures, bridges and scenery on the layout were quite realistic and not at all toy-like.



FORGING A CINCINNATI CONNECTION

The layout was on display in Baltimore's Hutzler's Department Store in 1945, and a visiting official from the Cincinnati Gas and Electric Company took his family to see it. They were mightily impressed. Some people-to-people contacts followed, and this led to discussions between CG&E and the B&O PR Department. The B&O agreed that the layout would travel to Cincinnati for Christmas 1946, where it was to be displayed in the lobby of CG&E Headquarters at 4th and Main Streets. The crated layout was shipped by rail and then trucked to CG&E. B&O employees set up the layout over several days under somewhat secretive conditions. A 12-foot curtain had been erected around the area to keep people from seeing what was going on. Needless to say, the layout was a huge success when it was revealed to the public on Thanksgiving week. The excitement continued through December 31st.

The layout was also set up at CG&E for the holiday season in 1947. However, B&O had promised to erect the layout at the elaborate and historic Chicago Railroad Fair. This meant that CG&E could not display the layout in either 1948 or 1949. The B&O substituted a 10 by 30-foot HO gauge layout for its larger O gauge cousin. By 1950, the O gauge layout was back in Cincinnati at Thanksgiving time.

Cincinnati's interest in it was increasing, but the railroad's willingness to continue the status quo was decreasing. The relationship Between CG&E and B&O was cordial, but things could get difficult. If the electric company found locomotives that needed repair, they had to be sent to the B&O. The B&O support was decreasing however, and CG&E volunteers began to take over.

A NEW STEWARD

In 1968, the B&O turned the layout over to CG&E on permanent loan. The layout never left Cincinnati after this time. CG&E and successors kept the layout going and made improvements. An upper figure 8 was installed in 1968. This allowed the engine service area to be moved, and the yard to be expanded. The electrical controls were re-built. The layout was now 36 by 47 feet, about the biggest it could get in the company lobby. During the downtown years, visitors from at least 47 states and half a dozen foreign countries signed the registry book. CG&E put up the layout on time every single year, giving visitors around 41 days a season to enjoy it.



A PERMANENT HOME IS ESTABLISHED

In 2011, CG&E successor Duke Energy donated the layout to what was to become the Museum Center at Cincinnati Union Terminal. The layout now resides on a lower level of the terminal. There are display cases around it, as well as several other small layouts. Vintage Lionel equipment that is not necessarily B&O is displayed on these layouts. Some railroadiana is also on display. There is a kind of cloud city hovering above the layout, and a model of the Graf Zeppelin flies overhead. This is all part of what is an impressive, quite large room full of mostly O Gauge trains in a holiday setting. What the B&O PR department started many decades ago is now preserved for visitors to enjoy each holiday season. The future continues to look bright.



POSTSCRIPT

While conducting research for this article, the author and compiler found indications that in March 1937, the B&O Railroad donated a Lord Baltimore model to the Smithsonian Institution in Washington, D.C. This brings up a couple of interesting questions, which perhaps some of our readers can help answer. Mr. Rotsching believes that, eventually, the B&O donated the Model Craftsman contest winning locomotive to the Smithsonian. Certainly, it is not at the Cincinnati Museum now. So, which locomotive did the B&O donate to the Smithsonian in March 1937? Was it the contest winner? In that case the locomotive would not have spent even an hour on the first version of a B&O holiday layout. That seems a little odd, since the layout was supposedly built for the contest-winning Cincinnati consist.

Alternatively, did the Museum donate one of the four other contest entries. Surely these would have been quite attractive models for their day. On the other hand, did the railroad, then flush with O gauge Lord Baltimores, decide to donate a model that was already on hand?

Thanks are due to Mr. Rotsching and other museum people who made our layout visit possible.



B&O ICE BREAKER CARS

BY JEFF HANKE



Good things come to those who wait, or at least that's what I'm telling myself. After more than 20 years of putting off scratch building a B&O Ice Breaker car, I happened across the B&O Historical Society selling 3D printed ice breaker parts in May of this year. I quickly ordered three and set off on trying to finish my research on these cars.

PROTOTYPES

The B&O started their Ice Breaker car project in 1964 as a reaction to open auto racks being damaged from icicles on tunnel portals and overpasses. 2-bay offset hoppers were converted by adding steel structures on both ends, increasing the height of the car. These steel structures physically knocked down any icicles prior to open autoracks being transported though that section of line. The B&O was not unique in creating ice breaker cars, other railroads also converted hoppers, boxcars, gondolas and made cars especially for removing overhead ice.

The B&O started with 10 N-41 class hoppers between road numbers 825570 and 828990. The exact numbers are listed in the table attached to this article. The Keyser shop modified them in 1964. All were released in what I call the large "B&O" billboard scheme, with "ICE BREAKER SERVICE" stenciled below the "B&O" in the center of the car. Each of the ten cars also had a large red rectangle with white lettering that outlined routing restrictions on their use. Other stenciling included a large trust stencil, dimensional data and class numbering. Painted in a conspicuous all yellow scheme, these cars could not be mistaken for revenue cars. Interestingly, although modified for MofW service and filled a third of the way with ballast, each were still marked with the AAR code "HM" for a revenue hopper.

1964 Revenue Number	1968-82 Road Number	Post-1982 Chessie Road Number	B&O Billboard Scheme	Road Letters	Notes
825570	IB 1	960601	Yes	B&O	
826721	IB 2	N/A	Yes	B&O	IB 2 was not assigned a Chessie number, may have been sold or scrapped by 1982
827058	IB 3	960602	Yes	B&O	
827337	IB 4	960603	Yes	B&O	
827645	IB 5	960604	Yes	B&O	IB 5 in Sans Serif font
827990	IB 6	960605	Yes	B&O	
828123	IB 7	960606	Yes	B&O	IB 7 in Sans Serif font, white square behind the "B" in IB
828469	IB 8	960607	Yes	B&O	
828966	IB 9	960608	Yes	B&O	Chessie number in RR Roman font
828991	IB 10	960610	Yes	B&O	1968 renumbering letter lists 828990, but photo shows 828991. Chessie number was Chessie font and very large B&O
X-5025	IB 11	960611	No	B&O	
X-5026	IB 12	960609	No	B&O	Only road number "IB 12" was in RR Roman font. The rest of scheme was in Sans Serif

These cars rode the rails in their revenue numbers until 1968. In that year, the cars were renumbered IB 1 to 10. This renumbering was done by painting a rectangle of yellow over the old revenue number on the sides and ends. The new IB number was painted over the yellow patch. I have confirmed through photos that variation amongst patching did exist, with IB 5, 6 and 7 being renumbered with the modern font and IB 3, 4, 9 and 10 being renumbered with the original B&O custom lettering font.

I believe at about the same time as the first 10 cars were being renumbered, the B&O added two more cars to the fleet. IB-11 and 12 were taken from the existing MofW fleet as X-5025 and 5026. These two cars never received the same Billboard paint scheme as IB 1-10. Instead, they were painted in a more simplified late 1960's B&O scheme with many of the detail stencils missing. Interestingly, IB-12 got the RR Roman font for just its road number in this scheme, the rest of the markings matched IB-11. It looks like these two cars were added between 1968-70.



Since the cars were all loaded about a third full of ballast, the LT WT and LD LMT varied amongst the 12 cars. Photos show CAPY to be 110000 on all. LT WTs vary between 89,33 and 100,000. LD LMTs vary between 73000 and 87700.

Over their life, all the cars received a few modifications to their markings. In the mid-1970s the small early form of the COTS stencil started to appear. IB 3, 5, 11 and 12 definitely showed one. This was a simple black rectangle with a few lines of white text. All were in the extreme lower right of the car side. The more common two panel COTS stencils started to show up around 1980, with IB 3, 4, 6 and 9 having one applied. I have only found evidence of IB 9 receiving the later 3 panel COTS stencil, which started around 1982 or so.

In 1978, most appeared to have been inspected for the wheel flaw that existed that year. IB 4, 9, 10 and 11 had the black square with yellow circle wheel inspection dot applied. Also, several cars had the "HM" AAR code marking eliminated around this time.



For some reason, despite having a very large "ICE BREAKER SERVICE" marking in large letters in the middle of the car, several of the IBs had an additional "ICE BREAKER CAR" stencil, in much smaller lettering, near the road number. Applications were usually in white paint (IB 4, 5, 9 and 10). IB 11 and 12 had a similar stencil in black.

At some point, IB 6 and 7 had an additional steel I-beam added to the top of their ice breaking structure. This extra piece added to their extreme height. The dimension data on these cars were modified to show the new height of 18' and width of 7'4". There could have been others who received this treatment, but I can only confirm these two with photos.

In 1982, the Chessie System released a comprehensive MofW roster plan where all non-revenue cars were to be renumbered in the 9XXXXXX series numbers. Some, if not all, of the IB cars got renumbered for a second time. To date, I have only confirmed IB 9 and 10 were actually renumbered, though a 9606XX number was assigned for all but IB 2. IB 9 got a similar repatching as before, to 960608 in Roman font. IB 10 got a very gaudy large 960610 yellow patch with the modern font and a very large B&O. I am uncertain if the others were actually renumbered, as the cars seemed to have been retired around this time.

As autoracks got progressively more and more enclosed, the need for ice breaker cars diminished. As best as I can tell, the cars were all retired in the mid-1980s. Some may have seen service in the early CSX era, but I have no direct proof.

Two of the cars, IB 6 and 9 were sold to the BPRR. It is one of these, IB 9, that still exists today at the B&O Museum in Baltimore. It has not been restored and is not on display, but it does still exist. Google Maps overhead views of the car show it is still filled with ballast.

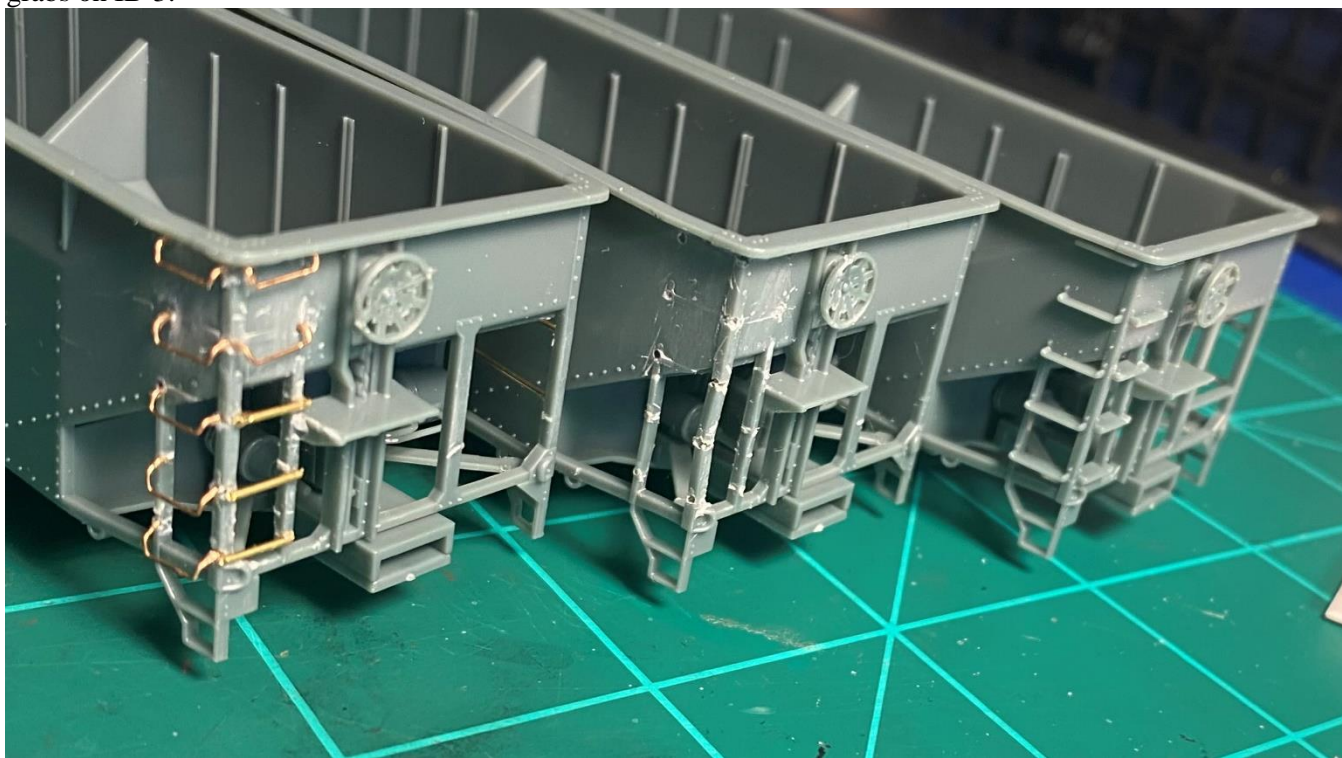
I have not been able to discover any photos of IB 1, 2 or 8. So I can't say for sure what they looked like. However, given the consistency in the other first 10 cars, I think it's a good bet they were painted just like IB 3-7 and 9-10.

There is one myth of these cars that I would like to dispel. The B&O color guide states in the caption on IB 6 that it was painted in a yellow-on-yellow scheme. This is not true. The car was painted yellow with black lettering. Careful examination of that photo will show the remnants of the black paint in the markings. This is similar to the "ghost lettering" phenomenon that is seen today on many old yellow Railbox boxcars. The black paint has broken down in the sun and the original bright yellow paint underneath shines through, contrasting sharply with the other grungy rusty weathered yellow paint. This can be seen on most IB cars as they start to age, with the small dimension lettering usually the first lettering to "ghost".

Finally, there appears to be at least three other ice breaker cars that post-date these 12 cars. The only photos I've seen show 2-bay rib-sided hoppers in black paint with white markings. The car numbers are 960614-960616. The ice breaking structure on the top of the car is yellow in all cases. Curiously, if the numbering was sequential with the other ice breaker cars, that would suggest that there may be as many as 5 of these black rib-sided ice breaker cars.

MODEL

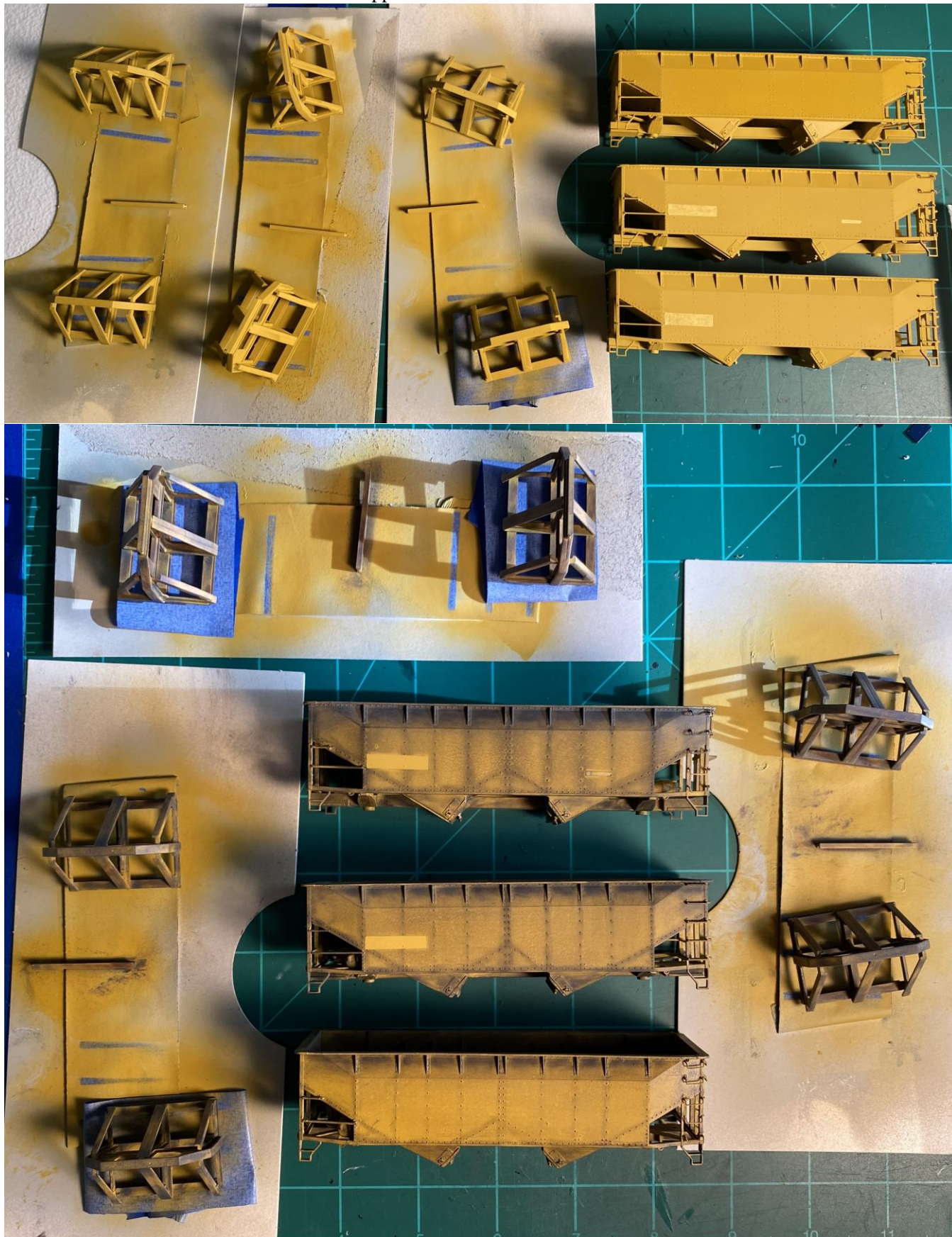
For the model, I started with an HO Scale Atlas Undecorated Offset 2-Bay hopper (Part No. 1850). The kit is about 20 years old and isn't as fine in detail as today's top of the line kits. I removed the thick grabs and ladder rungs from two of the cars and replaced them with metal detail drop grab iron parts. This was quite difficult to do, so I just left the third car as is. Given the focus of the ice breaker structure, I really don't notice the thick grabs on IB-3.



The hardest part of the process was making the decals. No commercially available decals for these cars exist. I decided to make custom decals for this type. Working with CDC decals of Canada, we created a comprehensive sheet for these cars. I can't say enough good things about working with Bill. We created three different sheets to represent the whole class. IB 1-5 are one set. IB 6-10 are on a second. IB 11 and 12 are on a third set, due to their common simplified scheme. The sets include original revenue, IB and post-1982 Chessie numbers, as well as appropriate COTS stencils, wheel inspection dots and dimensional data.

I started with adding the additional I-beam to one of the pairs of ice breaker structures, since I was going to model IB-7. Next, I started painting the cars, ice breaker structures and three additional beams Polly Scale UP Armor

Yellow. Even before adding the decals, I started to tint the yellow with Pan Pastels dark grey and rust colors. These cars were a distinct orangish rusty color in the Chessie Era I model. After I was happy with the Pan Pastels, I sealed them with Testors Gloss Coat and applied the decals.



I chose IB-3 because it was the rustiest and darkest of the cars and I had lots of photos of it. I chose IB-7 because it was one of the added height cars and the only one with the white block behind the "B" in IB. Finally, I chose IB-11 because it was in the simplified scheme, but also had very heavy rust pitting. The CDC decals are excellent. They are very thin and tough. I have never seen a decal that comes off the backing faster. Literally 5 seconds after the decal is wet, it is sliding off the paper.

I sealed the decals with two coats of Krylon Matte Finish 1311. The final weathering was to apply Tamiya acrylic Flat Brown XF-10 rust spots. Once dry, I reapplied Burnt Umber oil paint on the same spots. A quick downward stroke of a clean brush with just thinner on it, streaks the oil paint. The effect is quite subtle and realistic and unbelievably quick to achieve.



Once dry, I filled the car with a few BB's and secured them with Elmer's glue. Once the glue was dry, I added some more glue and sprinkled ballast on top of the BB's. Only fill the cars about 1/3 of the way.

I was a little disappointed in the fit of the B&OHS ice breaker structures. The beams that cross the car are too long and each needed to be trimmed to fit. There are six beams per car, which is a lot of trimming. I added the structures once trimmed, including the extra beam in the middle of the car, that is not included with the B&OHS parts.

It has been reported that the ballast would sprout weeds over time, so I decided to simulate this with a little green foam.



Overall, the B&O Historical Society has made this car relatively easy to complete. I had a great time finally building these unique pieces of B&O MofW equipment. I hope you all are encouraged to build one of your own. If you need the decals, reach out to me at jhanke19@gmail.com. I am selling them at cost of \$10 each.

BETHLEHEM CAR WORKS
B&O CLASS C-10
HORSE/EXPRESS CAR
BY BRUCE ELLIOTT



This is a rather unique appearing car, as the A end is flat, and this was to accommodate two full doors that allowed the entire end to open. The car was built by American Car & Foundry in 1926 for the transportation of horses. I suspect that they transported other livestock as well. As vehicular traffic and roads improved, and with the coming of WWII, gradually these cars went into the Mt. Clare shops and the horse stalls and water tanks were removed and these cars went into express service. One of these cars was used by FDR to haul his automobile in his POTUS train. These cars were delivered in Green paint, and sub lettered for the American Railway Express. In the early '40s they were again repainted to all Blue with a single duluxe gold stripe at the belt line and sub lettered for the Railway Express Agency. Their last revenue color scheme was the traditional B&G. All were retired during 1960 and most went into MofW service.

This model is a 3D print. It basically has two parts, the body and the fully detailed underframe. Mounting the couplers also secures the underframe to the body. Securing the trucks to the underframe completes 95% of the car. It was necessary to shim the trucks to the bolsters to achieve the correct coupler height. Grab irons and stirrup steps are provided with the kit. Grab irons require a #78 drill for clearence and there are six grab irons on each side, for a total of twelve. There are two grab irons on each end for a total of four. Stirrup steps require a # 74 drill for clearence. Like the side grab irons, there are six stirrup steps on each side for a total of twelve.



The pilot model that I assembled didn't have any B end hand brake detail, save a brake wheel and a chain. I used a Tichy hand brake assembly to mount the brakewheel on. Decals had not been completed, as only the Baltimore And Ohio letterboard lettering came with the kit. The model was completed with striping and lettering from my collection. I used decals from Mt. Clare Shops but decals from Microscale would be more readily available. The truck frames supplied with the kit were from Branchline. I found them to be extremely time consuming to build and no wheels were supplied with the kit. I used Kadee #5 couplers though there are many coupler manufacturers available.

The modeler has a choice of three paint schemes; Green, Blue or B&G. The car is marketed as an Express car, however if a modeler wishes to build the car "as built" one merely needs to purchase a Pullman 145 gal. tank and install it on the underframe which has plenty of room to mount it. The models were painted "old school", with Floquil paints. Window glazing is supplied that has to be cut to fit the recessed area inside the body. In general, this is a rather simple kit to build. Drilling for and installing the grab irons and stirrup steps was a bit tedious, as was assembling the truck frames.



At the time that I received the pilot kits, the instructions had not been completed. This meant that I had only a dozen photos on a thumb drive that was sent with the kits to work from. One thing that I really liked was that there was no clean-up on the body. All details were razor sharp. Screws were provided for mounting the trucks, but no screws were provided to mount the couplers to the underframe and body. The model is a little light, by NMRA standards, so you may wish to add some weight. As I mentioned, starting in the early 60's, these cars went into MofW service. Cyclone vents were provided with the kit and were evident in MofW photos only. I found this model to be a fine, unique addition to my mail and express train and I think you will too !

MY FAVORITE MODEL

JEFF HANKE SNOW FLANGER

“Attached are four photos of my favorite B&O model. I built two snow flangers, SF-13 and SF-43, but SF-43 is my favorite.

Originally a M-8 class wooden boxcar built in 1898, it was converted to a snow flanger pre-World War II. It was converted into an I-14 caboose during the war years and converted back to a snow flanger post-war. I model the Chessie era and this old piece of MofW equipment was still earning its keep. It made it into the CSX era, eventually being destroyed by fire in the 1990s.

The model is scratch built and has a complete interior. The flange itself and assorted mechanisms were made off a drawing I had of the equipment. Careful examination of the photos shows the ghosted Baltimore & Ohio behind the current markings.

Jeff Hanke”





COMING:
***MODELER* No. 59 and Beyond:**
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We invite your articles.