

Georgetown Branch Notes
Part 3

* * * * *

A Conversation w/ Bruce Elliot, a native to Chevy Chase/Bethesda area:

- Bethesda: The Switch machines in the yard were basic ground throws in the early 1960's. In the 40's & 50's they may have had small targets, but not in the 60's.
- Covered Hoppers: MDC/Roundhouse, "N43" - use Detail Associates square hatches, styrene Plano catwalk & follow photos and diagrams - decent kit bash.
- Chevy Chase: Sometimes while swimming in Chevy Chase Pool he would see more than 1 train go down the branch. Not the same engine either - a completely different train, one after the other.
- GP7's & GP9's very typical GB power. Not typical during the 60's were the GP30's that were reserved for mainline use.

Message: 9

Date: Wed, 04 Feb 2004 06:52:27 -0000
From: "dsr22175" <hmeem@timesdispatch.com>
Subject: Re: Girder rail in Georgetown?

See if you can find an Internet hit for Richard Orr, who works out of somewhere in Nebraska and makes things like wire frogs, switch points, etc. Failing that, lay a piece of code something (smaller than your running rail) horizontally against the web of your track, and use a small butane torch to solder it in place.

--- In Baltimore_and_Ohio@yahoogroups.com, jnr59@a... wrote:
> Ben/All,
> Who is the manufacturer of HO girder rail? Contact info?
>
> Thanks,
>
> Jack Riely

Message: 11

Date: Sun, 8 Feb 2004 22:02:10 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: New Ideas now in progress

I have uploaded the new and possibly final track plan to my web site. Also updated is the operation section just below the track plan. I have not finished touching up the track plan in the paint program, but you can get an idea...

All of the changes came about after reviewing several operation software demo's. Some of them, like ShipIt, (thankfully) forced me to sit down and figure out how I was going to operate this thing!

I spent a lot of time running through different operating scenarios and I am confident that I have come up with a solid operating plan that will keep 2 operators busy for about 2 to 3 hours if not longer.

Some of the major changes:

- 1: Operations will now follow post 1960' prototype. The local will run engine first from staging to Georgetown, and return engine first to staging.
- 2: A second runaround was added to Georgetown as a result of #1.
- 3: One staging track was sacrificed for a engine escape track as a result of #1. Total tracks in staging = 5 + 1 escape track.
- 4: The junction was removed. It was basically window dressing to the operations of the layout.
- 5: Bethesda was placed where the Junction was.
- 6: River Road was added back into the plan.

Most of the items above have been completed and I will post pictures soon.

Kelly Regan

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

Message: 19

Date: Mon, 16 Feb 2004 20:10:24 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Covered Hoppers again

I decided to order one of the B&O covered hoppers from Atlas and after comparing it to the N-43 pictured in the Sentinel Volume 25, #1 page 20, I think it is a pretty good stand in for a 11.86 ready to roll car.

I only see 2 things wrong...

1 - The lettering is incorrect. This could be fixed by purchasing undecorated cars, but it does not bother me to much.

2 - this is silly on Atlas's part, but the trucks have 3 springs and they look like modern roller bearing trucks. (Sorry don't know the proper name) But this is easy to replace.

Am I missing anything else?

I know Jim mentioned Kadee cars, but I can't afford 1 much less a fleet of them.

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 24

Date: Mon, 16 Feb 2004 21:01:05 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Atlas N-35 hopper

I also purchased one of the atlas N-35 hoppers and it looks good. The offsets look correct, and are spaced like the one pictured in the last Sentinel article on hoppers, page 26.

Again the lettering is off, but a undecorated kit will solve the problem. The trucks on this model are correct.

The rivet pattern looks correct also.

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 5

Date: Tue, 17 Feb 2004 14:08:13 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: industry to industry shipping on Georgetown Branch

Does anyone know if industries such as Smoot sand and Gravel would ship materials to other industries on the branch?

For example would Smoot ship sand or gravel to Lone Star Cement or Maloney Concrete?

I would think the gravel from Smoot was washed gravel coming from the river. Was it bagged and shipped in boxcars or sent out in bulk in hoppers or both?

Did Smoot make cement powder? If so what materials did it need to import and how?

How about the Frito plant... would it get flour from Wilkins Rodgers?

One more.... where did the beer get shipped to from the brewery?

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 8

Date: Tue, 17 Feb 2004 13:28:01 -0600

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

Subject: Re: industry to industry shipping on Georgetown Branch

Speculations:

The big flour manufacturing center out east was Buffalo. Maybe incoming flour (from various grains) would come from there, in Buffalo Creek RR boxcars. Both Kadee and Branchline (blueprint series) make really nice BCK boxcars.

A potato chip plant needs potatos. Some Bangor and Aroostook reefers, perhaps??

Message: 10

Date: Tue, 17 Feb 2004 17:18:11 -0500

From: "Joe Parker" <Jparker@holisticdesign.com>

Subject: Re: industry to industry shipping on Georgetown Branch

Based on my understanding of the aggregate/cement/concrete industries (and I'm delving back into Civil Engineering class info I haven't thought about in years)...

Concrete is the final product created by mixing sand, aggregate (rocks/gravel) and Portland Cement in varying proportions (along with other additives to slow/speed curing, provide better temperature swing protection, you name it.) So:

- Smoot would not ship sand or aggregate to Lone Star Cement, since Lone Star's only function would be to manufacture and ship the Portland Cement mix.
- Smoot *would* ship sand and aggregate to Maloney Concrete. Maloney would most likely have some concrete hoppers, likely open, to store the different sizes of aggregate as well as sand. Aggregate would likely be shipped in open hoppers, sand in closed 2 bay hoppers, at least nowadays.
- Lone Star Cement would ship Portland Cement mix to Maloney Concrete. Since this is heavy stuff, it's usually in two bay ribbed side hoppers these days. Can't vouch for how long it's been shipped this way.
- Since Lone Star would be the Cement manufacturer, Smoot would not perform that task. If I remember correctly, Portland cement is limestone based and it's components are mined.
- Maloney Concrete would mix the stuff together and ship it out in the familiar "Cement" trucks with the rotating mixer.
- On the beer question, the beer would typically get shipped to a wholesaler/distributor.

Sorry for the non-B&O post. Kelly, if you have more questions, feel free to email me direct: jparker@holisticdesign.com.

Joe Parker

Message: 12

Date: Tue, 17 Feb 2004 14:46:03 -0800 (PST)

From: Bruce Elliott <agelliott88@yahoo.com>

Subject: Re: industry to industry shipping on Georgetown Branch

Joe & Kelly;

Guys, remember that Maloney cement was at the end of the longest siding in Bethesda, ending at Arlington road. The next longest siding was several hundred feet shorter.

Bruce

Message: 14

Date: Tue, 17 Feb 2004 19:21:15 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Re: industry to industry shipping on Georgetown Branch

My mistake, I thought Lone Star was a big ready mix plant.

So why would Lone Star set up shop in Georgetown? Where did it get its limestone for making the cement? By Barge or rail or both?

- > - Smoot would not ship sand or aggregate to Lone Star Cement, since Lone
- > Star's only function would be to manufacture and ship the Portland Cement
- > mix.

I knew Maloney was a ready mix plant, but I just didn't think about it getting sand in rail cars from such a close source.

- > - Smoot *would* ship sand and aggregate to Maloney Concrete. Maloney would
- > most likely have some concrete hoppers, likely open, to store the different

> sizes of aggregate as well as sand. Aggregate would likely be shipped in
> open hoppers, sand in closed 2 bay hoppers, at least nowadays.
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> this is heavy stuff, it's usually in two bay ribbed side hoppers these days.
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> that task. If I remember correctly, Portland cement is limestone based and
> it's components are mined.
>
> - Maloney Concrete would mix the stuff together and ship it out in the
> familiar "Cement" trucks with the rotating mixer.
>
> - On the beer question, the beer would typically get shipped to a
> wholesaler/distributor.

This is B&O related.

> Sorry for the non-B&O post. Kelly, if you have more questions, feel free to
> email me direct: jparker@holisticdesign.com.

Message: 15

Date: Tue, 17 Feb 2004 19:23:19 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Re: industry to industry shipping on Georgetown Branch

I don't follow you Bruce?

What does the location on the siding have to do with my original question?

Not trying to be a smart ass or anything.

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

> Joe & Kelly;

> Guys, remember that Maloney cement was at the end of the longest siding in
Bethesda, ending at Arlington road. The next longest siding was several hundred feet shorter.

> Bruce

>

Message: 16

Date: Tue, 17 Feb 2004 16:59:24 -0800 (PST)

From: Bruce Elliott <agelliott88@yahoo.com>

Subject: Re: industry-to-industry shipping on Georgetown Branch

Kelly;

No offense taken. Maloney concrete Predominantly had covered hoppers in
their plant. On occasion a boxcar. Their yard was barely three cars long (within the chain link
fence). They could have gotten sand loads from Georgetown, but I am thinking that they would
have had to use almost the whole carload before they could order another load. There was a lot
of dump truck loads coming & going along with the cement trucks.

Bruce

Kelly Regan <kelly.regan2@verizon.net> wrote:

I don't follow you Bruce?
What does the location on the siding have to do with
my original question?

Not trying to be a smart ass or anything.

Kelly Regan
Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

> Joe & Kelly;
> Guys, remember that Maloney cement was at the end of the longest siding in
Bethesda, ending at Arlington road. The next longest siding was several hundred feet shorter.
> Bruce

Message: 18
Date: Tue, 17 Feb 2004 20:25:39 -0600
From: James Mischke <jmischke@worldnet.att.net>
Subject: Re: industry to industry shipping on Georgetown Branch

Analyzing rail traffic and raw material flows are definitely B&O topics. Don't worry about it.

Plenty of limestone and sand originated on the nearby B&O Shenandoah Branch. (Nearby is relative, people from New Mexico have a different perception of distance). Some raw materials shipped in N-36/N-40 covered hoppers. Maybe even N-25b and N-34 wagontops too. Also O-27 gondolas with Youngstown containers.

Message: 19
Date: Tue, 17 Feb 2004 21:05:48 -0600
From: James Mischke <jmischke@worldnet.att.net>
Subject: sizing industries, was industry to industry shipping on Georgetown Branch

This thread has gotten me to thinking

One pattern we model railroaders fall into is tactically under sizing our model industries.

Understandable, we never have enough space for anything. Also, the real industry is huge and tall. As a model, the paper mill at Luke would take up the free throw zone of a basketball court. Even good domer Henry Freeman doesn't have room for that. On second thought, maybe he does. Anyway, same hugeness with Domino Sugar on Locust Point. Grain elevators are very tall, much more than we see in models. Steel mills are beyond belief.

Even modest factories take up acres of ground. One HO scale acre is about 2.5x 2.5 feet. Who has that kind of room? If we model a factory to scale, then where will Sand Patch go??

So we selectively compress industries down to a manageable size. But often we go a little too far.

We usually route far too many carloads to our undersized industries. Fifty tons of anything is plenty of stuff. Whether it be raw materials or product. Or breaking bulk for retail distribution. It takes considerable equipment and floor space to process a carload (fifty tons or so), in or out.

To enhance the believable illusion of transportation supporting an industry, consider:

- making the industry a bit larger than our first instinct, say, a square foot per car spotted
- putting much of the plant off the edge of the bench, by suggestion
- delegating either the plant input or output to highway trucks
- do not fill the siding with cars, leave a long empty lead

If you look at the B&O color picture books, notice that most town size industries (lumberyard, grain elevator, small factories, coal yards, oil depots) have only one or two cars spotted. Not three or five or ten.

Bottom line: when it comes to spotting cars on sidings, sometimes less is more.

Message: 1

Date: Wed, 18 Feb 2004 08:54:18 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Bridge in Bethesda

Does anyone know if the bridge over Bradley Lane in Bethesda had a ballasted floor, or was it a open floor?

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 2

Date: Wed, 18 Feb 2004 13:56:53 -0000

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

Subject: Re: industry to industry shipping on Georgetown Branch

Kelly,

You may want to check out just what type of facility Lone Star Cement in Georgetown was. Lone Star had one or more portland cement manufacturing plants in the area north of Allentown, Pa. (on the LNE, I think.) There also may have been one on the N&W north of Roanoke. These were HUGE facilities. Their "plant" in Georgetown was most likely a distribution center for bulk and/or bagged cement that was made elsewhere.

When Lone Star (or Alpha, or Lehigh, or Security or . . .) shipped cement to Maloney it would have been from off the branch and would most likely have arrived in covered hoppers in the 1950's. The ownership of the hoppers would have depended on where the cement originated. Could be LNE or CNJ cars if from the Allentown area, WM if from the plant at Security, Union Bridge, or York, or B&O if from Martinsburg, Manheim (near Rowlesburg) or (1960 or later) the Alpha plant at Lime Kiln.

Highly refined glass sand was shipped in covered hoppers in the 1940's and 1950's (and also in paper lined boxcars) but the stuff they used in a ready mix plant would not need protection from the weather. If sand was shipped in by rail, it would have most likely been in an open hopper or even a gon.

I have no real clue where Maloney got their aggregates other than this. From the "old days" on the farm, I noticed that concrete my father bought from Maloney had round aggregate (as in river gravel) whereas the concrete purchased from the M.J. Grove plant in Boyds always had limestone aggregate. Also (almost off subject) Maloney used a different design ready mix truck than Grove and Rockville Fuel and Feed since the more modern trucks would not clear the structure of Maloney's old plant in Rockville. Grove and Rockville Fuel and Feed (both B&O customers so I am not completely off subject) used the modern high dump trucks that we always see. Maloney used a

design with a level cylindrical mixing tank. Hard to explain in words but somewhere I have a couple of slides of the Maloney trucks (and the Rockville plant) that would explain what I am trying to say if anyone really cares.

John King

Message: 10

Date: Wed, 18 Feb 2004 20:47:58 -0600

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

Subject: Re: Re: industry to industry shipping on Georgetown Branch

The sand and cement business in Georgetown was one of those subjects that I couldn't get all the answers I wanted when researching for the article. I remember covered hoppers in Georgetown in the early 60s, but generally in the old yard. I quizzed Norman Nelson as much as I could about traffic to/from Smoot and the other industries and he helped a lot but I realize that he couldn't necessarily know all the traffic. Photos show covered hoppers at Smoot - Norman believes that cement mix was mixed with the gravel and it was shipped out that way. Where did the cement mix come from? I don't know if it was Lone Star or came direct from another source. Whether Smoot shipped gravel to Maloney in Bethesda I can't say - that would be an awfully short haul, which is not to say it wasn't done at some time. I would imagine it would be difficult to make a tariff for an 8-mile haul that would be competitive with trucks, but who am I to say? I don't believe I ever saw a car at Lone Star's siding, but then we're talking 40 years or more ago.

As for Wilkins-Rogers, I think we discussed this a while ago, but I believe their traffic was flour outbound to Ellicott City, as they owned the donut plant there. The plant in Georgetown would have milled the grain, so my guess is that it wouldn't have come from Buffalo. Whether the grain came in by rail I can't say.

John King's comment about the sand for cement not needing to be protected from the weather is true, but as Norman explained to me, it was often shipped in covered hoppers as so much could blow out of an open-top car while in movement, same as coal dust. To my memory, I don't remember seeing any covered hoppers that weren't B&O, which is not to say there weren't any from other roads. Maybe one of our members with a better knowledge of tariffs than I, which is very little, can chime in but I would believe that a single-line haul would be less expensive and that B&O would encourage business between customers on its line rather than interline with Reading and LNE for NE Pa. cement.

I would think that except for some special exceptions, on a branch line like this there would be no intra-line shipments. All would be either incoming our outgoing loads from beyond the branch. And on this line, nearly all loads were incoming with empties out.

Having said this, I'll be prepared to stand corrected.

Duane

Message: 11

Date: Wed, 18 Feb 2004 20:49:41 -0600

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

Subject: Re: Bridge in Bethesda

I was on the bridge one, and that was 40 years ago, but drove underneath it a number of times and I'm pretty certain that it was a ballasted floor.

Duane

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

From: Kelly Regan
To: Yahoo B&O List
Sent: Wednesday, February 18, 2004 7:54 AM
Subject: [Baltimore_and_Ohio] Bridge in Bethesda

Does anyone know if the bridge over Bradley Lane in Bethesda had a ballasted floor, or was it a open floor?

Kelly Regan
Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 12

Date: Thu, 19 Feb 2004 12:54:53 -0000
From: "boyds1949" <john.king@ed.gov>
Subject: Re: industry-to-industry shipping on Georgetown Branch

The 1941 Polk City Directory for DC indicates the Lone Star facility on M Street was a warehouse. Keep in mind that many large construction jobs in those days had on site concrete mixers and would have needed cement as a raw material. Who knows?

Short runs for rail traffic were not unheard of in the past and certainly could have occurred on the branch. I have evidence (freight bills) of boxcars of rolled oats being shipped from Frederick to Gaithersburg in the 1960's. In the 1970's, cement was shipped from the Lehigh plant in Union Bridge to the ready mix plant just south of Westminster on the Western Maryland, probably less than 10 miles and cement was shipped from the Security plant on the north/east side of Hagerstown via WM to a block and pipe factory near the N&W/PRR yard on the south side of Hagerstown, a distance of only 3 or 4 miles at most. The railroad companies probably lost money on all of these shipments, especially when you consider the investment in the covered hoppers for the WM moves.

The railroads may have encouraged on-line movements, but the final say was always with the shipper. That is what the railroads had sales forces for. The Grove ready mix plant in Boyds received cement in CNJ and LNE covered hoppers when I was going to high school in the early 1960's. (by then the, CNJ was serving the LNE industries in the "cement belt" north of Allentown and had taken ownership of some of their cars) By the late 1960's when I have records, the cement was coming from either Lime Kiln or Martinsburg in B&O hoppers. But the decision of where to purchase the cement was made by Grove, not the B&O.

Finally, don't rule out bagged cement in boxcars for the Lone Star facility. I have a collection of early 1950's bills for Summit, NJ. There were two concrete block plants. One received their cement in covered hoppers, the other bagged cement in boxcars.

John King

Message: 2

Date: Thu, 19 Feb 2004 08:02:06 -0800 (PST)
From: Benjamin Sullivan <cpl_clegg@yahoo.com>
Subject: Second Georgetown Branch Walk 3/6

Hi everyone,

OK - sorry for the delay in getting this thing rolling, but a lot has been going on lately. We've finally settled on a date for the Georgetown Branch

Walk: March 6, 2004. The subject will be Bethesda, centering around the area to the South of Wisconsin Blvd. and North of Little Falls Pkwy. We'll walk around and look at remnants of the old Branch for a few hours and then call it a day. Very informal.

Let's plan on meeting up at 8:30am on the Branch right next to the Ourisman Honda dealership on Bethesda Ave. in Bethesda. (here's a map:
http://maps.yahoo.com/maps_result?ed=cxN.Eep_0TqOrvwUby2iCLgiK4Dc&csz=bethesda%2C+md&country=us
)

If you are planning on attending, please email me (cpl_clegg@yahoo.com) and let me know so we can at least try to wait for you.

If you have any Photos, documents, maps, drawings or whatever related to the GB, PLEASE bring it! The more we have, the better it will be for us to recreate the area.

I hope to see you there!

Ben Sullivan
http://bsulliva.oozy.ws/rr/georgetown_branch

PS. PLEASE pass this on! The more the merrier.

Message: 3

Date: Thu, 19 Feb 2004 18:08:48 -0000
From: "Norman Nelson" <WBAERR@msn.com>
Subject: Re: industry-to-industry shipping on Georgetown Branch

Cement would arrive either bagged in boxcars or in bulk in covered hoppers.

If one company in Georgetown would sell anything to another, they certainly would not use rail to do the transfer (too costly and time consuming) It would be by truck, if done at all, which I suspect was rare, if ever.

The sand and gravel arrived by barge. All of the companies either had working relationships with or owned pits, way down on Potomac River in Southern Maryland.

The bottling plant had a history of also bottling for Chestnut Farms Dairy (Sealtest milk). Actually, milk was not bottled in the plant but instead, they sorted and washed returned bottles and then sent them by truck to the dairy's main plant off of M Street, where the milk was added.

All of the loads in the beer days, not many as I recall, went to Eckington Yard. Most beer left by truck. Good beer is fresh beer, so it wouldn't travel too far in those days. Bottled and can beer is shipped hot. Only kegs are shipped refrigerated.

At the moment I am far away from home, so I am unable to dig out some info on the subject, if I have any. But off the top of my head, this is what I recall.

Norman

Message: 4

Date: Thu, 19 Feb 2004 18:58:51 -0000
From: "Norman Nelson" <WBAERR@msn.com>
Subject: K Street, Georgetown Rails

While I have access to this computer, I wish to comment on the post some time ago about the rails on K Street in Georgetown. Perhaps someone has already answered the questions.

Many years ago, when a Section Foreman and I were talking about the bad condition of the rails in Pratt Street, Baltimore, the subject of rails in K Street, Georgetown, came up.

He said that the concern by highway people, who call the part of the street "The Railroad Area", even if it's streetcars, is that the roadway heaves in the winter as the ground freezes and expands and since the railroad area is not interlocked with the roadway slab as a rule, the degree of heaving is different. As a result, the railroad area heaves higher and quicker and tends to damage the roadway slab around it and cause potholes.

He went on that when the rails in K Street were laid for the final time (which implied to me that there was different construction before, perhaps Belgium block, just a guess), that the rail laid was 131-pound rail (also used on the mainline). I recall that he also told me that the footing for the railroad area on K Street was deeper than usual for the re-lay. The concern was the high water table, being that near the river.

It was called "T" rail, when laid in the street as is, versus girder rail. Girder rail works where heaving would result in the surface in the railroad area and rails heaving at a different rate or when the footings for the railroad area are shallow. If the surface near the flangeway should heave and the rails don't, the flanges will hit the pavement, break it or even cause a derailment.

There was some girder rail in the switch work on K Street, but that was serving as a guardrail equivalent.

The final rail in K Street was there as long as I can remember, even before the freeway, so I have no clues as to when it was laid. Perhaps by it being 131-pound rail gives a clue.

See you in the spring.

Norman

Message: 5

Date: Thu, 19 Feb 2004 13:15:32 -0600

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

Subject: Re: K Street, Georgetown Rails

Since Norman has mentioned 131 lb. rail in the street, I remember seeing some track in the old yard, just off K St., about 40 years ago that I thought looked like main line rail, certainly much larger than on the rest of the branch. I later passed it off that I was 13 or 14 and didn't know what I was looking at, or was seeing things, but it did make an impression that I still remember.

Duane

Message: 1

Date: Fri, 20 Feb 2004 06:34:41 -0800 (PST)

From: Benjamin Sullivan <cpl_clegg@yahoo.com>

Subject: Re: K Street, Georgetown Rails

To all who commented on the Georgetown girder rail question,

Thank you! I've learned so much on this issue. I think I'll be going with some heavy rail (say code 83/100) and using plaster to simulate the concrete. I plan on making a template to "scrape" the flangeways from the plaster between the rail. As far as when the rails were laid for the "last time" in Georgetown, I think this was in the mid 1940's when the "new" yard was built. Previously it was cobblestones. I have a few photos showing this.

So girder rail was used in some switch areas as a "guardrail"? How exactly does this work/look? How much of the switch was constructed with the girder rail?

Anyone have any photos? :)

Thanks again so much!

- Ben

Always in search of more information on the Georgetown Branch

Message: 2

Date: Fri, 20 Feb 2004 06:59:04 -0800 (PST)

From: Benjamin Sullivan <cpl_clegg@yahoo.com>

Subject: Re: Digest Number 1336

Kelly,

One thing to remember is that the bridge(s) was rebuilt in 1959, probably from the original one installed in 1908-10. I think, judging from Sanborn maps & a photo that the original bridge was a one span deck girder. I think Bradley Blvd. was originally 2 lanes, dirt, then paved with tarmac.

I'm not sure the bridge had a ballasted deck. I have one photo of the area in 1959 when the "old" bridge had already been removed and was undergoing construction. The old piers are being demolished and some of the new ones have already been installed. The B&O constructed a shoofly track on a nice wooden trestle going around the bridge over Bradley Blvd. on the West side of the tracks.

The "new" 1959 bridge is what you see now. 3 deck girder spans. As far as it being ballasted, I'm not sure. If you go today, and look underneath, you will see that the spaces between the steel cross members have been filled with concrete. My guess is that this is more modern, from the bike path construction. Wouldn't chunks of concrete fall out with heavy trains going over the top repetitively?

- Ben

Dodging chunks of concrete and seeking help from bridge experts

> Message: 11

> Date: Wed, 18 Feb 2004 20:49:41 -0600

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

> Subject: Re: Bridge in Bethesda

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> Duane

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

> From: Kelly Regan

> To: Yahoo B&O List

> Sent: Wednesday, February 18, 2004 7:54 AM

> Subject: [Baltimore_and_Ohio] Bridge in Bethesda
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> Does anyone know if the bridge over Bradley Lane in Bethesda
> had a ballasted floor, or was it a open floor?
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> Kelly Regan
> Visit the Geogretown Branch:
> <http://mysite.verizon.net/the.regans/index.html>

Message: 3

Date: Sun, 22 Feb 2004 14:25:55 -0000
From: "Cpl_Clegg" <cpl_clegg@yahoo.com>
Subject: B&O Q questions

I apologize if this has been discussed before, but thanks to the sub-par Yahoo Groups search engine, I can't get to the really old posts or find much of any use to me. Anyway, I'm trying to figure out how to get a decent model of Q-1c, specifically #4320 which was served quite a bit on the Georgetown Branch.

According to B&O Power (Sagle & Staufer, 1964) "Class Q-1c, 26x32" cyl., 64" driv., 284500 lbs. wt., 54600 lbs. t.p., 190 s.p. Nos. 4220 to 4329 built by Baldwin in 1913. These 110 engines had Walschaert valve gear, piston valves, superheaters and stokers. ... The last six were scrapped in 1955"

Some old B&O Group messages point out that the Athearn USRA Light Mikado is B&O class Q-3. Is this right? According to B&O Power "Class Q-3 engines were the U.S.R.A. light Mikado, 100 of which came to the B&O in 1918." "Class Q-3 26x30" cyl., 64" driv., 292000 lbs. wt., 53800 lbs. t.p., 200 lbs., s.p., Nos. 4500 to 4599 built by Baldwin in 1918. Walschaert valve gear, superheater and stoker. ... All retired by 1959."

So my question is this - can I use the Athearn model, and with some heavy/light modification turn it into a Q-1c? I'm talking specifics here, so please, you rivet counters, gimme what you got. :) Is the design totally different between the two classes? Are there fundamental differences between the two designs that would prevent the kitbash altogether? According to the book, it seems the two are relatively similar, but I am REALLY no expert and need some who know better to school me.

Thanks in advance for your responses, and again, my apologies if this has been discussed before.

- Ben

PS. If anyone has a website devoted to this, photos, etc., please pass them on!

Message: 6

Date: Sun, 22 Feb 2004 11:54:13 -0500
From: "Ed Gumphrey" <edgumphrey@cox.net>
Subject: Re: B&O Q questions

Ben,
Some of the more knowledgeable members of this group (and there are many) may provide more detailed information, but I'll stick my 2 cents in with the caveat that I'm sort of a "close enough" modeler in my philosophy. I compared two photos on the web with my un-modified Athearn 2-8-2.

Q-1c 4320 at:

<http://www.rr-fallenflags.org/bo/bo-s4320.jpg>

Q-3 330 (ex 4531) at:

<http://www.rr-fallenflags.org/bo/bo-s330a.jpg>

The two locos are very similar in appearance. I don't think the need for modifications is too daunting, depending on your skill level with styrene. To get a decent Q-1c from Athearn's offering (with footboard pilot #G9002), I'd do the following:

- Change the headlight (also needed for a good Q-3).
- Change the B&O front plate with a number plate.
- Add detail of bolt flange casting at base of stack (Q-3 too).
- Carefully remove the piping that runs from the sander valves over the top of the boiler ahead and behind the sand box. (")
- Cut off the stairs to the running board, build and install styrene L-shaped steps off the running board as per the photo.
- Remove the rear-most air tank and replace cooling coil piping with a longer assembly.
- Modify the running board under the steam dome to allow changing air pumps.
- Remove the Athearn dual stage pump with two single pumps as per the photo.
- Modify the running board just forward of the cab to angle downward to the level of the cab floor.
- Connect the two cab door windows to create a single, larger window.
- Replace Athearn's bell with a good brass bell.
- On the re-paint after modifications, do away with the somewhat garish graphite on the smokebox and firebox.

For a bit more detail, find out from one of the experts what the hardware is sitting on the pilot and add it.

The tenders are pretty close as is, I wouldn't modify them except for changing the backup light.

Finally, if you're not already familiar with the site, you'll find other photos of Q-1c (and other classes) at:

http://www.northeast.railfan.net/bo_steam6.html

I'll watch with interest other comments posted and we'll both learn something.

Cheers,

Ed G

Message: 7

Date: Sun, 22 Feb 2004 12:43:53 -0800

From: "trasinski" <trasinski@adelphia.net>

Subject: Re: B&O Q questions

Dimensionally, they are pretty close. Looking at pictures in the Q book, it looks like tenders got swapped around quite a bit, so you'd have to find a picture or other info on 4320. Didn't find a picture in the Q book. It also looks like some Q1c's got the brakeman's extension on the fireman's side. The air pumps and tanks on the fireman's side are in different locations and this causes a hump in the footboard on the Q1.

The big problem, if you are particular, is that the Q1 had 5 courses in the boiler, excluding the smokebox. The Q3 had only 4. This results in a much steeper taper in the wagontop immediately in front of the steam dome on the Q1.

Precision Scale imported a Q1 in brass in 91 according to the Brown Book. I am not sure how accurate it is, nor for which period it is modeled (probably 50's) but it may be cheaper in time

and money to go with the brass. I'd be interested to hear what others have to say about the brass Q1, as I have never studied one.

Tim R.

Message: 8

Date: Sun, 22 Feb 2004 12:52:59 -0800
From: "trasinski" <trasinski@adelphia.net>
Subject: Re: B&O Q questions

Some Q1c's had stairs at the front of the running board, others had L-brackets. Be sure to check a photo of your particular engine.

Some had an angled, (trapezoidal) hump in the running board over the air pumps, others had rectangular. Some had the power reverse mounted under the engineer's side running board, others had a hump in the running board over the power reverse.

Message: 9

Date: Sun, 22 Feb 2004 13:41:55 EST
From: barblsn@aol.com
Subject: Re: B&O Q questions

Ben, and group:

Morphing a USRA(Q-3) into a Q-1 depends upon how accurate a model you wish to have, and how much work you want to do to achieve it. I'm not really familiar with the Athearn 2-8-2, other than hearing that it runs well. I have seen a few in dealers show cases, but not examined them.

Others have mentioned some of the differences between the two locomotives. There are others. The number of boiler courses has been mentioned. The valve gear hangers are also different, as are the trailing trucks. The USRA cab is similar to the ones later installed on some Q-1s. They were built with longer ones with angled front walls. The steam turret or manifold was enclosed within the cab on the ones with the original cab, but exposed on the ones with the shorter cab. The rivet patterns are considerably different on the two tenders. USRA tenders had two bands of double riveted horizontal rivet patterns across most of the sides, with one or two vertical (I can't recall which without looking up photos) The Q-1 tenders had mostly vertical rivet patterns. Both tenders had horizontal patterns at the bottom and top of the tank.

Proper trailing trucks can be built with relative ease in brass. I have never tried it in styrene. The valve gear hangers are again, relatively easy to build in brass, and should also be in styrene. Again, I have never done it in styrene.

Fabricating a new boiler in styrene is certainly possible, using available styrene tube, and fabricating ones own conical sections. I've seen a very good boiler so built, but again, I haven't done it.

I have seen a brass import Q-1, and it looked pretty good as I remember. I have an Iron Horse Q-7f, which is an outgrowth of the Q-1. It is pretty accurate, but it's gearing is too fast for my tastes.

Bill Barringer

Message: 10

Date: Sun, 22 Feb 2004 14:29:17 -0700
From: Harry Chaney <hschaney@bellsouth.net>
Subject: "Q" questions

The Athearn mechanism will work fine to build up a Q-1 class if you are willing to build a new valve gear hanger and build up a early Hodges trailing truck. The Q-1 as well as P-1 locomotives had what is classed as an extended wagon-top boiler. This means if you go to the trouble to make the patterns for the Q-1 mike you might as well look for a pacific mech too. You will find a set of boiler patterns for the P-1d in the June 1951 Model Railroader Magazine to fit the old Varney super pacific chassis. Unless you have already bought the Athearn mike I would buy the Bowser L-1 or USRA 2-8-2 chassis less the motor and use the Alliance Electric (old Helix Humper) motor gear set up for that chassis. This way you will be less encumbered with the drive line. They also have the USRA 4-6-2 chassis. Precision Scale and Bowser (Cal-Scale and Cary) have most of the detail parts to finish the engine. Tenders for both engines are easy to build from either brass or styrene. If you use styrene, Micro Mark sells Ponce wheel sets that can be used for the rivet patterns.

Having used both brass and styrene to build steam engines both are about the same to work with, skills differ and so do the tools. Unless you are into re-inventing the wheel, hand tools are all that is necessary. Also, don't be afraid to do a Hybrid, some brass or die-cast and some styrene, just keep records of what you used and for what and how you attached it. That way if you have to re-finish the model you won't end up with a handful of parts in the striping tank. If you are new to the game, expect to throw some pieces away and start over a couple of times it is just a way of life for scratch builders and bashers. Good luck.

Harry

Message: 11
Date: Sun, 22 Feb 2004 19:57:23 -0000
From: "Doug Hunt" <doughunt2014@hotmail.com>
Subject: Re: B&O Q questions

Hi,

One thing I've not heard mentioned yet is that the smokebox of most Q-1s is shorter than Q-3s. So, plan to slice the smokebox about even with the front of the cylinders. Study pictures before you cut.

Precision Scale makes some useful parts, including a B&O smokebox front (labeled as being for a Q-4, it will work for all the mike and pacific classes) They also make a single-cap sand box, but your 4320 had twin, so stick with the Athearn sandbox. PSC has a Q-4b sandbox, but it is too big for 4320. It as been mentioned but you will need to modify the running boards over the air compressors. PSC also has a 4-bolt stack base that you could incorporate into your Athearn, and Greenway has several 4-bolt stack castings too. Bethlehem Car Works used to have some kit-bits of 24" and 30" stacks with 4-bolt bases, but you'll have to find it in old dealer stock or at a train show. 4320 has the smaller cab, rather than the original larger cab with arched windows, that works in your favor. Plus the Athearn model has (should have) a footboard pilot.

Q-3s have a steeper pitch to the bottom to the firebox than other B&O mikes, so if you are modifying the plastic boiler, you may want to consider reshaping the bottom of the firebox.

If you cut up some of the bracing on the trailing truck, you could fit a trapezoidal shaped plate over the journal boxes, and have your B&O trailing truck pretty easily.

You will need to decide what to do about the 3-man cab... there are pictures of an excellent Q-3 mod to an Athearn mike on the internet. There may be link to it here, or someone else knows of

it. The modeler also has a Key P-5, and many other PRR and NYC models on the same site.

All the best,

-Doug H.

Message: 8

Date: Wed, 25 Feb 2004 11:33:12 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Re: Re: industry to industry shipping on Georgetown Branch

The more I look at the warehouses near the old yard the more I think that a large amount of the cement was being bagged and sent in boxcars to other locations, as well as providing ready mix for the cement trucks to deliver locally.

Why else would so many different cement company's have large warehouses in the old yard, and have no other equipment for producing cement?

Smoot must have also bagged gravel and sand to ship out as well.

> The sand and cement business in Georgetown was one of those subjects that I couldn't get all the answers I wanted when researching for the article. I remember covered hoppers in Georgetown in the early 60s, but generally in the old yard. I quizzed Norman Nelson as much as I could about traffic to/from Smoot and the other industries and he helped a lot but I realize that he wouldn't necessarily know all the traffic. Photos show covered hoppers at Smoot - Norman believes that cement mix was mixed with the gravel and it was shipped out that way. Where did the cement mix come from? I don't know if it was Lone Star or came direct from another source. Whether Smoot shipped gravel to Maloney in Bethesda I can't say - that would be an awfully short haul, which is not to say it wasn't done at some time. I would imagine it would be difficult to make a tariff for an 8-mile haul that would be competitive with trucks, but who am I to say? I don't believe I ever saw a car at Lone Star's siding, but then we're talking 40 years or more ago.

Message: 11

Date: Wed, 25 Feb 2004 12:03:08 -0600

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

Subject: Re: Re: industry to industry shipping on Georgetown Branch

Kelly,

I would defer to Norman or someone else more familiar with the cement business in Georgetown, but I would believe that the warehouses were for incoming bagged cement, plus there were a couple of batching plants for incoming bulk cement. Smoot may have bagged sand and gravel for local construction sites, but I would guess anything by rail would go in hoppers or gons, for gravel, and covered hoppers for sand. The branch was pretty much a loads in, empties out operation, as was the whole Washington area - it consumed but didn't produce (except a lot of hot air and solid waste, but that concerns the Alexandria branch). At least, it produced very little that went out by rail.

Duane

Message: 24

Date: Thu, 26 Feb 2004 06:29:06 -0000

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

Subject: Re: industry to industry shipping on Georgetown Branch

--- In Baltimore_and_Ohio@yahoogroups.com, "Duane Carrell"

<dcarrell@s...> wrote:

> Kelly,

>

> I would defer to Norman or someone else more familiar with the cement business in Georgetown, but I would believe that the warehouses were for incoming bagged cement, plus there were a couple of batching plants for incoming bulk cement. Smoot may have bagged sand and gravel for local construction sites, but I would guess anything by rail would go in hoppers or gons, for gravel, and covered hoppers for sand. The branch was pretty much a loads in, empties out operation, as was the whole Washington area - it consumed but didn't produce (except a lot of hot air and solid waste, but that concerns the Alexandria branch). At least, it produced very little that went out by rail.

>

> Duane

Why don't one of you hit this site and see what you can ask about/learn:

<http://www.smootconstruction.com/html/home.html>

Date: Tue, 24 Feb 2004 18:40:57 -0800

To: "Benjamin Sullivan" <cpl_clegg@yahoo.com>

From: trainman@netwiz.net

Subject: Re: B&O Georgetown Branch

CC: bsullivan@subsystem.com

Sure! Glad to help out. I managed to chase the local once and then ended up with a hi-railer another time. I used to monitor 160.230 MHz on my scanner. I could hear QN Tower in DC and sometimes JD Tower. When I would hear the "Met Local" call QN Tower and say they were "on the branch" I would "bust a move" trackside from my home (well, my PARENTS home, but they had moved to Utah in 1983 and back to California in 1986) with camera in hand. The last train I saw on the branch was in October 1984 when one GP9 pushed a boxcar and caboos across Bethesda Avenue.

I also have prints of Maloney Concrete, the Bethesda Freight Station (masquerading as a flower shop), the girder bridge over River Road and other buildings around Bethesda Avenue. I moved to California in 1987 and visited once in 1990. Then I was away from the area until 1999 and was shocked to see how the area was badly "yuppified." Ugh. I guess my father and I were ahead of our time when we walked the branch...trail-wise.

What was called the "Air Rights Building" was completed in 1970 when I was in third grade at nearby Bethesda Elementary School. This is the big white building rising about the "Met Local" depicted on the cover of the B&ORHS magazine (which I just ordered).

Anyway, I will scan up what I have once the scanner is plugged into its new work station @ work and then e-mail to the "submission dot com" address.

Glad to help out and you have full permission to post or publish or otherwise use my prints as long as photo credit is given to "Matthew G. Vurek."

--- Matthew

Message: 13

Date: Sun, 7 Mar 2004 20:51:27 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: L.P. Steuart, Inc. siding in Bethesda

I am still nailing down the sidings and industries on the branch in and around the mid 50's.

I was searching the web for L.P. Steuart, Inc. and found this site:

<http://www.imperialclub.com/Yr/1960/Burgess/Page01.htm>

The text below the picture of the car indicates this was purchased from L.P. Steuart, Inc. in 1960.

The station and siding chart I have indicates L.P. Steuart had a siding in Bethesda station number 18003G.

Is this the same L.P. Steuart? Do you think cars were delivered to them by rail? Or maybe car parts?

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 14

Date: Sun, 7 Mar 2004 21:12:57 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Re: L.P. Steuart, Inc. siding in Bethesda

I also just found this....

<http://washington.bizjournals.com/washington/stories/1997/08/25/smallb1.html>

read page 2

"The business grew steadily, outgrowing the smallish 3-acre site, to the point that Martens moved its parts and service operations to 5206 River Road, a mile away in Bethesda. Martens converted a former AT&T warehouse to a large, modern repair facility."

Message: 5

Date: Mon, 8 Mar 2004 12:24:23 -0800 (PST)

From: Benjamin Sullivan <cpl_clegg@yahoo.com>

Subject: Washington Post archives a good source of info

Hello everyone,

In digging around for info on the Georgetown Branch, I found the Washington Post newspaper's online archives to be tremendously useful. I dug up over 40 articles by searching thru the archives. May I recommend that if you're researching the B&O in the DC Metro area, check the online Post archives - they're nice. They only provide you with an excerpt of the story, but once you've isolated the article you can either purchase it online (which can be expensive - from 25 articles for \$25.95 to 1 article for \$21.95, it varies) or go to your local library (like the DC Public Library, MLK Branch or the US Library of Congress) that has the Wash. Post on microfilm. Copies @ the MLK are \$0.15. Quite a bargain.

<http://pqasb.pqarchiver.com/washingtonpost/search.html>

One of the funniest I found, pertaining to the GB, was this one:

Sleep Disturbed By Wailing Horn
Washington, D.C.: Apr 23, 1969. pg. A24, 1 pgs, Text Word Count 65.

"The wailing horn of a parked Baltimore and Ohio Railroad engine kept many residents of Georgetown and Arlington awake for 90 minutes last night. Police reported receiving numerous complaints."

Arlington is the town in VA across the Potomac River from G-town. Hehehe.

Check out my site for more. The articles tell the story of how the GB came about in a pretty neat way.

http://bsulliva.oozy.ws/rr/georgetown_branch

- Ben

Message

From: trainman@netwiz.net
<trainman@netwiz.net>
Subject: B&O Georgetown Branch Pix Part One
To: Benjamin Sullivan
Attachments: B&O-Met-Local-GTJct-July198.jpg 297K
B&O-Met-Local-ConnAve-Chevy.jpg 222K
B&O-Met-Local-LittleFallsPk.jpg 266K
CS-Hi-rail-BethesdaMD-26Dec.jpg 360K
B&O-Bethesda-freightstation.jpg 279K
Saturday, March 06, 2004 5:48:00 PM

Here are the only train pix I managed to take on the branch plus the depot.

I hope these look okay and you can use them for your project.

--- Matthew G. Vurek

Message

From: trainman@netwiz.net<trainman@netwiz.net>
Subject: Re: B&O Georgetown Branch Pix Part One
To: Benjamin Sullivan
Monday, March 08, 2004 12:27:49 PM

Hmmm. I guess the file names got cut off, sorry!

The "Met Local Shots" were all from July 1983. I forgot to put the exact date down but it was a weekday as traffic was a bitch! I should have skipped Connecticut Ave for Bethesda yard, bummer for me! The shot at the beginning of the branch is in an area which I visited again in 1990...it was TOTALLY OVERGROWN WITH TREES AND BRUSH!

The freight station photo was taken on May 16, 1984.

The hi-railer was taken on December 26, 1984...the day after Christmas!

--- "Benjamin Sullivan" <bsullivan@subsystem.com> wrote:
Hey Matthew,

I was wondering if you might be able to attach dates (as accurate as you're able to give me) to each photo. Here are the names:

B&O-Met-Local-GTJct-July198.jpg
B&O-Met-Local-ConnAve-Chevy.jpg
B&O-Met-Local-LittleFallsPk.jpg
CS-Hi-rail-BethesdaMD-26Dec.jpg
B&O-Bethesda-freightstation.jpg

Let me know.

Thanks again - I LOVE THESE PICS! :)

Message

From: trainman@netwiz.net
<trainman@netwiz.net>
Subject: Re: B&O Georgetown Branch Pix Part One
To: Benjamin Sullivan
Monday, March 08, 2004 12:33:03 PM

You are very welcome! Glad to help out! I had never "chased" a branch line train before so I didn't know that the Conn. Ave shot would be a mess...I should have "busted a move" to Bethesda yard instead....I used a 28mm Vivitar lense on my father's vintage 1969 XRT101 35mm SLR. I have been with "Bangers with Nikons" (FM-2) since 1992.

I have some more shots to send, i.e., Maloney Concrete (1986 south side; they used to get covered hopper cars) and the empty space that was Bethesda yard (1986)...there was an old B&O observation car that was in the yard in the late 1960's - early 1970's shoved up towards Maloney but I don't have pix of that...maybe someone else does...there was also a spur which ran on the NORTH side of Bethesda Avenue behind the buildings west of the freight station.

Thanks again and look forward to seeing my pix on your website!

-- Matthew

Message

From: trainman@netwiz.net
<trainman@netwiz.net>
Subject: Re: B&O Georgetown Branch Pix Part One
To: Benjamin Sullivan
Friday, March 12, 2004 3:05:19 PM

You're welcome! I looked on your "archives" of GB posts and confirmed I saw both the Dover Harbor (green pullman) and the B&O biz car. Glad both are preserved...I rode the Dover Harbor on an Amtrak excursion to Salisbury, MD in September 1986....

Message: 9

Date: Fri, 19 Mar 2004 08:48:54 -0500
From: "Kelly Regan" <kelly.regan2@verizon.net>
Subject: Need Help on Industry List

Good morning everyone,

I need some help from the Georgetown Branch experts!

I am trying to put together my waybills for a car card operating system and I am running into some problems with the commodities and car types for the industries I will be including on the model railroad.

I have created a table with each industry I will be modeling and added it to my web page. The table include the following:

Industry - Items received - Car Type - Items Shipped - Car Type

I went back through some of my saved emails and tried to add any information I could find but if you could take a look at it and reply with any additional information or clarification I would be grateful.

On the main page of my web site click on "Industry List"

Thank you for the help,

Kelly Regan

Visit the Geogretown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 10

Date: Mon, 22 Mar 2004 21:15:26 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Track chart does help

Ok guys and gals,

I posted a few days ago about needing help with the industries in Georgetown but did not see any input from the group so I thought I would ask a more specific question.

Referring to a track and station chart for the branch with a hand written 1954 in the top left corner they list the following industries in Georgetown on tracks number C211C - 35 car capacity company owned. Refer to the map on page 16 of the Sentinel. You can see that tracks C211C make up 8 of the 9 or 10 tracks in the old yard.

Washington Gas Light Co.
Lehigh Portland Cement
Lehigh Portland Cement (Bins)
Lehigh Portland Cement (Bins)
Medusa Cement
Team Tracks

Now the strange part.....

They list Smoot Sand and Gravel on track C211K as a 10 track privately owned siding. Well again look at the map.... C211K is the Brewery siding!

I was always under the impression that the bins, pictured on page 20 where the Smoot sand and gravel tracks? But as you can see from the above listing that the bins are listed for Lehigh Portland Cement.

Other oddities....

D.C. Paper Mills track C211H - not on the map
Georgetown Freight House and Team Tracks C211A - not on map

Could the date of 1954 be totally off base?

I do not see the new yard tracks numbers C212 series list anywhere on the document. Does anyone have a Station and Siding listing for the branch that includes the new yard?

I need help so I can finalize my waybills, track names, and industry names.

Message: 2

Date: Tue, 23 Mar 2004 17:01:49 -0000

From: "baltimoreterminal" <ktravers@worldnet.att.net>

Subject: Re: Track chart does help

Kelly,

In my admitted minor role working with the archiving crew at the Society World HQ, and my interest in similar information for Baltimore and Philadelphia, I found the following:

- Track and station charts seem to have many revisions, and you have to look at the revision date.
- They seem to be based on the Valuation maps and their section nomenclature from the 20's. It looks to me that the B&O redrew them after the war (the big one); the copies at the archives look too clean to be from originals from the 20's (but that could be wrong, with the originals on vellum or other high quality (erasable) drafting papers).
- Many of the track labels (C211K, etc.), while close, do not agree precisely with the station numbers from the Form 6's. I suspect the B&O made changes in the track designations as tracks/industries were removed or added.

Maybe Norman can comment on how track designations and station numbers were used by train crews.

I'm almost thinking I'll have to go with either the track charts or the Form 6 information as a standard starting point, and improvise for the industries (and hence station numbers) we know must have existed since the industries were there in our time period.

Hope this helps, Travers, BaltimoreTerminal, 3-23-04

Message: 7

Date: Sat, 27 Mar 2004 08:32:46 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Re: Re: Track chart does help

I really wish I had the time on the weekends to make it to one of the sessions, but with a stay at home mom I feel an obligation try and give her a break on the weekends.

It must be an old copy, and someone just wrote 1954 in corner.

I do not have a Form 6, I guess I should purchase one.

At this point I am running out of time so I will just go with the info I have and make up the rest.

I Bethesda I will have the following industries and tracks...

Maloney Concrete, Frito Plant, and Cyclone Fence Co. will be on one siding.

Griffith Oil, Griffith Block, and a Team track will be on another siding.

Columbia Specialty, and American Ice will be on the trestle track.

LP Stuart and Erwin Lumber will be on another siding.

Message: 8

Date: Sat, 27 Mar 2004 08:43:34 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Flying like a rock - Ballast

Since my industry and siding question flew like a 1000 pound rock that leads me to my next question. Ballast for the branch line tracks.

I understand that being a branch line I wont have a pretty ballast job like the main line tracks. I was wondering if anyone has suggestions on how to reproduce the ballast in the dirt look. Since I laid the tracks directly to the 1/4 luan plywood the tracks will be low already which should make it easier.

I am thinking about a standard ballast in light gray, then coming back over it in areas with real dirt and just filling in as needed.

Any idea's or recommended ballast or dirt?
Should I use N scale ballast?

Kelly Regan

Visit the Geogretown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message: 9

Date: Sat, 27 Mar 2004 14:35:58 -0000

From: "nfryumbc" <BORRHSArchivist@aol.com>

Subject: Re: Flying like a rock - Ballast

Well the track chart will tell you how much stone/cinder ratio there is do deal with on that ballast. The higher the cinder content, the darker the ballast. Neatness however, well, it always seems that for the nice shots sometimes the B&O had perfectly groomed ballast, not a stone outside of where it was supposed to be. I bet it's nowhere near as nice on a branch line. Or a non-PR Dept photo shoot.

-Nick

Message: 1

Date: Sat, 27 Mar 2004 15:28:20 -0000

From: "fritzpatti2002" <fritzrr@comcast.net>

Subject: Re: Flying like a rock - Ballast

Kelly,

I don't know about color, but as far as size the smaller the better in my opinion. I redid about 20 feet of my layout that had been ballasted with Woodland Secnics medium size with their fine size and the improvement was dramatic.

Fritz

Message: 2

Date: Sat, 27 Mar 2004 10:11:13 -0600

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

Subject: Re: Track chart does help

Kelly,

Please excuse the delay in getting back. I wanted to pull the original map and check out what you were asking.

As for the track discrepancies between the Form 6 and the map, I can't say. It could be that the person writing the Form 6 was not as precise, and maybe didn't have to be. I don't pretend to understand everything on the track maps but would say that they are the authority as to numbers, etc.

The map I'm referencing, and that was used in the Sentinel, was dated July 25, 1948. It shows revision dates of 1952, 1955, 1956 and 1959, and finally in 1984. Not shown in the Sentinel article are the many notes as to disposition of various parcels of property. It is my understanding that privately owned tracks are not shown, only those owned by B&O, therefore there is not a siding for Lone Star Cement. The map with the River Road area shows very few of the sidings for the same reason.

From conversations with Norman Nelson, I have to conclude that Washington Gas Light and D.C. Paper Mills didn't have their own sidings - B&O would have parked their cars in the middle of K St. for the paper co. for loading/unloading. One of the section men would hang lanterns on the cars in the street at night to warn motorists. They probably had an assigned spot in the street for this. WGL would have likewise probably had an assigned spot in the yard.

The photo on p. 20 you reference is of Smoot. on page 21, bottom photo in the flood waters, is a shot from further away. In the top photo on p. 21 is a batching bin in the near left. The same one is barely discernable in the top photo on p. 23. This would have been Lehigh Portland's.

Much of the difficulty in being specific is that things changed over the years and being able to pin down dates isn't easy. The Brenizer brewery was listed later as part of a dairy - love to taste that milk - and when Corson & Gruman last got cars I don't know, although their spur remained on the track chart. These charts were used by the engineering dept., not the operating dept., so the purposes were entirely different. If a siding was owned by the railroad, even if not used for 20 years, the eng. map would show it. Likewise, if a 10ft. x 10 ft. piece of property was sold, or let for an easement, a notation would be made on the map. Train crews would use something different, and have their own names for the tracks. You will note that Old Yard and New Yard are not used on the map.

I know you want to be as precise as you can, but just go with the information you've got, make some educated guesses, and if you find out more later, as is usually the case, make the changes. Nothing has to be set in stone at this point.

Hope this helps.

Duane

My best guess on the cement companies is that cement was brought in both in bags in box cars, unloaded at their warehouses, and in covered hoppers, which were spotted by the bins.

Message: 3

Date: Sat, 27 Mar 2004 16:24:28 -0000

From: "Edward F. Bommer" <edb8391@sbcglobal.net>

Subject: Re: Flying like a rock - Ballast

From what I've seen on the B&O lines I've known, freight sidings were ballasted with cinders - very dark gray with a rather fine texture compared to the ballast used on main lines.

The secondary track along which the sidings were located was a mix of ballast and cinders, at a lower profile than the paralleling main track.

This was also true of the outer tracks and leads going into industries that had their own yards. Within them, cinders seemed to be the ballast used. This is from the mid to late 1950's.

Ed Bommer

Message: 4

Date: Sat, 27 Mar 2004 10:25:46 -0600

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

Subject: Re: Flying like a rock - Ballast

Kelly,

On ballast, you can see from the front cover of the Sentinel that light gray ballast was used by the Air Rights bldg. Other photos show different ballast or dirt. From putting down ballast on my layout, I would say that mixing things doesn't give as good an effect on the layout as the space being viewed is much smaller and more restricted, so transitions that go almost unnoticed on the prototype become glaring on the layout. Rather than being too precise, I would recommend going for an effect. While I use light gray ballast on my layout, it also highlights the track more, where on a branch you may want to downplay it.

I've always used the Woodland Scenics ballast; maybe some newer brands are closer in color and size. For cinders I use the smallest size available, as cinders are generally a good bit smaller than regular stone. I found the small size gray ballast too small - I use medium, although you could blend them. So much of HO track is not to exact size that whatever you can do to camouflage it helps, including painting the rails and using darker ballast. If you want a fun project for the dirt, go down to the right of way and scoop up a jar or two of dirt, sift it out, and use it on your layout. All the dirt on my layout I've collected from various B&O locations like Harpers Ferry, Cumberland, Hancock and the Magnolia Cutoff.

Duane

Message: 6

Date: Sat, 27 Mar 2004 16:35:27 -0000

From: "Edward F. Bommer" <edb8391@sbcglobal.net>

Subject: Re: Flying like a rock - Ballast

I should also have added from the switch into the siding and for about 1 car length into that siding, the ballast is the same as the line beside it. After that, the siding ballast transitions into cinders.

Ed Bommer

Message: 7

Date: Sat, 27 Mar 2004 08:38:53 -0800 (PST)

From: Benjamin Sullivan <cpl_clegg@yahoo.com>

Subject: Re: Flying like a rock - Ballast

Kelly,

Following up on what Nick mentioned, here's a link to the track chart in .JPG format on my site:

http://bsulliva.oozy.ws/rr/georgetown_branch/history/official_docs/track_chart_8-gb/bo_track_chart_8-gb.jpg

At the left there is a key showing what the ballast was, and on top there is a little bar. The bar matches up with the track profile below to get a general idea of what was there. I spoke w/ a handful of the guys in my Train Club (shameless plug - www.mcmrr.com - we're looking for members) who have walked the GB over the years and all of them remember the tracks being buried in dirt.

This is probably in the later years (1960's - 1970's+) and more in the "urban" areas. In most of the photos I've seen, even the older ones from the 1940s or so, the ballast is not very tidy. I have a shot online from '48 with LOTS of weeds growing up around the rails near Dalecarlia tunnel.

Personally I like the finer ballast. That HO stuff just looks way too big. Maybe mix some N scale ballast (I prefer and would think that the darker gray would be more appropriate for the GB) and dirt like you said. I think that would produce some good results. Definitely take some pics; I'm interested to see how it turns out.

B

Message: 12

Date: Sat, 3 Apr 2004 09:26:38 -0500

From: "Kelly Regan" <kelly.regan2@verizon.net>

Subject: Track charts and ballast reply

Thank you all for the help on the track chart.

I have been swamped at work with contracts etc. and I have not had a lot of time to work on the railroad or reply to any posts.

I think at this point I will just use the information I have available and try to make sense of it all. So much of the information is conflicting I don't think there is any one way to do it right or wrong.

My waybills can always be reprinted as operations mature, and Industries can be changed later if need be.

For now I am on to some scenery... pictures to come. I had some fine black cinders and some medium grade gray ballast left over from my N scale days so did a short test run with both. I like the size of the black cinders, but I prefer the dark gray color of the ballast... The gray ballast is easy to weather/stain darker and with some grass dirt and weeds added it gave a nice worn look.

So I think I will look for some N scale or fine gray ballast and weather it.

I started some hard shell scenery and painted the bridge in Bethesda a Penn Central green. Then weathered it with an air brush... looks great! As soon as it is ballasted in place I will post some pictures on the web site.

That is it for now.... got to go out with the wife and Nicole shopping!

Talk to you soon

Kelly Regan

Visit the Georgetown Branch: <http://mysite.verizon.net/the.regans/index.html>

Message

From: trainman@netwiz.net
<trainman@netwiz.net>
Subject: Rest of GTB (no train) Photos!
To: Benjamin Sullivan
Attachments: B&O-GTBr-BradleyBlvd-Overpa.jpg 232K
GTBr-BethesdaYard-looking-e.jpg 389K
MaloneyConcrete-Bethesda-22.jpg 286K
Thursday, April 15, 2004 11:54:55 PM

Hi, hope these help with your modeling project! Sorry I forgot to send them earlier. Note the Bradley Blvd overpass has a cement truck (which replaced B&O service) making the right turn on Arlington Road to go to Maloney Concrete!

I am off to the Western Pacific Railroad Historical Society Convention in Reno, NV for the rest of this week. <http://www.wplives.org>

-- Matthew

Message

From: trainman@netwiz.net
<trainman@netwiz.net>
Subject: Re: Rest of GTB (no train) Photos!
To: Benjamin Sullivan
Monday, April 19, 2004 7:24:20 PM

You are very welcome! Glad to help! I always liked the "art deco" look of Maloney Concrete. They were gone by 1999, not sure when, exactly.

The dates of the photos should be on the .jpg file names. The Bradley Blvd overpass was taken on 10 April 1987 (I think) and the Maloney and yard photos were taken on 22 November 1986 (I think). I am sure about the month and year.

The Reno Convention was great. Overdosed on silver and orange WP diesels!

-- Matthew

--- "Benjamin Sullivan" <bsullivan@subsystem.com> wrote:

Wow! These photos are, once again, GREAT!

Message: 4

Date: Mon, 26 Apr 2004 11:25:49 -0000
From: "Norman Nelson" <WBAERR@msn.com>
Subject: Re: Smoked Hams

Now for you Georgetown Branch Fans, how did Gunther and National Boh in Baltimore get to get to Montgomery County in Silver Spring? By the B&O? Nope.

It came daily by truck, a tractor and trailer, from the start. The contractor was Raymond Windsor of Potomac, Maryland, a real nice guy.

Montgomery County first leased a warehouse for beer and whiskey from E.C. Keys that was on the westbound side of the Met at Linden (a 3 car siding). That complex was at the foot of Montgomery Street and is still standing, but no siding

Then Montgomery County Government built a warehouse next to the Georgetown Branch (they had already owned the land and had some maintenance facilities there, but the Georgetown Branch being adjacent clinched the deal.)

Both Gunther and National Boh had complementary beer in the employee lounge room. There were long tables in there to eat lunch, play cards, take a break and drink a beer. The beer was in a soda cooler, the type that had two doors on the top and the bottles in cold water. The reject bottles (label on upside down, too much beer or not enough) were also in the cooler. I never knew the free beer to be abused.

##

As an aside, there were giveaways at the Heidi Bakery (Giant Food Corp), in Silver Spring, on the Met, eastbound at King St. They had a siding that went into the building (two cars). They got floor in sacks (box cars). The rejected goodies were taken home my many a B&O crew.

Once I asked if they, by chance, had a birthday cake that I could have for my daughter. They did. It was very large and looked just fine. I couldn't figure out why it was rejected. They even put her name on it for me.

When we sliced it at home, I knew why it was a reject. The layers were not even, and were on a slant, but it was good cake and I couldn't beat the price!

One of the conductors on the Washington list (Eckington Yard) was known to be cheap. We said he had his first two nickels still in his pocket. He'd always hit Heidi, almost everyday, for free stuff. We used to kid him and say, "Tell us, when you work the Anacostia Branch, do you hit the Blue Plains (sewage plant) for any rejects"? He'd blush and lay off hitting Heidi and others along the line for a while, for free-bees.

Norman

Baltimore_and_Ohio@yahoo.com, "buddy_bathgate"

<buddy.bathgate@s...> wrote:

> > The Hamm's Brewing Company bought the Gunther Brewery, which was
> > located across the street from the National Brewery.

> >
> National was on the NE corner of O'Donnell and Conkling Sts. and
> Gunther was on the SE corner of O'Donnell and Conkling Sts.

> >
> > The Globe Brewery (Arrow 77 & American) was located on Harford or
> > Belair Road in the Baltimore.

> >
> The Globe Brewery was purchased by the American Brewery. The
> American Brewery eventually moved to Cumberland, MD.

>
> > I believe Mike Cather told me that the B&O also switched the
> National Brewery.

> >
> There may have been a reciprocal switching agreement between the PRR
> and B&O, probably similiar to the GM Plant switching agreement. PRR
> switched for six months and B&O for six months!

>

> I worked at the Carling Brewery in Lansdowne and as long as the beer
> didn't leave the plant, you could drink your fill (free) (within
> limits)! I am sure that the switching crews were very happy when
> they left the plants!
>
> > Buddy-B

Message: 2

Date: Sun, 1 Aug 2004 10:37:45 -0700 (PDT)
From: Benjamin Sullivan <cpl_clegg@yahoo.com>
Subject: Georgetown steam switcher photos - corrected

Oops! Sorry for the bad link - I left out one character. These work:

http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/g-town_steam_switcher-wide.jpg

http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/g-town_steam_switcher-closeup.jpg

Message: 11

Date: Sun, 01 Aug 2004 20:36:47 -0600
From: James Mischke <jmischke@worldnet.att.net>
Subject: Re: Georgetown steam switcher photos - corrected

The second car looks like covered hopper to me. If so, that puts the photo in a post 1934-1936 timeframe. Is this photo gallery a Great Depression WPA project??

The steamer looks like it could be anything (maybe an Iraqi bunker), yet consistent with a D-7 0-6-0. The 0-4-0's were obsolescent by the thirties, those remaining being shop goats or holding down specialized assignments. The switcher population then would support a D-7, as you propose.

Benjamin Sullivan wrote:

> Oops! Sorry for the bad link - I left out one character. These work:
>
> http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/g-town_steam_switcher-wide.jpg
>
> http://bsulliva.oozy.ws/rr/georgetown_branch/gallery/g-town_steam_switcher-closeup.jpg

Message: 3

Date: Wed, 4 Aug 2004 12:55:50 -0700 (PDT)
From: Benjamin Sullivan <cpl_clegg@yahoo.com>
Subject: Re: Georgetown steam switcher photos - corrected

YAY! Thanks Jim. That's what I'd hoped for - the 0-6-0. So here's the million dollar question. Any models of a D-7 ever produced? If not, any good starting points? I looked up the D-7 on North East Rails and found these:

1901
<http://www.northeast.railfan.net/images/bol146s.jpg>

1933
<http://photoswest.org/cgi-bin/imager?00002413>

1946
<http://www.northeast.railfan.net/images/bol174s.jpg>

1947
<http://www.northeast.railfan.net/images/bol151s.jpg>

1948
<http://www.northeast.railfan.net/images/bol171sa.jpg>

?
<http://www.northeast.railfan.net/images/bol162s.jpg>

All with the sloped tender. Very very cool.

I'm not sure about the date of the photo, or the source. Unfortunately when I downloaded it from LoC I didn't note the details. The file name is 8a31613u.tiff but on the site I haven't found a way to search by file name.

It's a clunky interface - tough to find stuff. Search is not so accurate. Oh well. Beggars can't be choosers; at least it's there.

Thanks!

- Ben

Message: 5

Date: Wed, 04 Aug 2004 14:54:00 -0600

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

Subject: Re: Re: Georgetown steam switcher photos - corrected

Myself, I only need one model steam locomotive, for a city park.

Someone else, the crumudgeonly Ed Kirstatter or the more refined Bruce Elliott, would know about such earlier steam model offerings.

Use your Proto 2K D-30 for now. Upgrade later.

From: AMaples@aol.com Add to Address Book

Date: Sun, 29 Aug 2004 19:30:57 EDT

Subject: Georgetown Branch

To: cpl_clegg@yahoo.com

I enjoyed seeing your website on the Georgetown branch. I grew up in Bethesda and remember the train well. I rode down the middle of K street in Georgetown one night aboard a locomotive at the invitation of the local's conductor and I had a similar trip aboard a caboose on another occasion.

Not many people know it, but the Georgetown branch almost became a through route to Potomac Yard. The B&O studied using the branch to reach a proposed new bridge over the Potomac that would allow them to connect to the PRR Rosslyn spur and bypass congestion in the Washington terminal area. This was in 1922 and the estimated cost was \$2.4 million. Nothing ever came of it, but somewhere in my collection I have a copy of the B&O's engineering study.

I witnessed the last train movement on the Georgetown branch in the spring of 1985, when an engine ran light to Chevy Chase and pulled one empty boxcar from the Perry siding. They shoved the car back to Georgetown Junction, and that was the end the line.

Our company tore up the track from Bethesda to Georgetown Junction in 1996. The rest of the line was already gone. It was an interesting job.

Alan Maples
Everett Railroad Co.