

B&O Georgetown Branch
Notes: Part 2

An ongoing project to collect as much information about the GB as possible by compiling email messages, conversations and other notes here in one document. This is part 2 of the project.

Message: 10
Date: Sat, 12 Apr 2003 10:30:04 -0500
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Georgetown Branch Canal Bridge

One last comment on the Sentinel article (I don't think I have any left) - While writing the article I decided to re-read Bridge & Trestle Handbook by Paul Mallery (I have the 1976 edition) to see if I could provide further identification as to what type of trusses spanned the canal. The Canal Crescent Trail website said they were Whipples, but I was reluctant to use it unless I could find confirmation. Hilary Smith loaned me a set of diagrams he had acquired on the bridges which gave all kinds of data but nothing on the type. Since I couldn't say for sure, I decided to do what an eminent B&O historian advised me on another matter and "weasel out" by saying nothing.

Then, after the manuscript had be turned over to Harry Meem's capable hands, I came across the following on page 62 of Bridge & Trestle Handbook:

"Fig. 32 is an example of a short-span Whipple truss. This particular bridge was still in branch-line service in 1966." Then follow two paragraphs of details on its construction. The diagram is what opened my eyes. The caption says "A light 187' (55m) through pin-connected Whipple double track railroad bridge."

By the diagram itself it says "187' (55M) WHIPPLE TRUSS B&O, 1885". The canal span was 187', built in 1885, and had been double track before relocating to the branch. Comparing the diagram to photos in Impossible Challenge it looks like a match there. So I feel 95% certain that the canal span is indeed the bridge described in Bridge & Trestle Handbook. Whether it made the later edition I don't know.

Kelly and Ben, you now have the information you need to get to work.

Duane

Message: 6
Date: Sat, 19 Apr 2003 05:14:33 -0000
From: "dsr22175" <hmeem@timesdispatch.com>
Subject: Re: E.C. Key's Warehouse - Kit, Kitbash, or scratchbuild ?

Somebody with a memory working better than mine at this hour of the night, or with a better filing system for MR: Wasn't it the late Ben King who wrote an article about scratchbuilding the kind of coal trestle Kelly needs? And if not, hey, Kelly, just take the shed off the plan you've got. If the timbers are big enough, and the bracing looks right, it's gonna take a real nit-picker to put down your effort. As to the Keys warehouse, I leave that question to Bruce Elliott and Norman Nelson.

> A few questions...
>
> Can anyone suggest a kit or kits that would represent the E.C. Key's Warehouse?
> I was planing on making the retaining wall with cast plaster.
> I want to start roughing in the scenery base, but I need to choose my
> buildings etc first.
>
> Any ideas for building the coal trestle...
> The book, "Lineside Industries you can Build" includes "Building Consumers
> Fuel"
> on page 77. It has a trestle, but it is covered with a shed roof.
>
> Any links, pictures etc. would be great!
>
> Thanks for your help
>
> Kelly
> <http://users.starpower.net/kandrl/index.html>

Message: 10

Date: Sat, 19 Apr 2003 05:39:16 -0400
From: Jim Flynn <jflynn9@tampabay.rr.com>
Subject: Re: Re: E.C. Key's Warehouse - Kit, Kitbash, or scratchbuild ?

The coal dock article by Ben King was in the May '97 issue of MR

Message: 2

Date: Mon, 21 Apr 2003 10:32:16 -0500
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Re: Georgetown Branch

Norman grew up around the junction & has all the answers (that's where I got most of my info for the article) but to answer briefly,

- 1) Yes, the Local entered the branch by moving westbound on the eastbound (No. 2) main. Until sometime in the late 50's-early 60s the Local shoved up the Westbound main to Woodside, which was the mainline crossover (from No. 1 back to No. 2) that was about where the junction switch was, backed through the crossover to No. 2 main, then threw the jct. switch and shoved into the branch. After the operation went to engine-first to Georgetown a facing point crossover was installed on the main from No. 1 to No. 2 a little east of the jct. switch so that trains wouldn't have to make a backing move on the main.
2. The team tracks, although adjacent to the main line just east of Brookville Road, diverged from the branch about 1/2 mile west of the junction switch. To this point the branch lead paralleled the main tracks - from here the branch main curved to the west and the team tracks stayed parallel to the main.
3. Yes, the photo on page 9 was taken from the very left edge of the photo on page 8. The box car on the wall on p. 9 would have been opposite the warehouse on p. 8. The train on p. 8 is just a little east of the train on p. 9. The incline track diverging to the left of the box car in front of the engine was to the coal trestle for E.C. Keys. The empty siding to the left of it in the snow used to hold an old wooden boxcar that held tools for repairing the trestle.

I'm sure Norman can amplify and correct any errors I may have made.

Duane

----- Original Message -----
From: teenyrailfan
To: Baltimore_and_Ohio@yahoogroups.com
Sent: Sunday, April 20, 2003 9:48 PM
Subject: [Baltimore_and_Ohio] Re: Georgetown Branch

--- In Baltimore_and_Ohio@yahoogroups.com, "Norman Nelson" <WBAERR@m...> wrote:
> Did you ever get answers to your three questions?
> Norman

Hi Norman
Nope I didn't. Mostly because, I suspected, it was posted a few messages before the "I'm out of the office" blitz started and it quickly got pushed off the 'front' page, never to return. :)

I'd still like to know, though.

Tee NY Railfan

Message: 9

Date: Tue, 22 Apr 2003 10:06:56 -0400
From: Kelly <kandr1@erols.com>
Subject: Re: Re: E.C. Key's Warehouse - Kit, Kitbash, or scratchbuild?

I will have to get the back issue of this article, Jim replied with the year and date.

At 05:14 AM 4/19/03 +0000, you wrote:

>Somebody with a memory working better than mine at this hour of the
>night, or with a better filing system for MR: Wasn't it the late Ben
>King who wrote an article about scratchbuilding the kind of coal
>trestle Kelly needs?

That was my second choice; the article pictures a B&O hopper on it. ;))
It is a nice little coal and feed type store. I am wondering if it wouldn't go well in Bethesda by
the other coal trestle.

>And if not, hey, Kelly, just take the shed off
>the plan you've got. If the timbers are big enough, and the bracing
>looks right, it's gonna take a real nit-picker to put down your effort.

I still need help with this one. The picture on page 8 of the Sentinel shows the building from far
away. It looks like a cinder block building with a simple A frame roof. I can tell if it is metal or
shingles of some sorts.

> As to the Keys warehouse, I leave that question to Bruce
>Elliott and Norman Nelson.

Kelly

Message: 10

Date: Tue, 22 Apr 2003 10:12:15 -0400
From: Kelly <kandr1@erols.com>
Subject: Re: Re: Georgetown Branch

So the picture on page 9, is that the edge of the coal trestle inside the chain link fence on the
far right?

>3. Yes, the photo on page 9 was taken from the very left edge of the
>photo on page 8. The box car on the wall on p. 9 would have been opposite
>the warehouse on p. 8 The train on p. 8 is just a little east of the
>train on p. 9. The incline track diverging to the left of the box car in
>front of the engine was to the coal trestle for E.C. Keys. The empty
>siding to the left of it in the snow used to hold an old wooden boxcar
>that held tools for repairing the trestle.

Kelly

<http://users.starpower.net/kandr1/index.html>

Message: 3

Date: Fri, 23 May 2003 15:45:03 EDT
From: O EZBob@aol.com
Subject: Re: Follow up to Key Bridge thread

When last writing about modifications to his Georgetown layout, Kelly wrote about losing the
Petroleum Plant ...

> I would however loose the petroleum plant at river road that received the
> unit trains of fuel pulled by F units from Baltimore. I did feel that this
> was forced into the space even before a full size mockup.

I am aware of a layout that was going to operate a unit coal train from a specific mine ... EXCEPT
... after the mine was built and the first MTY train made a visit, there was not near enough room
for all the cars. A 19-car UCT needs 38 spots ... 19 on either side of the loader. The purpose of a
UCT is saving time and money ... only rarely uncoupling any of the cars ... one- or two- or 15-car
switch maneuvers are verboten ... and it is the same whether the UCT be working the mine or the
power plant. A UCT is designed for efficiency, not a handful of switching maneuvers ... certainly
not a switching layout.

With petro there is an advantage over UCTs in that the track space needed is not as great as with
coal. In coal if you are servicing 4 cars that requires 7 spots at the very compacted minimum ...
that's using 3 MTY parking spots, 3 loaded parking spots, plus the loader spot. Petro loading and
unloading does not require car movements or twice the number of cars for parking. Still, Kelly's
Petro Plant uses a Unit Petro Train that calls for a lot of parking spaces.

My guess is Kelly's Petroleum Unit Petro Train in the prototype was long ... probably 50 cars or more and Kelly's layout would be hard pressed to assemble or store a 20- or 25-car UPT and he'd never have room to service all those cars at the Petro Plant at one time. On Kelly's layout I'm guessing he had spots for maybe 2, 3 or 4 cars at the Petro Plant, which makes for a rather weak UPT or considerable non-prototypical switching. To me, losing the plant is not bad because the loss includes the not-very-realistic and very shot UPT. [I'd have no problem servicing the plant from the mixed local and losing the UPT idea.]

I tend to think that most other Georgetown Branch trains can rather closely be modeled. If a typical mixed train usually had 30 cars, then a 12 to 15-car HO train is a descent facsimile. Doing it car-for-car would be great and I'm guessing that in the later days the B&O ran a lot of short trains one could model virtually exactly. But never the UPT.

I especially like Kelly's idea of pushing out to the west (RR east) and extending the Water Street run-around track past the bridge ... or spot where the bridge would have been. With all the switch work Kelly's operators will be doing on Water Street, giving them a longer run-around will be a big help.

Later ... Bob Loehne

Message: 3

Date: Tue, 3 Jun 2003 22:06:59 -0500
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Re: Length of Runaround Track in Georgetown

Kelly,

I've been out of town for the past week and just picked up your dilemma on the runaround track. When is your layout set? If before 1960, the Local shoved to Georgetown, left its train in the old or new yard, and picked up cars that the switcher had gathered in the old yard, then left and the switcher delivered the inbound cars. If the local was pulling to Georgetown, the engine dropped the train in the street, pulled ahead and the switcher tacked on to the rear.

After the switcher was abolished, the local handled all the switching, but according to Norman Nelson, they avoided using the runaround in the street when possible as it was difficult and dangerous to do with traffic going by. There was evidently a crossover between 2 of the yard tracks in the old yard that engines used.

So, unless you're modeling after the switcher was abolished, you don't have to worry about a runaround in Georgetown. If not, do what the crews did much of the time - drop the cars on the fly. :)

Duane

----- Original Message -----

From: dsr22175
To: Baltimore_and_Ohio@yahoogroups.com
Sent: Wednesday, May 28, 2003 1:37 AM
Subject: [Baltimore_and_Ohio] Re: Length of Runaround Track in Georgetown

--- In Baltimore_and_Ohio@yahoogroups.com, Kelly <kandr1@e...> wrote:

> Let me try and work this out,
> Arriving in Georgetown I would push into the runaround
> closest to the edge of the bench work, uncouple, pull back onto the main
> track and head down to the old team track area to gather up the cars. Next
> I would pull back and gather any cars in the new team track yard. After that
> I would push the cut of cars back onto the main track and uncouple. Back up
> and couple to the cut of cars I arrived with, pushing them forward and
> switching them into position. Uncouple, back around the runaround and couple
> up to the cut of cars waiting on the main track and off I go.

WHOA! You park a cut on the track nearest the aisle, park another cut of pickups on the track beside it, and THEN you're gonna try to drill your yard tracks? Much less have track clear to serve King & Son Coal and Wilkins-Rogers? What's wrong with this picture? Or what am I not seeing in looking at the track plans (and believe me, I've been following The Adventures of Kelly in Layout Land)? -- hmeem

Message: 5

Date: Thu, 5 Jun 2003 10:12:47 -0500
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Re: Length of Runaround Track in Georgetown

Kelly,

When the switcher was operating in Georgetown, the Local crew could do no more than drop their cars and pick up the cut that the switcher had assembled - they couldn't switch there. Where the switcher assembled the outbound cut depended on which tracks were empty, could be the old or new yard from day to day. This held whether the local was pushing or pulling to Georgetown. It's your railroad, so you can run around in the street if you want. Same as including Key Bridge if you want.

Duane

Message: 1

Date: Tue, 5 Aug 2003 10:34:28 -0500
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Re: Georgetown Branch: Bridges over the C&O Canal

Ben,

The shorter span could very well be a Pratt. I had been reading Bridge & Trestle Handbook to help me identify them when I came across the reference to the larger span. I had a hard time looking at generic drawings and positively saying what kind one was. The web site for the Capitol Crescent Trail says both are Whipples - I didn't want to take their word for it when researching the article, but since Mallery identified one span as a Whipple I surmised they must be right. I was lent drawings of the bridges when researching but neither set said anything about what type they were - did note their original locations, or at least the division where originally installed.

Duane

----- Original Message -----
From: Benjamin Sullivan
To: Baltimore_and_Ohio@yahoogroups.com
Sent: Monday, August 04, 2003 8:20 PM
Subject: [Baltimore_and_Ohio] Re: Georgetown Branch: Bridges over the C&O Canal

Duane,

You say that both of the truss spans over the C&O Canal & Canal Rd. are Whipple? Now the middle one is obviously a Whipple, but the other? Here's a pic:

http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/04_16_03_gb_canal_bridges/04_16_03-gb_canal_br-04.jpg

Now what makes this a Whipple as opposed to some sort of Howe truss?

- Ben

> Message: 2
> Date: Fri, 1 Aug 2003 11:21:42 -0500
> From: "Duane Carrell" <dcarrell@springnet1.com>
> Subject: Re: Georgetown Branch: Bridges over the C&O Canal
>
> Ben,
>
> Drawings of the middle span are in Bridge & Trestle Handbook (I have the
> 1976 edition) on page 63. It isn't specifically identified as on the
> Georgetown Branch but is the right length and build date and is identified as
> a branch line bridge still in service in 1966 and as double-track, as both
> through spans are (at least as originally built). Both spans are Whipples,
> although of different sizes.
>
> Duane

Message: 6

Date: Fri, 1 Aug 2003 01:46:56 EDT

From: O EZBob@aol.com

Subject: Double Deck Georgetown -- I love it

I've been reading Kelly's latest layout updates -- especially the multi-level considerations -- and I've been chomping at the bit to toss in my 2 cents worth. I promise to be concise ... but not short.

First ... I think I've said before on here that for me layout operations has a much higher priority than does scenery. I've operated a number of scenery-less and scenery-laden layouts and those with great layout operations planning provide the most enjoyment for me, regardless of scenery ... even when there was zero scenery.

So, it won't surprise anyone that ...

I love double deck layouts. I like them not so much because I can run a train farther, but because the length affords so much more opportunity for mainline action -- industries, interchanges, passing tracks, LCL & house tracks, etc.

Two decks essentially equals twice the distance, twice the square footage, twice the action and twice the enjoyment ... esp when lower level scenery is not important.

Kelly's comment about being about to model the whole branch on two decks was right on the money and my sense of Kelly is that modeling the whole G-Branch will give him the most satisfaction. I think the whole branch is what he'd like to do and the double deck makes it possible.

As opposed to someone's comment about perfection and another musing about siren songs for more construction, I don't think Kelly is nearly so set on perfection as he is set on packing in as much of the branch as possible ... no matter what songs he has to sing ... no matter how much more construction.

Do it, Kelly. You will be pleased with yourself that you did. We all know that YOU have the horsepower to get it done.

But let me not stop here ... Did I tell you that I ...

Well, I hate -- almost as much as I hate Saddam himself -- a helix on virtually any layout ... that's just about ANY helix for ANY reason. Goodness ... how a helix will steal space and knock most of the rest of the track plan out of kilter. Toss the helix concept over there in the trash heap with Rosslyn Circle and those Tony Georgetown Buildings.

OK ... If no helix, then ... Well, how do we change levels?

Here's how I'd create in Kelly's space the whole Georgetown Branch layout on a pair of similar decks with NO helix.

Kelly's been dangling the elevator idea and, while that is marginally better than the helix, forget the elevator and also just give up the "U" shaped, horseshoe layout idea. Run your track around the whole room. Yes, you'll need a drop bridge for the entry, and you can spare 4 inches off the left wall to give your layout the full runaround. Drop bridges, lift out bridges, hinged bridges, raised bridges ... Kelly there will be at least one with your name on it.

That's an easy part.

Once you've committed to that then you'd have to come to terms with the Georgetown waterfront level being on top of the B&O mainline level ... pretty much just a mental compromise ... but that's what I'd do. Here's how I'd run it ...

Lower Level

- 1) Stage tracks would run along the whole front wall ... perhaps 6 to 8 tracks deep ... depending on needs and desires ... esp that mainline.
- 2) The B&O double track mainline would run along the wall at right going out of sight to the stage tracks at the bottom and feeding Geo-Jct near the top.
- 3) The interchange would start the initial part of the G-Branch running under the front edge (M Street or canal) of the waterfront level.

Transition Level

- 4) From the present left end of the waterfront yard, from the lower level the branch would begin climbing. It would climb around the left wall/door and along the front wall over the stage tracks.

Upper Level

5) At the proper height, the G-Branch would level off over the stage tracks and proceed along the front wall to the right wall.

6) Midway along the right wall, the branch would begin feeding into the Georgetown waterfront yard as Kelly shows on his May 28, 2003, drawing. The waterfront yard likewise would be similar as shown in that drawing.

The upper and lower level separation would be minimal (a foot or so), but in most cases the lower level would be only one or two tracks deep ... maybe just

6 inches back. The stage, the B&O mainline and less than 1/4 of the modeled G-Branch would be under the upper level. More than 3/4 of the modeled G-Branch would be out from under any cover and provide almost twice the modelable space as current.

More Double Deck Pluses ...

The size of the stage tracks would make building of G-Branch proto size trains relatively easy (a seamless aid to operations). The number of communities, industries and landmarks would more than double. The B&O mainline tracks would, more or less, connect the branch with the stage and give visitors a glimpse at the B&O's trademark double track and, with 8 to 10 feet of double track showing, an enhanced sense of the branch line's connection thereto.

If Kelly really wanted to spiff up the mainline, he could continue it all the way around (hidden behind the branch line ... only the right end between the stage and G-Jct would show) to the stage tracks (running below the branch line as it goes over the stage) so that a variety of mainline trains could "occasionally" -- perhaps via computer random control -- run on the far main track while Kelly uses the near main track to bring Georgetown Branch trains out of the stage to Georgetown Junction ... just like the real thing.

Kelly ... You'd really get your money's worth out of all that staging space if you let the computer run the mainline with 4 or 5 set trains.

I don't like putting the waterfront (which needs the most visual exposure of anything on the layout) on top of Georgetown Junction because G-Jct obviously is higher, but that's just one of the compromises you have to make. Another compromise I don't like is hiding the mainline or initial leg of the branch line under the upper level, but those two aspects will work out just fine ... they will be visible, albeit somewhat reduced in depth ... but it will work out great ... especially when operating.

You know ... Great operations just seem to make lots of layout flaws simply fade away to nada-land.

I have not forgotten nor am I hiding from another thing I don't like, but -- as wicked as it is -- it sure beats the jama jama out of a helix or elevator.
Here tiz ...

Somewhat unrealistic -- Yikes ... about as unrealistic as Baghdad Bob -- will be the climb ... about 4 to 6% depending on desired level separation (4 to 6% will get you a 12-inch or so levels separation ... there are tricks to reduce the percentage). While loose cars might tend to runaway (fixes for that are available), modern HO locos (those manufactured recently by the model companies) easily will pull 10-15 or more cars on such a grade.

The portion of the layout on the grade essentially will be off by itself and some craft scenery will be able to deflect the look of steepness. Depending on Kelly's whims, the climbing portion may remain single track with no industries, could include a passing siding if the G-Branch actually had one there, and could include an industry or two.

My hot air ... your cold cash -- It's time to pump it into the economy!

Loving that Beano ... Bob Loehne

Message: 2

Date: Mon, 1 Sep 2003 07:08:46 -0500

From: "Helen Beggane & Tom Greco" <cmry@sbcglobal.net>

Subject: Fw: Bridge Information

Here's one for all you Georgetown Branch fans.....a research question received at the B&OHS "info line".....

Tom

----- Original Message -----

From: "Michaelree, Jennifer" <JMichaelree@nbm.org>
To: <info@borhs.org>
Sent: Thursday, August 21, 2003 11:13 AM
Subject: Bridge Information

: Good morning!
: I am looking for information on the B&O Railroad Bridge, "Arizona Avenue
: Trestle/Bridge" now used as a Capital Crescent Trail bike and pedestrian
: bridge in Washington, DC. Specifically the length and year built, but
: additional information is helpful. If you have this information or know
: where to direct me to find it, I would greatly appreciate your help.
:
: Thank you,
: Jennifer Michaelree

Message: 7

Date: Mon, 1 Sep 2003 08:58:12 -0500
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Fw: Bridge Information

There were 3 bridges at the Arizona Ave.-C&O Canal site. The bridge over Arizona Ave. was most likely a Pratt truss, 103-1/2 feet long. The span over the canal was a Whipple truss, 187 feet long. The third span, not generally noticed since it was south (railroad west) of the towpath, was a short deck girder 31 feet long.

All the spans were transplants from other locations. The deck girder had originally been on the New Castle Division, Bridge 96, and was pulled from storage at DeForest Jct., OH. The span over Arizona Ave. had been bridge No. 22A on the Philadelphia Div. and had been in storage at Martinsburg - no date on building but would have to be around 1885 as that's when the Phil. Div. was built. The longer bridge over the canal came directly from the Phil. Div. It had been bridge no. 80A over Ridley Creek near Chester, PA and was built in 1885. Both the truss bridges had been double-track spans and fit nicely since the branch made a curve through them and needed the clearance.

It had somewhat baffled me when researching the Geo. Branch article why B&O would have built the Philadelphia extension, not intended to be a light-duty line, with bridges that would have to be replaced within 20 years of construction. Then guru Jim Mischke set me straight by saying that in those 20 years the weight of engines and cars increased greatly, beyond the forecasts of the builders. So many of the bridges became obsolete and B&O re-used them on a branch that wouldn't see the demands of the main line.

Hope this helps.

Duane

----- Original Message -----

From: Helen Beggane & Tom Greco
To: Baltimore_and_Ohio@yahoogroups.com
Sent: Monday, September 01, 2003 7:08 AM
Subject: [Baltimore_and_Ohio] Fw: Bridge Information

Here's one for all you Georgetown Branch fans.....a research question received at the B&OHS "info line".....

Tom

----- Original Message -----

From: "Michaelree, Jennifer" <JMichaelree@nbm.org>
To: <info@borhs.org>
Sent: Thursday, August 21, 2003 11:13 AM
Subject: Bridge Information

: Good morning!
: I am looking for information on the B&O Railroad Bridge, "Arizona Avenue
: Trestle/Bridge" now used as a Capital Crescent Trail bike and pedestrian
: bridge in Washington, DC. Specifically the length and year built, but
: additional information is helpful. If you have this information or know
: where to direct me to find it, I would greatly appreciate your help.

:
: Thank you,
: Jennifer Michaelree

Message: 1

Date: Thu, 25 Sep 2003 11:04:41 -0400
From: "Christopher Parker" <conductorchris@yahoo.com>
Subject: RE: Re: Industries served by the B&O

Dave, it sure sounds like a form 6 would be your best bet. But here are some names, dredged up from my memory, circa 1980-85 . . . (not all of these were using the railroad at this point)

OLD MAIN LINE

Alcoa Aluminum (near Buckystown)
Genstar (quarry) -Frederick MD
Mount Airy Cold Storage -Mount Airy MD
Wilkins Rodgers Milling Co (Flour Mill) -Ellicott City MD

METROPOLITAN BRANCH

PEPCO (power plant) -Dickerson MD
Genstar (concrete Plant)
Pultee Homes -Washington Grove MD
Kern Lumber -Shady Grove MD
Montgomery county Liquor -Shady Grove MD
Montgomery County Schools -Shady Grove MD
Sears -Shady Grove MD
Holiday-Tyler Printing -Rockville MD
Earl Bell (truck trans-load at team track -Silver Spring MD
Super Concrete -QN Tower

GEORGETOWN BRANCH

Mason-Dixon Recycling -Georgetown Jct
T.W. Perry, Inc (Building supply) -Chevy Chase
Maloney Concrete -Bethesda
Frito-Lay -Bethesda
Briggs Filtration Co (circa 1925) -River Rd
Jack's Roofing Co -River Rd
Betco Block -River Rd
Defense Mapping Agency -Dale Carlia
US Army Corps of Engineers, Dale Carlia Filtration Plant
Gallagher Lumber -Georgetown
GSA West Heating Plant -Georgetown

ALEXANDRIA BRANCH

Millville Quarry -Jones Hill
Marriott
St. Elisabeth's Hospital

-----Original Message-----

From: Christopher Parker [mailto:conductorchris@yahoo.com]
Sent: Monday, October 13, 2003 10:30 PM
To: Baltimore_and_Ohio@yahoogroups.com
Subject: RE: [Baltimore_and_Ohio] SD 7 & 9s- did they ever venture out of the yards?

I heard from the crew that one of the SD9's (I think it was #1831 . . . memory is a bit foggy though) made it down the Georgetown Branch.

Christopher

From: "Christopher Parker" <conductorchris@netzero.com> Add to Address Book
To: cpl_clegg@yahoo.com
Subject: Georgetown Branch Memories
Date: Mon, 22 Sep 2003 09:46:41 -0400

Ben, it was great to stumble upon your site about the Georgetown Branch. I grew up along the line and got cab rides all through the first part of the eighties. When I was in high school I did all kinds of research, the fruits of which are preserved in my grandma's attic (track plans, etc).

I was part of an effort to take over the branch in 1985 instead of letting become a bike path. At the same time Laurel Sand & Gravel (still located at Annapolis Junction, last I checked) became interested in the line because of the presence of Maloney Concrete, a sizable potential customer. Interestingly Laurel Sand & Gravel was owned by the descendent of Jay Gould who extended WM westward.

I modeled the Georgetown Branch as well - a slightly fantasized version that did not include industries shutting down.

I have a lot of good memories. Welded rail with the old jointed rail along side. Riding in the cab of work trains picking up the jointed rail after the welded rail was installed. Double-headed GP9's, and one time, double headed GP40-2's. Chessie GP9's, B&O GP9's, once a WM chop nose GP9. Later on, B&O and Chessie GP 30's, 38's 40's 40-2's. B&O and Chessie bay window cabooses. A long stretch with WM/Chessie cupola caboose #1840. So many coal hoppers at Georgetown for GSA that the runaround was full-up and more were left at Georgetown Junction. Crews on-duty all day during the deepest cold-snaps, sitting in Georgetown to switch batches of 4 cars into GSA plant, up to 12 in a day (but most of the time, it was pretty steady 4 cars a day, with extras left of picked up from the yard or run-around track). Gray covered hoppers sitting at Wilkins-Rogers Milling. BN,SP, etc boxcars, bulkhead flats coming into the lumber co in Georgetown. 90' BN flats with pilings, unloaded at Georgetown. Private cars stored on the sidings in Bethesda. A meet at Bethesda between the work train and the regular local - interrupted for lunch at the Wagon Wheel Restaurant. A GP9 with 12 coal hoppers and a BN lumber boxcar being forced to double the hill out of Rock Creek, leaving two N&W coal hoppers on the TW Perry Lumber siding at Chevy Chase. The confession of a kid who had undone a handbrake on a boxcar full of shingles on the Chevy Chase runaround, sending the car onto Connecticut Ave, scaring the eyes out of a motorist turning left who was stopped over the tracks. A flying switch on a UP boxcar sent into the facing point siding for Jack's Roofing at River Road.

In the late seventies NIH proposed building a coal heating plant. A branch was surveyed, roughly following Jones Bridge Road. Nothing came of this.

If you have any questions, ask me . . . I'd love for all that focus of another time to be put to good use.

Chris Parker

From: "Christopher Parker" <conductorchris@netzero.com> Add to Address Book
To: "'Benjamin Sullivan'" <cpl_clegg@yahoo.com>
Subject: RE: Georgetown Branch Memories
Date: Mon, 22 Sep 2003 17:57:47 -0400

Hi Ben,

> 1) Up near Geo. Jct. there were two sidings, just off where
> the branch broke away from the mainline tracks. Then, further
> down, there were 2 (maybe 3) sidings branching off, one was a
> coal trestle. Do you have any recollection as to when this
> was removed?

I first saw Georgetown Junction in 1981 and the coal trestle hadn't been there for some time. It was an empty gravel lot, with only a concrete abutment and the bit of track that rested on solid ground. No switch. At that time the Mason-Dixon Recycling siding was gone too. It was Silver Spring Recycling then, and I remember seeing lots of Garden State Paper trucks up there. Sometime between 1982 and 1984 (?) the siding was relayed. The USGS topo map from 1971 shows the coal trestle, but that's not terribly reliable.

By 1981 only one of the pair of tracks alongside the main was in service. The one closest to the main remained connected, but it had too many bad ties and missing tie spikes, etc. I rarely saw these used, although I did find out that an outfit across the street would occasionally get a coal hopper on this track through the late seventies. I do remember that one day when the Georgetown Switcher was also working the Alexandria Branch, they shoved 6 loud SPFE refers bound for Marriott into these sidings before they went down the branch.

> 2) At the Washington Reservoir, which the GB bisected, there
> were at one time a series (5 or so) of sidings for deliveries
> of chlorine and other products associated with the

> purification of the city's water supply. Do you know when
> these tracks went in and when they were removed?

There were three generations of sidings serving the US Army Corps of Engineers Filtration plant. The first was a double ended siding located on the north side of the plate girder bridge on the north side of Dale Carlia tunnel. This was built early in the branch's life, maybe when it was constructed, and didn't last much past the 1920's. By the late seventies it was undetectable, even knowing there had been a siding there.

Then there were three sidings along the main track(trailing point going south) south of the bridge over the #20 Cabin John trolley. I'm sorry I don't really remember when these appeared . . . Perhaps it was in the thirties, but my memory is foggy. I guess they were replaced by the third generation of sidings. When I appeared on the scene in the late seventies the two on the river side of the main could be detected only by some grading. The siding on the other side still had some rail and ties, but it was returning to nature fast and was disconnected. It's possible it lasted until 1979 when the new rail was put in.

The third generation was part of a large expansion that took place sometime after the Cabin John trolley line was abandoned in 1960, and before my memory begins in 1974. At that time, the cut taking the trolley under the railroad tracks was filled in and buildings were (deliberately?) placed over the right of way. The whole bit was facing point going south. After branching from the main, there was a short runaround, from which a trailing point siding branched into two tracks used to unload chlorine. I used to see one tank car on each track consistently, and sometimes a third sitting on the runaround waiting. At the end of the short runaround, a facing point siding ran outside the building, and the main siding track entered the building. I never saw these used, but I know that sand and cinders were part of the filtration process.

At about 1979, the Corps of engineers had to dig a large underground water tank to respond to some higher standard of cleanliness, and it was sited directly underneath the siding complex. At that time, the Corps stated that rail delivery would resume when the project was done. When the new rail was laid down, the Corps siding was not connected, but brand new switch parts were laid beside the main and a cut was put in the welded rail. The construction was done around 1983 or 84?, but the siding was not put in. In 1984 or 1985, the corps changed the form in which chlorine was delivered, and built a new building to receive deliveries. At that time, the remainder of the siding was removed.

That building was sited to line up with the old siding, and capped pipes were built on the rail side of the building, indicating the corps was leaving their options open.

There was also a siding going into the Army Map Service, right on the south side of Dale Carlia tunnel. By the seventies, it was well overgrown and disconnected.

One hot day, the summer after trains stopped running in 1985, a track gang replaced all bridge ties on the Cabin John trolley bridge. Don't thing they ever saw a train! Sometimes the right hand doesn't know what the left is doing in large corporations! Same thing happened at River Road crossing, which was replaced after regular service to Georgetown ended but before Rock Creek Bridge was declared out of service (for about 6 months, maybe less, the Metway local continued to serve T.W. Perry before Earl Bell began trucking Perry's shipments from Silver Spring until they stopped using rail altogether a few years later. By that time Jack's Lumber had stopped receiving shipments.)

> 3) Just West of River Road there was a short siding that
> extended to the Right (not the sidings on the left which
> served Betco Block and the fuel companies). Someone once
> recalled a caboose being parked there. I wondered if the
> siding ever served any business and did it ever extend
> further up the hill? In my observations it seems that there
> is a smooth grade, conducive to a RR, for this track to
> extend about 100' to a height of about 9' above the main.

The siding, which was quite long (more than 10 cars), once served Metropolitan Fuel Company, across the tracks. By 1980 it was grown over and disconnected from the main, but the pipes and connections for unloading tank cars were all still present. Metropolitan Fuel Company was purchased by Stuart Petroleum along with next-door Washington Fuel sometime in the early eighties.

A red wooden caboose sat on this siding all through the seventies. When I first got a look at it in the late seventies, it was quite abandoned and didn't have a roadname on it. Around 1982, give or take a few years, it was damaged by fire.

In 1981 or 1982, this siding was re-connected and the first 100' was used by Jack's Roofing Co to unload Cedar Shingles. They'd get a box car about every two weeks, sometimes less. UP, BN, BCOL,

SP. Jack's Roofing also used piggyback service (unloaded elsewhere) to get a truckload of shingles every day. Jack's Roofing company was located a bit behind Roy Rodgers, a few buildings away from the tracks. I recall them using a two axel flatbed truck and forklift.

> If you have any photographs, maps, plans, drawings or ANYTHING
> that you would be willing to share, I would love to take a
> look at them!

I have lots of maps, some photographs, etc. But they are all in my grandma's attic, so that will have to wait.

Christopher

From: "Christopher Parker" <conductorchris@netzero.com> Add to Address Book
To: "'Benjamin Sullivan'" <cpl_clegg@yahoo.com>
Subject: RE: Georgetown Branch Memories
Date: Tue, 30 Sep 2003 10:50:08 -0400

Hi Ben,

> Wasn't Chevy Chase
> Lake the terminus of the branch from 1892 to 1909?

Yes.

> A runaround at the site of the tunnel would make sense so that
> construction materials could be dropped off there and
> retrieved as needed.

I've never thought of that before, but that could be.

> There isn't too much as far as industry out there.

The reservoirs and filtration plant at Dale Carlia pre-date the branch. I know that some kind of filtration, probably involving sand, was done at that time (because of notations on maps). The Form 6 I saw from around 1912 listed the siding as for the filtration plant.

> it's the Map Service siding. What did they ship there? Paper?

I guess so. I think that's what one of the engineers told me.

> So how about the Bethesda area? How long did the track gang
> shanty last? (The one that was located on the North side of
> the freight house).

I never even knew of it's existence - I've learned something from you. I do remember hearing from John Hankey that the B&O freight station was used by MOW forces into the sixties after it closed as an active station.

I first remember the area sometime around 1976 - no shanty that I remember then, but I was only 6 years old, so my powers of observation weren't as precise!

> Also, the coal trestle just before
> Bradley Blvd. which was a multi-use trestle, as I understand
> it; do you know when it was removed?

It was replaced by a shopping center. I went there all the time as a young kid in the seventies with no idea that it had been anything else. By 1980, when I was paying attention, the lead to the coal trestle was long-removed and overgrown and I didn't realize anything was there until I noticed the little angle in the concrete wall some years later and checked it out on old maps. I would guess it was gone by the late sixties, maybe well before then. That shopping center has kind of a fifties feel to the architecture . . . Not that I'm an expert.

Christopher

Message: 5

Date: Tue, 2 Dec 2003 07:51:01 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: For Sale: GP-7 Freight RoadSwitcher in Capitol Dome Paint

The GP7s and 9s were used on the branch from about the end of steam operation - at least by the mid-50s if memory serves. The Capitol Dome paint scheme was a 1960s development (but Jim M. can correct me if wrong), so it depends on when you've dated your layout. If mid-50s, then solid blue with gold lettering and stripe is appropriate, although passenger GP's subbed in from time to time. If you're doing the 60s, then the Capitol Dome and even san-serif lettering from Chessie will work, as well as earlier schemes. As a thread from a couple of days ago discussed, you could even have a passenger excursion or two, with steam or pass. Geep, or the "President Truman" special with 2 EA units to vary operations.

Duane

Message: 2
Date: Sun, 7 Dec 2003 15:56:06 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Georgetown yard tracks - Lower then the street?

Hi all,
A quick question on the yard tracks in the "New yard" at Georgetown. Where the tracks at the same height as the tracks in the street?

I am laying out that area now... but wondering if I should lower the yard 1/8 to a 1/4" from the street tracks?

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>
www.reganbrothers.com

Message: 5
Date: Sun, 7 Dec 2003 06:39:19 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Georgetown yard tracks - Lower then the street?

To the best of my memory, they were the same height - if any difference, it was inches - not enough to matter on a layout.

Duane

Message: 17
Date: Sun, 7 Dec 2003 20:15:11 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re:

Kelly,

I think your plan looks pretty good and will give a good feel for the branch. It's good that you've left provision for a loop as some times you just want to see trains go round, as well as break in equipment, and your kids (and maybe you) would probably get bored just watching switching all the time.

Two suggestions I might make. First, the spur that continues out of the new yard, in back of the Capital Traction power plant, ended behind the plant - it didn't continue to the old yard. Second, if possible, you might want to make the canal and Canal Road cross at more of an angle. It would probably look more interesting than a 90 degree crossing, and give the appearance that the branch is curving to parallel it rather than leaving it behind. A lot depends on how the area is scenicked, and understand that a constructed layout usually appears a lot different than the written plan. On paper it can appear that you have lots of room for a track, structure or scenic feature, but once the benchwork is up things can appear a lot more crammed together. So you'll probably be making a number of changes once construction starts, but that's part of the fun of it.

You've done a good job on the planning and often that's the hard part.

Duane

----- Original Message -----
From: Kelly Regan
To: Yahoo Layout design list ; Yahoo Digitrax list ; Yahoo Baltimore and Ohio list
Sent: Sunday, December 07, 2003 7:51 PM

Subject: [Baltimore_and_Ohio]

Hi all,

For those of you that have been following my construction, I have updated the web site with a few new pictures and a mock-up of the New Yard area of Georgetown.

Let me know if you see anything wrong with the mock-up.

Here is the direct link:
<http://mysite.verizon.net/the.regans/Railroadpage.html>
The new stuff is near the bottom of the page.

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>
www.reganbrothers.com

Message: 3

Date: Sun, 28 Dec 2003 21:32:17 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Update on the progress

Let me throw in that in going through some old editions of the Sentinel over the weekend the Spring 1996 issue, on page 4, has 2 photos of the branch, one an excursion from 1948 at Chevy Chase with an express car, coach and 4 caboose.
The other is a 1968 shot of a Staten Island S2 switching at Bethesda. They accompany a short article about the attempt to convert Georgetown Jct.-Bethesda to a light rail line.

Duane

----- Original Message -----
From: Kelly Regan
To: Yahoo Baltimore and Ohio list
Sent: Sunday, December 28, 2003 8:15 PM
Subject: [Baltimore_and_Ohio] Update on the progress

Hi all,

I hope everyone had a great holiday!
I have been pushing hard lately trying to finish the major track work and wiring on the Georgetown Branch because of some news my wife and I received last month. Some of you may know that we had our first child and she is now 23 months... Well we are now expecting twins! Happy, Shocked, and Totally Stressed out all at the same time! So I would really like to have as much of the track work finished as soon as I can before I have no time at all.

This is the list:

- 1 - All of the main track installed around the room.
- 2 - The bridge for continuous running is built and works great. (she runs in with a smile on her face and says "all around!") and the bridge falls into place! ;)
- 3 - The base for both the old and new yard is in place as well as a couple of turnouts leading to the yards.
- 4 - The tracks at Silver Spring are completed and the turnout controls are in place. I decided to use manual turnout controls to save money. Pictures and details on the controls are on the web site.
- 5 - Operation software is being tested... so far a program called "Switch It!" is leading the pack. With only about half of the information programmed in I can generate a 4 page switch list that should keep 2 people busy for about 1.5 - 2 hours. Awesome!

That is about it for now... I plan on inviting you guys over for an operating session as soon as all the track in Georgetown is installed and wired up.

Kelly Regan

Home Page: <http://mysite.verizon.net/the.regans/index.html>
www.reganbrothers.com

Message: 1

Date: Fri, 02 Jan 2004 12:15:37 -0000
From: "Joe Nevin" <jfnevin@lycos.com>
Subject: Re: Update on the progress

Duane:

Very good philosophy. In fact, I have not personally seen the record, but was told by the Chessie Martinsburg manager back about 1980. So it is still heresay and I too would have had severe reservations putting the reference into public print. I think about this forum much as the sessions I used to treasure sitting around with B&O old timers chatting legend and lore. By all means, keep the Talbot Avenue bridge/turntable as unproven, but strongly suspected.

Joe

--- In Baltimore_and_Ohio@yahoogroups.com, "Duane Carrell"
<dcarrell@s...> wrote:

> Joe,

>

> If you have seen the records on the Talbot Ave. bridge that the turntable used came from the east roundhouse at Martinsburg, then great. I had seen the claim when researching for the article but was warned by a few who knew more than I (which doesn't limit the field) that coming from Martinsburg didn't mean it had been used there, just had been in storage and it could have come from anywhere. I was given good advice by a source I used heavily in the article, that when a claim couldn't be absolutely proved, "weasel out" - don't put your name on something that could be disproved later. In this case, if the records are there to prove the bridge's ancestry, wonderful. Since that bridge wasn't technically part of the branch, I didn't go into it.

>

> Duane

> ----- Original Message -----

> From: Joe Nevin

> To: Baltimore_and_Ohio@yahoogroups.com

> Sent: Tuesday, December 30, 2003 8:04 AM

> Subject: [Baltimore_and_Ohio] Re: Update on the progress

>

>

> Ben:

>

> The Talbot Avenue bridge is indeed an inverted turntable. For many years, bridges and bridge components were recycled through the Bridge shop at Mt Clare or at Martinsburg WV. According to records formerly stored at Martinsburg, when the old east roundhouse was paved over to become the reclamation shop the turntable was stored as a bridge at Martinsburg, then installed at Georgetown Jct.

>

> Joe

>

>

> --- In Baltimore_and_Ohio@yahoogroups.com, Benjamin Sullivan

> <cpl_clegg@y...> wrote:

> > Duane,

> >

> > I have one and a half of those pics up on my site. I found them

at

> a recent

> > Archives sorting session. The Bethesda one is straight forward,

but

> the other

> > "half" is the excursion one. I first noticed the photo I'm

> referring to when

> > browsing B&ORRHS Calendars - there's one shot of the 4 cabeese

> lined up in DC,

> > at Ivy City (?). I found the same print in the Archives files.

The

> caption does

> > not indicate that it's part of an excursion that went down the

> Georgetown

> > Branch, instead reads something like: "6/6/48 Engine # 4320
[the
> traditional
> > Georgetown Local engine] is waiting in the DC Freight Yard on
an
> MSME Special
> > with 2 passenger cars and 4 cabeese". But, after looking
closely at
> that pic
> > and the one from the 1996 Sentinel (with the same train @ Chevy
> Chase, MD) and
> > matching the dates, it's obvious that it's the same train. Very
> cool.
> >
> > Pics are here:
> >
> > [http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/10_18_03-
> borrhs_sorting_session/index.html](http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/10_18_03-borrhs_sorting_session/index.html)
> >
> > - Ben
> >
> > > Message: 3
> > > Date: Sun, 28 Dec 2003 21:32:17 -0600
> > > From: "Duane Carrell" <dcarrell@s...>
> > > Subject: Re: Update on the progress
> > >
> > > Let me throw in that in going through some old editions of
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> Sentinel over
> > > the weekend the Spring 1996 issue, on page 4, has 2 photos of
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> at
> > > Bethesda. They accompany a short article about the attempt
to
> convert
> > > Georgetown Jct.-Bethesda to a light rail line.
> > >
> > > Duane

Message: 5
Date: Sat, 3 Jan 2004 11:11:39 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: modeling - what other railroads?

Now that I am getting closer to operation on the Georgetown Branch can you guys help me out with a quick and dirty list of other railroad cars that would have been seen on the branch. I have narrowed my era down to the mid 50's. I will still run a steam engine occasionally.

Hoppers:
B&O
Reading Railroad

Box cars:
B&O

Covered Hoppers:
Should all of these be B&O?
Who has a good model of the 2 bay covered hoppers?

Gondola's:

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>

www.reganbrothers.com

Message: 8

Date: Sat, 03 Jan 2004 09:41:09 -0600

From: James Mischke <jmischke@worldnet.att.net>

Subject: Re: modeling - what other railroads?

Common car

One thought, a Pennsy X-29.

Think traffic

Approach it from another direction. What traffic? Where did it come from?

Anthracite coal for home heating - Reading or Lackawanna twin hoppers

Flour for the bakery - Buffalo Creek boxcar (Kadee makes a good PS-1, \$\$\$)

Lumber - Northern Pacific boxcar

Newsprint - Canadian National or Ontario Northland boxcar (B&O did not interchange directly with CP)

You get the idea.

Proportions

Rule of thumb - half the cars present will be B&O. One fourth will be roads with direct interchange with B&O. All others one fourth.

Kelly Regan wrote:

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>
> Gondola's:
>
> Kelly Regan

Message: 12

Date: Sun, 4 Jan 2004 07:35:24 -0600

From: "Duane Carrell" <dcarrell@springnet1.com>

Subject: Re: modeling - what other railroads?

Kelly,

To add to what Jim said (and I agree completely on Pennsy X-29 - and it's B&O equivalent, the M-26):

Covered hoppers (mostly B&O)

Hoppers - Reading, N&W, C&O, VGN (to Wm. King & Son), as well as B&O

Tank cars (for River Road oil distributors and Dalecarlia) - probably UTLX & GATX (unless Jim or Norman corrects me)

Gondolas for team track in new yard - B&O O-27As among them

Box Cars - seen in photos of period, Great Northern, Jersey Central, SAL round roof, PRR X-29, Southern Pacific, Southern, C&O, Illinois Central, Canadian National (for lumber to Georgetown). I remember hearing in school in woodshop that a lot of lumber for the Washington area came from West Virginia, so B&O boxcars would be used for a good bit of that. The photo on p. 15 of my article shows box cars lined up at Wilkins-Rogers Milling - can't tell the road names but none appear to be Buffalo Creek, with the flour bag logo. If I remember correctly the plant shipped to doughnut plants, among them the one in Ellicott City, so I don't know if Buffalo Creek cars would have shown up.

Flat cars - 2 can be seen in the lower photo on page 8 of the article. Since no acceptable B&O models are available (according to those in the know) I would think the Proto flat cars in most any road name would fit.

Since nearly all loads were inbound, you could use nearly any road's box car, gon or flat car, but I think Jim's proportions would be good to follow.

Duane

<snip>

Message: 15

Date: Sun, 04 Jan 2004 21:09:53 -0600
From: James Mischke <jmischke@worldnet.att.net>
Subject: Re: modeling - what other railroads?

I agree with Duane on having the common flat car Like Like produced. Life-Like went to some lengths to make sure their road names and numbers were accurate.

Any road name? Well, not quite, these common flat cars were distinctive in their own way. Better said: any Life-Like road name.

One other point for Kelly: build up your freight car fleet over time. Better models are coming out almost every month. Also, even though your railroad is rather substantial, and if I put together all the advice solicited on this list and preferences you have stated, you'd have a fleet of a thousand cars. And one very happy local hobby shop owner.

Set a limit of 80-100 cars for your model railroad at first. Less is more.

<snip>

Message: 17

Date: Sun, 4 Jan 2004 20:06:30 -0800 (PST)
From: Bruce Elliott <agelliott88@yahoo.com>
Subject: Re: modeling - what other railroads?

Duane;

There is in fact a 40' P-11 flat car available from Funaro & Camerlengo (think I got the spelling right). There are two of them in a kit. In less than a week, in your spare time you can have them both, from box to layout, in your spare time.

Bruce

<snip>

Message: 19

Date: Mon, 05 Jan 2004 00:35:11 -0600
From: James Mischke <jmischke@worldnet.att.net>
Subject: Flat car modeling, was modeling - what other railroads?

I know of two B&O P-11 flat car offerings:

- Funaro and Camerlengo kit #6720, contains two car bodies
- Sunshine Models kit #30.10, contains one body

Both are resin kits, with B&O decals, without trucks

The 700 real P-11's (106000-106699) were built in 1902. According to the Summaries of Equipment, there were still 604 of them in revenue service in 1949, tailing off to 99 in 1950, 25 in 1960. Many found work in company MofW service (with and without X-numbers) where there always seems to be plenty of widgets to put on flat cars.

The P-11 is not particularly common by the mid-fifties, but a reasonable presence on most of our steam/diesel layouts.

One survivor (106682) was photographed by an Army colonel (a mainstay of Bob's Photo's offerings, because he enthusiastically photographed freight cars) on 1/24/52 at Fort Bragg, NC.

The Red Caboose plastic 42' flat is offered in B&O paint (kit #RC-2214d) as #109905, (an obscure class P-21, whose class number not rendered on the model, casting doubt on the whole enterprise).

Flat cars are a tradeoff, there are fewer things for manufacturers to get wrong but all the flaws are closer together.

There were a number of small B&O flat car classes, some picked up from absorbed lines, and I keep hoping we find out one is right for a Tichy or Red Caboose flat car. But few photos have surfaced, even some diagrams are not in the surviving diagram books. Stay tuned.

I have all the aforementioned kits, but unbuilt, so I have no experience. They are in my closet, where I model a hobby shop.

<snip>

Message: 2

Date: Sun, 4 Jan 2004 22:56:53 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: modeling - what other railroads?

Well, I meant any Life-Like Road name even if it didn't come out that way. And no more than one Sentinel box car - at least there's evidence of it :-).

I would just throw in that the layout is for fun, not beating yourself over the head if everything isn't exact. If you try to exactly match B&O prototypes with what is commercially available, you won't have any B&O equipment if you listen too closely to what is said here. I've bought a number of cars which at the time I thought were OK and then sold them when something better became available. If a box car is 6" too high or has one or two panels too many or too few, you can still have fun as long as you think they look OK.

Duane

<snip>

Message: 24

Date: Fri, 9 Jan 2004 22:09:42 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Tracks in Georgetown complete!!!!

First let me thank everyone that responded to my last question about other railroads. I am putting together a list of industries and products and I will be posting that soon.

Now for the latest update:

I have completed the tracks in Georgetown!! WooHoo!! That was a lot of work scratch building the 20 turnouts for Georgetown, but I am very proud of the work, and the tracks flow sweeetly! ;)

I still have a lot of wiring and turnout controls to do, but that is easy now!

I have left one siding out for the moment, Lone Star Cement, but only until I think about it a little longer... I have an idea that I will discuss in another email later.

I ended up combining Wilkins Rodgers Milling & the Brewery siding into one longer siding at the front edge of the layout. I am thinking that this would work for Roslyn Steel and King and Son Coal. No reason they cant share the same siding in the compressed world.

Thanks again, and I will post pictures in a day or two.

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>
www.reganbrothers.com

Message: 2
Date: Tue, 27 Jan 2004 14:44:19 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Covered Hopper

Had a nice but short conversation about covered hoppers with Ben and Bruce at the show.

Once I look back at the picture of the N-43 covered hopper I went to the Atlas web site and saw this picture.

<http://secure.atlasrr.com/mod1/itemdesc.asp?CartId=9801522EXFLO30-EVEREST-6&ic=1820&cc=&tpc=>

It sure does look like a close match. The panels seem to match, and the hatches seem to be correct.

What do you think?

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>

Message: 12
Date: Tue, 27 Jan 2004 16:41:42 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Map of Bethesda in the Sentinel article

I was looking back at the article on the Georgetown branch in the Sentinel and I am wondering were you came up with the map of Bethesda?

It shows a few sidings that do not appear on any maps I have. Like the 3 short sidings right next to the words "Reed St." on page 18. What did those sidings serve?

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>

Message: 13
Date: Tue, 27 Jan 2004 19:50:58 +0000
From: jmischke@att.net
Subject: Re: Covered Hopper

The grouchy old rivet counter says bah humbug.

The Atlas N-43 (PS-2) covered hopper I have has inferior graphics and lettering. It's going to the next swap meet.

Kadee is coming out with a PS-2 covered hopper of their own, to the same superdetail of their PS-1 boxcar. B&O is a logical roadname, we'll help them get it right.

Good things happen if you wait.

<snip>

Message: 14
Date: Tue, 27 Jan 2004 17:35:42 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Covered Hopper

Please try to get them to do it in mid-late 50s lettering, which I believe had Baltimore & Ohio spelled out over the billboard B&O. Atlas had the billboard scheme which seems to be early 60s. I saw one in the hobby shop today painted for Florida East Coast - \$38.00 - ouch!

Duane

<snip>

Message: 15
Date: Tue, 27 Jan 2004 17:51:09 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Map of Bethesda in the Sentinel article

Kelly,

Those spurs were one of the big mysteries when I was researching the article. Two show up on a Sanborn map, but not on B&O's track maps, but as I understand, track maps show only railroad owned sidings and wouldn't show tracks that are owned by a customer. Anyway, one of the spurs, the one furthest north (compass-wise) was to Griffith Consumers and dumped into coal bins. The next spur was between buildings, one set of which fronted on Bethesda Ave., the others set off Elm St. It appears that on Elm St. was a building materials company, possibly the same on Bethesda Ave. Reference on the Sanborn map to Sash & Door Mfg. I think Harry Meem quizzed some members like Bruce Elliott about the trackage there, which was mostly gone by the 60s, as the materials I had weren't definitive. But at least we know a coal dealer was there. Box cars would go on the other track.

Duane

----- Original Message -----

From: Kelly Regan
To: Yahoo B&O List
Sent: Tuesday, January 27, 2004 3:41 PM
Subject: [Baltimore_and_Ohio] Map of Bethesda in the Sentinel article

I was looking back at the article on the Georgetown branch in the sentinel and I am wondering were you came up with the map of Bethesda?

It shows a few sidings that do not appear on any maps I have. Like the 3 short sidings right next to the words "Reed St." on page 18. What did those sidings serve?

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>

Message: 16
Date: Tue, 27 Jan 2004 19:25:20 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Re: Covered Hopper

I did not know they offered it in B&O, I was thinking of painting a lettering it myself.

Besides the paint, how does the model stand up to the Prototype?

> The Atlas N-43 (PS-2) covered hopper I have has inferior graphics and
> lettering. It's going to the next swap meet.
>
> Kadee is coming out with a PS-2 covered hopper of their own, to the same
> superdetail of their PS-1 boxcar. B&O is a logical roadname, we'll help
> them get it right.

>
> Good things happen if you wait.

<snip>

Message: 17
Date: Tue, 27 Jan 2004 22:00:08 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Re: Map of Bethesda in the Sentinel article

Thanks Duane,

Let me tell everyone why I am asking about Bethesda again.

For the last month I have been running demo software for many of the Car Card and Switch list programs, ShipIt, RailOp, ProTrack and others.

During that time I have been thinking and simulating many operating scenarios for my layout. One thing I have learned (Ben are you listening) do this early in the planing stage!!! Since I have never operated any other layouts it was extremely difficult for me to imagine the things this software has forced me into thinking about, I will give one example....

The Interchange with the main line:

One would think that this would have to be included, for realistic operations, and I did. However once I started running the software I realized how little this area would affect the overall operation of the branch. Since I have no way of transferring cars from the interchange to a main line train how would this be operated?

Only 2 choices.... one would be to run a train out of staging to drop off and pick up a few cars then immediately return to staging. This would eat up valuable space in my small staging area, and may become repetitive and boring. The second choice would be to use the track as a fiddle yard, adding and removing cars by hand. This option is better then the first, but I would like to avoid handling the cars as much as possible. This also could be a trouble spot for potential guest operators.

Now if you take the above into consideration and also note that all of this could be simulated only inches away in staging, why include it? What could be gained by eliminating it? What else do I loose?

Well lets see what I gain If I eliminate the interchange and move Bethesda up to the entrance of staging. I gain the perfect staging entrance where the branch went under the Air Rights Building.

More space for Bethesda, 8 feet vs. 5 feet.
2 or 3 more industries can be included in Bethesda.
The coal trestle near Bradley lane will now fit properly.
The fuel dealers near Bradley lane can also be included.

I also gain back the 5 feet to add back the River Road area and at least 5 other industries.

What do I loose by eliminating the interchange. The interchange itself witch was grossly undersized. Key's coal trestle. (replaced by the one in Bethesda) One team track. (I have 8 already in Georgetown) and last but not least the Key's Warehouse. This is one neat siding, but the steep incline forces me to make this siding over 3 feet long, and it will only hold 2 cars max. And the scenery is forced into compliance if you know what I mean! ;)

So with all of that said it only makes sense to revise the layout plan one more time.

Still thinking about it....

Kelly Regan
Home Page: <http://mysite.verizon.net/the.regans/index.html>
www.reganbrothers.com

<snip>

Message: 24
Date: Wed, 28 Jan 2004 00:42:56 -0600
From: James Mischke <jmischke@worldnet.att.net>
Subject: Re: Covered Hopper

A Kadee PS-2 covered hopper lettered B&O not available at this time.

By logic, Kadee will get around to all roadnames eventually. Like their boxcar, they will undoubtedly introduce several a month over the next few years.

Specifically, I try not to tell the world exactly what I am doing with the various manufacturers, they have an understandable thing about proprietary projects. I get to play with them if I respect that. So I cannot confirm or deny a B&O car at this time.

The Kadee covered hopper model is nearly perfect. I am speechless. Imagine that.

<snip>

Message: 25
Date: Wed, 28 Jan 2004 08:28:18 -0500
From: "Ed Gumphrey" <edgumphrey@cox.net>
Subject: Re: Map of Bethesda in the Sentinel articale

Kelly,
For what another opinion's worth, I'd go with the change.
WR,
Ed G

----- Original Message -----
From: Kelly Regan
To: Baltimore_and_Ohio@yahoogroups.com
Sent: Tuesday, January 27, 2004 10:00 PM
Subject: Re: [Baltimore_and_Ohio] Map of Bethesda in the Sentinel articale

Well lets see what I gain If I eliminate the interchange and move Bethesda up to the entrance of staging. I gain the perfect staging entrance where the branch went under the Air Rights Building. More space for Bethesda, 8 feet vs. 5 feet. 2 or 3 more industries can be included in Bethesda. The coal trestle near Bradley lane will now fit properly. The fuel dealers near Bradley lane can also be included.

I also gain back the 5 feet to add back the River Road area and at least 5 other industries.

Message: 5
Date: Wed, 28 Jan 2004 09:24:09 -0600
From: "Duane Carrell" <dcarrell@springnet1.com>
Subject: Re: Map of Bethesda in the Sentinel articale

Kelly,

It slipped past me yesterday, but the Air Rights Bldg. wasn't built until at least 1960. If you're doing mid-50's the line went through a cut, which could be used to disguise staging. The area around the tracks to the north of Wisconsin Ave. was fairly dense with trees which could screen the view.

Duane
----- Original Message -----
From: Ed Gumphrey
To: Baltimore_and_Ohio@yahoogroups.com
Sent: Wednesday, January 28, 2004 7:28 AM
Subject: Re: [Baltimore_and_Ohio] Map of Bethesda in the Sentinel articale

Kelly,
For what another opinion's worth, I'd go with the change.
WR,
Ed G

----- Original Message -----
From: Kelly Regan
To: Baltimore_and_Ohio@yahoogroups.com

Sent: Tuesday, January 27, 2004 10:00 PM
Subject: Re: [Baltimore_and_Ohio] Map of Bethesda in the Sentinel articale

Well lets see what I gain If I eliminate the interchange and move Bethesda up to the entrance of staging.
I gain the perfect staging entrance where the branch went under the Air Rights Building.
More space for Bethesda, 8 feet vs. 5 feet.
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I also gain back the 5 feet to add back the River Road area and at least 5 other industries.

Message: 9
Date: Wed, 28 Jan 2004 09:51:52 -0800 (PST)
From: bill bassett <wkerrb@yahoo.com>
Subject: Re: Map of Bethesda in the Sentinel articale

From Bill Bassett
I lived in Bethesda from 1957 until leaving for college in 1963, in the Edgemoor subdivision, 1 block from Arlington Road. There was an industrial-warehousing area bound by Hamden Lane on the west, Bradley Lane on the east, Wisconsin Ave on the north, and Arlington Road on the south with shopping centers across the street on Arlington Road. An A&P Grocery supposedly had the second highest volume of the chain in the country.

There was a Mahoney concrete plant, and a Frito plant, which you could smell the frying snack foods. The railroad ran thru this area with spurs to various plants, etc. On Wisconsin Ave. there was a bridge over the deep railroad cut with a Little Tavern hamburger place on oneside, and temporarily an Edsel dealer on the other, with the side street parallel to the railroad going down to Leland Jr. HighSchool, Then the track curved to northwest to go under EastWest Hwy. a little toward SilverSprings from BCC High School.

<snip>

Message: 5
Date: Wed, 28 Jan 2004 20:07:39 -0000
From: "Joe Nevin" <jfnevin@lycos.com>
Subject: Re: Map of Bethesda in the Sentinel articale

--- In Baltimore_and_Ohio@yahoogroups.com, bill bassett <wkerrb@y...> wrote:

> There was a Mahoney concrete plant,

The concrete company is Maloney, not Mahoney. I went to school with one on the heirs.

Joe

<snip>

Message: 19
Date: Wed, 28 Jan 2004 20:02:32 EST
From: Paul4Schil@aol.com
Subject: Map of Bethesda in the Sentinel articale

You are correct about the Air Rights Building. It was, in fact, the first "big" building in Bethesda. In the 1950's, Bethesda was a small town, of sorts.

Paul S. (a Kensingtonian - we had a B&O passenger station - married to a native Bethesdian).

Message: 7
Date: Sun, 1 Feb 2004 11:06:15 -0800 (PST)
From: Benjamin Sullivan <cpl_clegg@yahoo.com>
Subject: Girder rail in Georgetown?

Good morning everyone,

A few weeks ago some of us at the B&ORRHS Sorting Session were having a discussion about what sort of rail was laid down in the streets of Georgetown on the Georgetown Branch. The era we were talking about is mid 1940s on, when the original cobblestone streets were replaced with concrete (which is still there, buried under 4" of asphalt). There are a few options here - was it A) Girder Rail (common on trolley lines embedded in pavement), B) Regular rail laid on ties and then "buried" in concrete with grooves for wheel flanges, C) Regular rail with another rail laid perpendicular to it (creating a semi-girder rail), or D) Something else.

Now here is what I know. I have a few photos and of course the whole lot from the great Sentinel article on the GB. Unfortunately none of them show a *good* close up view of the tracks. The best shot in my opinion is on pg. 24 of the GB Sentinel article (First Quarter, 2003) which is a view from the cab of the loco. It appears that the track is not girder rail, but is regular rail laid in concrete with a groove for the wheel flanges much like the B&O RR File No. X-101: Track Construction in Concrete Floor, 3/24/51 which I have on my website in PDF format:

http://bsulliva.oozy.ws/rr/georgetown_branch/history/index.html

Now, another thing - while exploring in G-town a couple months ago, somewhere near the "new" yard (sort of in the center of the waterfront area) I found some _exposed_ girder rail, proving that there was at least some there. It's only a tiny bit protruding, and it's curved. I haven't explored enough to determine exactly what track this is, but it's not the area under the Whitehurst Freeway.

So was *all* the track in G-town girder rail, or just some sections. If so, which ones specifically? Does anyone have any photos they could share with more details? I found a manufacturer of Girder Rail in HO scale so I'd like to use it for sections where it's appropriate. Otherwise, I'll stick to rail buried in concrete with flangeway grooves.

Thanks!

- Ben

Message: 8

Date: Sun, 01 Feb 2004 20:01:42 -0000
From: "Edward F. Bommer" <edb8391@sbcglobal.net>
Subject: Re: Girder rail in Georgetown?

I'm not sure what the loading limit is for girder rail but it was intended primarily for traction.

Steam railroads with street trackage often used regular rail-on-ties construction, with a second (worn out) rail laid sideways, head into the web, thereby creating a flangeway. This assured the track being capable of bearing the rather concentrated weight of locomotives.

Ed Bommer

Message: 1

Date: Sun, 1 Feb 2004 13:11:25 -0800 (PST)
From: Bruce Elliott <agelliott88@yahoo.com>
Subject: Re: Re: Girder rail in Georgetown?

Ed;

Like you, I don't know the load limit of girder rail, but its weight would rival, if not possibly exceed 160 lb per yard. It is substantially taller than regular rail, and when it is surrounded with concrete as it was in Washington DC, it was probably extremely durable. I am sure that if a memo could be found for the purchase of the girder rail, they would find out that it was purchased from Capitol Traction Co. I have a 1 foot piece of girder rail from the transit co. and it is quite heavy. Makes a great anvil.

Bruce

<snip>

Message: 3

Date: Mon, 02 Feb 2004 02:08:12 -0000
From: "Fran Giacoma" <fgiacoma@nycap.rr.com>

Subject: Re: Girder rail in Georgetown?

A major advantage of girder rail was that it had a "pre-formed" flangeway. This was important in a street because without it, there was a tendency for the street material (less with concrete, more with asphalt) to crumble and pack up against the gauge side of the rail, possibly causing a derailment, especially in winter.

Girder rails were not necessarily stronger than other rails; they just weighed more per yard due to the addition of the "flangeway" section. Although they could resist a head break better because there was more "metal mass" at that point.

Fran

Message: 5

Date: Sun, 01 Feb 2004 21:56:59 -0600

From: James Mischke <jmischke@worldnet.att.net>

Subject: Re: Girder rail in Georgetown?

There are several important considerations, besides prototype practice.

In HO scale track construction, the perpendicular rail configuration is the Best by far.

- In the model street, it will look just like the girder rail, whether or not that is what was prototypically used

- HO rail is cheap and easy to work with

- You want reliable electrical contact for your locomotives on the head of a rail. Not on a edge of a girder. Nor the bottom of a flangeway.

<snip>

Message: 8

Date: Mon, 02 Feb 2004 07:19:30 -0000

From: "dsr22175" <hmeem@timesdispatch.com>

Subject: Re: Girder rail in Georgetown?

IMHO, none of the B&O's rail in Georgetown was girder. No reason. Easier to lay track, block out a flangeway and pour paving.

<snip>

Message: 10

Date: Mon, 02 Feb 2004 13:20:04 -0000

From: "boyds1949" <john.king@ed.gov>

Subject: Re: Girder rail in Georgetown?

I can check my photos and report what I see. I took one close-up of the crew using a steel bar to throw a switch that may show the type of rail. This was in the late 1970's down near the heating plant but it was probably the same track that was there in the "old days".

John King

<snip>

Message: 13

Date: Mon, 2 Feb 2004 08:24:39 -0800 (PST)

From: Peter Espy <peterdespy@yahoo.com>

Subject: Re: Girder rail in Georgetown?

I grew up as a kid in Georgetown and during the late fifties and through the sixties wandered around the Georgetown waterfront area and K Street. There was no girder rail down there. It was almost all concrete with a flangeway cast in the paving. Some areas had been patched with asphalt and there may have been conventional rails set on their edges to form flangeways in a few spots.

BTW, true girder rail is literally an I beam in cross section. There is comparatively little mass on the head surface where the wheel tread rolls. The reason for the depth of the beam is to provide

stiffness in the vertical plane. (Low joints in streetcar track are a big problem.) True girder rail is not suitable for railroad use and would crush under railroad loads. Where railroads did use rail that appears from the road surface to be girder rail, it was actually T rail with a flangeway cast on one side.

Peter Espy

<snip>

Message: 15

Date: Mon, 2 Feb 2004 12:27:53 -0600

From: "Duane Carrell" <dcarrell@springnet1.com>

Subject: Re: Girder rail in Georgetown?

Since the rails are paved over, it will be hard to know for sure, but best of my recollection they did not use girder rail in Georgetown. I remember riding my bike down there about 40 years ago, and having to turn the front wheel sharply to get out of the middle of the track or the wheels would have gone down in the flangeway. Since the DC streetcars ran on girder track I was very familiar with it and think I would have remembered if the B&O used the same.

What was unique were the switches. They only had one point which was pried over with a bar kept in the freeway supports. That would be a real modeling job, especially keeping cars on the track. I seem to remember some girder-type flangeways with them.

Duane

<snip>

Message: 16

Date: Mon, 2 Feb 2004 12:31:53 -0600

From: "Duane Carrell" <dcarrell@springnet1.com>

Subject: Re: Girder rail in Georgetown?

To add on regarding the curved girder rail you found. It's entirely possible that some kind of girder rail was used on curves. Western Maryland used a type of guard rail on their line to Webster Springs due to the sharp curvature.

Duane

<snip>

Message: 7

Date: Mon, 2 Feb 2004 19:43:39 -0800 (PST)

From: Bruce Elliott <agelliott88@yahoo.com>

Subject: Re: Girder rail in Georgetown?

Duane;

The single point switches, along with the girder rail was a trademark of streetcars. While the bars to throw the switches on the B&O were kept by the support beams of the Whitehurst Freeway, Capitol Transit / DC Transit had electric switches that could be thrown from inside the car. If you applied power to the car, as you approached a switch, the switch would be aligned for straight. If you let off of the power, the switch would set for the diverging route. In cases where the switch did not work, all cars were equipped with the same type of bar on each car, that the B&O used. Again, I think that the transit co. was instrumental in these parts at Georgetown. Georgetown was also the main shops for the streetcars.

Bruce

<snip>

Message: 12

Date: Tue, 03 Feb 2004 06:44:30 -0000

From: "dsr22175" <hmeem@timesdispatch.com>

Subject: Re: Girder rail in Georgetown?

As a point of information, single-point turnouts aren't that hard to build. See if Richard Orr is advertising on-line; he's liable to have kits that will do the job. If not, trust me -- if I can build them, anyone can. And yes, I did. -- hm

<snip>

Message: 13
Date: Tue, 3 Feb 2004 07:52:59 EST
From: jnr59@aol.com
Subject: Re: Girder rail in Georgetown?

Ben/All,
Who is the manufacturer of HO girder rail? Contact info?

Thanks,

Jack Riely

Message: 16
Date: Tue, 3 Feb 2004 11:06:09 -0800
From: "T Rasinski" <trasinski@adelphia.net>
Subject: Re: Girder rail in Georgetown?

I don't know if anyone makes it, but a good approximation can be made in the same way the prototype made it. Place a standard rail with it's head in the web of a second rail and solder (or glue) every couple of inches. Be sure to bend each rail first for curves before soldering.

<snip>

Message: 17
Date: Tue, 3 Feb 2004 11:05:24 EST
From: JTunnel@aol.com
Subject: Re: Girder rail in Georgetown?

Richard Orr used to make the girder rail, but he has recently retired from the business. His line of track and switches has been picked up by Custom Traxx, look at:

<http://www.trolleyville.com/richard-orr.html>

<http://www.customtraxx.com/>

for more details.

There is also reportedly another maker of "fine scale" girder rail.

<http://www.proto87stores.com/p87stores/strass1.htm>

<http://www.pacificelectric.us/traction/signews.htm>

<http://www.proto87stores.com/p87stores>

Hope this is helpful

John McCluskey

Message: 18
Date: Tue, 03 Feb 2004 12:13:50 -0600
From: Larry Smith <wooddale@bellsouth.net>
Subject: Re: Girder rail in Georgetown?

Robert Orr makes girder rail in code 100. He has a website but I'm not sure of the address.

Larry Smith

<snip>