

# BUILDER'S PLATE

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October 2018

Volume 1, Issue 7

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## Newsletter of Division 12, Mid Central Region, NMRA, Inc.

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### Superintendent's Report

October is here and I hope most of us are into full model railroad mode, not that I'm not there most of the time. Fall is model train shows; November is National Model Railroad month and layout tours. Our clerk will be sending out a call for layouts for our division layout tour. The date has been set for Saturday November 10. The tour will be in place of our monthly meeting. As I stated in my letter last month, no matter what stage your layout is in please consider being in the layout tour. Also, non-NMRA layouts are permitted on the tour. I had this confirmed at the Regional Board of Directors meeting.

In other big news for our division, we will be hosting the 2021 MCR Regional Convention along with Division 11. Division 11 has wanted to host a convention, but lack venues in their division, whereas our division has abundant locations that could host a regional convention. Both Division 5 and Division 7 have pledged to give us any

guidance we would want and need. Division 7 has a great template on their website for running a convention.

In addition, Division 1, which is hosting next year's regional convention in Boardman (Youngstown), Ohio, is in need of volunteers. This is a great opportunity to gain some insight into how a convention works. So far some board members, including myself, will be volunteering to help. I told this to the Division 1 superintendent at the regional BOD meeting on September 30 and he was very grateful. Here is the link to Division 1's website; you will find a link there to volunteer. <https://www.div1-mcr-nmra.org/>.

Happy Model Railroading

Brad White  
Div. 12 MCR  
Superintendent

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### Next Membership Meeting:

Our next membership meeting will be held on Saturday, October 13 at 10:00 AM at the Trolley Station located at the intersection of Venango Avenue and Railroad Street in Cambridge Springs, PA.

Several short programs will be presented on car forwarding. We will also distribute a short survey collecting information from the membership. As usual, the membership meeting will continue to include a Bring and Brag segment where members can share something they have been working on related to model railroading. After a lunch break, members can travel to Brad White's railroad for an operating session.



Division 12, MCR, NMRA, Inc.  
The Alleghany Western Division:  
Expanding your model railroading horizons

Please visit our website: [www.div12mcr.org](http://www.div12mcr.org)

Or  NMRAAlleghanyWesternDivision

## Meetings

Membership meetings typically include announcements and limited business, Bring and Brag during which members share what they have been working on, and an educational model-railroad related program, presentation, or clinic.

NMRA: <https://www.nmra.org/>  
Mid Central Region:  
<http://www.midcentral-region-nmra.org/>  
Division 12 Superintendent:  
[Superintendent@div12mcr.org](mailto:Superintendent@div12mcr.org)



## Officers and BOD

Superintendent: Brad White —  
[superintendent@div12mcr.org](mailto:superintendent@div12mcr.org)

Assistant Superintendent: Mike Hauk

Clerk/Treasurer: Dave Ellis —  
[clerk@div12mcr.org](mailto:clerk@div12mcr.org)

Board of Directors: Dick Bradley, Doug Sandmeyer, Chris Mincemoyer

## Division 12 Upcoming Events

October: Membership meeting: Saturday, October 13, at 10:00AM at the Cambridge Springs Trolley Station. Presentations on car-forwarding and then operating on the railroad after the meeting.

October: Olean Train Show: On Sunday, October 21 Division 12 will have two tables at the Autumn in the Southern Tier Train Show.

October: T-Trak Committee meeting: Monday, October 29 at Doug's house at 7:00 PM.

November: Erie Train Show: On Sunday November 4 Division 12 will have several tables with T-Trak display, mini-clinics, and consignment sales at the show at Rainbow Gardens.

November: NMRA-only Model Railroad Tour: Model Railroads from the division will be open to NMRA members on November 10 from 10:00 AM until 4:00PM.

December: Division 12 Christmas Party: The division party will be open to NMRA members, their family, and guests on December 8 from 1:00 until 4:00 PM at Hoss's Family Steak & Sea on W 26th Street, Route 20 in Erie.

## Upcoming Model Railroad Events

### **Autumn in The Southern Tier Train Show: October 21, 2018**

Sponsored by the Toy Train Collectors Society, this show will be held at the Olean Intermediate Middle School Cafeteria, 401 Wayne Street, Olean NY 14760. Hours are 9:30 AM to 3:00 PM. Admission: Adults – \$5.00, Children (5 – 12) – \$2.00, Children 4 and under – Free

### **Erie Model Train Show: November 4, 2018**

The Erie show will be held in Rainbow Gardens, 200 Peninsula Drive, Millcreek, PA from 10 AM – 4 PM.

### **Greenberg Train Show: November 10 & 11, 2018**

Pittsburgh area public train show located at 209 Mall Blvd, Monroeville, PA 15146 from 10 AM – 4 PM.

### **Mid Central Region Convention: May 2 – 5, 2019**

Our region's yearly convention, *The Bullet 2019*, is relatively close this year, in Boardman, Ohio.

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Links to additional upcoming model railroad events can be found on the Division 12 Website:

<http://www.div12mcr.org>

Use the search button on the "Welcome" page or use the "News/Events" page, either by scrolling or clicking on the "Train Shows and Conventions" category link.

If you are aware of upcoming railroad events, please let the *Builder's Plate* editor and the webmaster know, so that we can list them.

Editor: [clerk@div12mcr.org](mailto:clerk@div12mcr.org)

Webmaster: [webeditor@div12mcr.org](mailto:webeditor@div12mcr.org)

## The Time Has Come

Many of you have visited and run trains on my railroad and I thank you for that.

The time has come to end operations and disassemble the layout. The hopper car dumper that I enjoyed building and operating is now at the Maritime Museum in Sandusky, Ohio and will be on display and operating soon.

In time everything will be disposed of. I am offering most items on a first come first served basis to members of Division 12 if we can agree on a price. However, some of you modelers have already expressed an interest in some items. That list will be honored, except for the items that my sons might desire. I do not plan to have a set open time for visits, but rather to schedule appointments for interested modelers.

Please call 814-476-1030 (landline). We get a lot of spam calls so if we do not answer please leave your name and phone number and I will return your call or you can call my cell at 814-823-5929.

Thanks,  
Al "Shorty" Parker

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The *Builder's Plate* is a publication of Division 12, Mid Central Region, NMRA. All opinions expressed are those of the authors, and do not necessarily reflect those of Division 12, the MCR, or the NMRA.

Editor: David Ellis

## Division 12 Volunteers Needed for *The Bullet in Boardman*

I was most pleased to hear of Division 12's willingness to help us run *The Bullet in Boardman* (May 2-5, 2019). I urge those wishing to help to please contact Luana Peters, our volunteer coordinator. Her email contact is the "click here to volunteer" link on [www.div1-mcr-nmra.org/the-acy-bullet-2019](http://www.div1-mcr-nmra.org/the-acy-bullet-2019)

At this point almost all volunteer positions are open and if anyone has a specific interest I'm sure they can be accommodated. Below I've attached a list of the areas we need help with as we see it now. I expect this list may expand as we get closer to the convention date.

1. Convention administration/registration
2. Company Store and White Elephant
3. Hospitality Room
4. Bus Captains
5. Contest room
6. Arts & Crafts judges
7. Model contest judges
8. Module judges

9. Module load in/load out
10. AV support

Steve Zapytowski, MMR #612  
Assistant Superintendent  
Division 1, Mid-Central Region  
National Model Railroad  
Association  
[www.div1-mcr-nmra.org/the-acy-bullet-2019](http://www.div1-mcr-nmra.org/the-acy-bullet-2019)

## A Modeler's Thoughts:

### Operations using Operating Paperwork by Dick Bradley

#### Car Movements

When I became involved in a model railroad group in Warren, PA in the 1970s, there were trials of "operating systems". An early one put the car-reporting marks at the top of a 3x5 card and listed the destinations below with a paper clip to keep track of the current position. A test of a dozen cars in two trains led to these conclusions: too much writing for a full layout, not enough information about location, too many pieces of paper to handle, and destination-card boxes needed.

Next, color-coding was added to the industry names to indicate the destination town for the car. Colors made a slight improvement for planning car moves, but were no help with other

aspects. There was no plan for pickup of already spotted cars.

Then the car envelope and route card system was introduced in a magazine. As a trial, white paper envelopes were found which fit 3x5 cards, and new route cards with four locations were made. Trials with a few cards showed: too much writing for a full layout, not enough location information, too much paper to handle, need for paperwork holders. Colors on the route cards were helpful in planning moves. One joker took the pack of car envelopes and route cards, and then walked the layout setting and picking the paperwork without the bother of running a train or switching cars.

Combined with car envelopes and route cards, color tabs appeared on the cars. As long as the coloring was simple (all cars with orange tabs go to Jamestown) it was useful to yard and town operators. When the car envelopes and route cards were abandoned for all color tabs, the color tabs got to extremes such as orange map pin with the red top and the yellow dot, and it became unwieldy and of little use. The most recent version I've seen uses matching colored tags for both car and town and a number on the car tag and on the industry within a town. This system works but requires car and structure modification. On the good side there are no papers to handle and no card boxes. On the bad side it requires resetting of the cars after an operating session, and there is no provision for second car movements within a session.

I remember that the article introducing car envelopes and route cards noted an

advantage in paperwork reduction. With car envelopes and route cards there is no need for switch lists or modifications to cars. The car envelope and route card could be used repeatedly in a self-regulating system of car movements. The writing of numerous car envelopes and route cards need be done only once (and amended as rolling stock is changed). Paper holders are, however needed at each destination.

Rules for turning the route cards as a car is spotted are needed. If the rule is "don't turn the route card when a car is spotted" then the layout owner must turn them between sessions, and there is no possibility for multiple moves for a car in a single session. If the rule is "turn the route card one number as a car is spotted", then the car envelopes and route cards need no attention from the layout owner. Multiple car movements in one session also become possible.

When the NMRA Operation Special Interest Group was formed I was an early member. There I learned that in my layout era (1955) the real railroads controlled car switching by waybills. Conductors got waybills from a yard clerk and from shippers. Conductors took the waybills into their caboose and made switch lists. So I collected a few real waybills and tried to make a simplified version for my layout. My version of a waybill identified the car, folded vertically for pick and set, and named the spot. And I included a minimum of 'interesting' other information: consignee, route, service, and lading. My waybills took too much writing, were too hard to handle, and required storage boxes at each industry. Worst of all, conductors refused





On the other side of my switch list I placed a form typical of a Form 19. It gives the locomotive number and the initial location of the train. The text describes the work the train is to accomplish. I do not attempt to use the standardized formats of wording required in real Form 19s. I write in simple language with numerals and punctuation. I try to write in neat cursive.



### The Next Step

So far the several years of testing of the railroad and of the switch lists / train orders has been done with sequential train movements controlled by a dispatcher. There has been neither a clock nor a timetable. Now I want to have a timetable. At first I'll use real time on watches and smart phones rather than install fast clocks. To establish running times on my layout I'll operate actual consists, repeatedly noting the elapsing times. Then I'll calculate average intervals for times between stations. I'll use these times to try to make a timetable.

|   |  |                    |
|---|--|--------------------|
| FORM<br>19  | PENNSYLVANIA AND MARYLAND RAILROAD Co. | FORM<br>19         |
| TRAIN ORDER No. _____   |  |                    |
| _____ 19__  |  |                    |
| To _____  | At _____                               |                    |
| X _____ Opr. _____ M.   |  |                    |
| Rcvd. _____ M. _____ 19__   |  |                    |
| <small>EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER</small> |  |                    |
| Made  | Time                                   | M _____ Opr. _____ |

The crews accepted this and trains ran pretty much as desired. But there was much paper flipping as orders needed to be referenced between moves. I added to the top of the switch list lines of summary of the train movement: loco number, movement direction, origin, destination and a full line for notes. Notes are often model railroad related: Bachmann headlights are dim, locomotive brakes are button 9, etc. Crews like these top lines.

The first timetable is very simple: The only scheduled train is an eastbound passenger train, which stops at each station. It is a first class train. All other trains are extras controlled by orders. The rules for superiority of trains are given on the back of the timetable sheet. For the first timetable operating session I dispatch with orders an extra eastbound freight train ahead of the passenger train. This eastbound extra has ample time to be clear in the

passing siding at the second station. I also use orders to dispatch a westbound extra freight train which has ample time to clear and allow the passenger train to enter the station siding at the third station.

It is a disaster. The rules of train superiority are ignored. The eastbound extra begins switching and leaves the tracks blocked in the face of the scheduled passenger. The westbound extra runs past its meeting point. Lesson learned: These operators of my layout are model railroaders whose history is playing with trains, and they have not thought about operating according to rules. Timetables will work only after the crews have passed a rules class.

My desire to run by the rules may not be shared by others in our Conewango Switch Tenders group. Maybe I should start with a survey something like this:

Several of the Conewango Switch Tenders' layouts are operated with sequential dispatching. In sequential dispatching the dispatcher lets the next train run when the earlier train finishes its work. In sequential dispatching only the dispatcher "sees" the railroad activity as a whole. Another way of running trains is by a timetable given to all crews. With a timetable everyone can be aware of the interactions of the trains on the layout.

Understanding how the entries of a timetable control the trains needs some background. That background comes from the "Rules of the Operating Department." Here's the survey.

Would you be willing to:

- 1) Obtain a copy of the Rules Of The Operating Department for a railroad using a timetable? YES / NO
- 2) Participate in 'Rules Classes'? YES / NO
- 3) Have timetable sessions with the rules on your model railroad? YES / NO

The survey was conducted at the opening bull session during the operation session at my layout on September 11, 2018. The results are:

- |          |      |   |
|----------|------|---|
| 1) Yes 6 | No 3 | Several commented that they probably had a rules book |
| 2) Yes 6 | No 3 |   |
| 3) Yes 4 | No 5 |   |

Nine people is far too few for sweeping conclusions. A couple of "NO" respondents were constant for all three questions, indicating to me that some people have no interest in this subject. The slightly more positive responses to 1 & 2 than to 3 indicate to me that some respondents are interested in learning about the subject but don't want to use it.

I hope that I have stimulated a bit of interest in Time Table and Train Order operation. Perhaps someone will offer rules classes. I'll continue with dispatcher controlled sequential operation and my switch lists and train orders. This is the easy way out. It may be the only practical way to proceed.

## Division 12 Christmas Party

Lee Farnsworth took on planning a Christmas Party for the division, and his plan was approved at the recent board of directors meeting. It will be at Hoss's Family Steak & Sea on W. 26th Street, Route 20 in Erie on December 8, the second Saturday in December. The function will be from 1:00 until 4:00 as their party room is available from 12:30 PM until 4:30 PM and right sized for our group. It can accommodate 30-50 people, which should be big enough for our members plus spouses, family, or guests. We can order Traditional Style, full service order at the table, from the full menu. We'll want separate checks and so gratuity will be separate too. Also, we have several banquet tables reserved to set up the T-Trak modules.

Let's make this year's Div. 12 party memorable fun for all! So all members please attend and bring a guest. Please RSVP to Lee at [social@div12mcr.org](mailto:social@div12mcr.org) by November 10, 2018 so we can give Hoss's an idea of how many guests will be attending.

## Newsletter Submissions!

To publish the *Builder's Plate* every month (our goal) we need submissions from the members. Modeler's tips, modeler's projects, and any railroad or modeling related stories make excellent submissions. You don't need to be an officer or board member to submit a short article. Write it up and submit it as a Word document attached to an email to [clerk@div12mcr.org](mailto:clerk@div12mcr.org).

## Committee Chairs and Volunteer Positions:

Achievement Program: Mike Hauk  
[ap@div12mcr.org](mailto:ap@div12mcr.org)

Newsletter: Dave Ellis  
[clerk@div12mcr.org](mailto:clerk@div12mcr.org)

Operations Coordinator: Jason Graves  
[operations@div12mcr.org](mailto:operations@div12mcr.org)

Social Committee: Lee Farnsworth  
[social@div12mcr.org](mailto:social@div12mcr.org)

T-Trak: Doug Sandmeyer  
[ttrak@div12mcr.org](mailto:ttrak@div12mcr.org)

Webmaster: Chris Mincemoyer  
[webeditor@div12mcr.org](mailto:webeditor@div12mcr.org)

## NMRA Partnership Program

The NMRA Partnership Program is a member benefit that truly has a tangible payback. The NMRA has partnered with model railroad manufacturers of all sizes, giving them exposure on the NMRA website in return for receiving generous discounts for NMRA members all year long. Some provide members with special codes, others prefer a phone or email order, but all appreciate the additional business from our members. And of course, our members appreciate the extra savings -- savings that can actually pay the cost of NMRA membership!

For complete descriptions of the partners, the discount they offer, and instructions on applying the discount on your order visit the NMRA Partnership website

(<https://www.nmra.org/partnerships>). If you are not signed in as a member, you will only see a list of the partners offering the discounts. To see the instructions on how to apply the discounts you need to register or log in as a registered member. If you have not registered, here is a [FAQ](#) with instructions for how to register at the NMRA website.

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## Paperwork for operating the Chautauqua Branch

After the October 13 meeting in Cambridge Springs, Brad White is opening the Chautauqua Branch

to an ops-session. In keeping with the theme of this issue and to help prepare participants, he is including some of the paperwork for operations on his layout. To view the paperwork at a readable level, you will need to enlarge the display of the newsletter. They are all PDF documents copied and pasted into this document; they should enlarge cleanly up to 500%.

The first document is specific to this model railroad and this ops-session:

### **Open positions are as follows:**

Oil City yard- 2 operators. One to handle car classification another to work the local industries.

Corry Operator- handles all local switching in Corry and acts as a tower operator. Corry is a cross roads town. Trains depart on various routes. (I will have my regular Corry operator on hand)

Road crews- see timetable.

Mayville Turn- this is the all-day train. This is a local that runs as far north as Mayville and returns to Oil City. Most operators outlaw on this train.

Rouseville Turn- This train works the Pennzoil Refinery in Rouseville. It is limited to 8 cars in and out of Rouseville and makes several trips to the refinery during the session.

Sligo Branch operator- this is a coal branch all to yourself. You take empties to the loader and load cars back to Oil City yard. Train length is limited to 6 cars on the branch.

The second document is a timetable for the session; it is a prototype-based form giving essential information.

Chautauqua Branch ETT #104  
in effect 12:01 AM  
October 15th 1952

| PB-2   | SO-2   | W-2    | BEC-2  | CBF-2  | PB-4 | 980 | Train                 | 981 | PB-1   | W-5    | SO-1  | CBF-1 | BEC-1  | PB-3          |
|--------|--------|--------|--------|--------|------|-----|-----------------------|-----|--------|--------|-------|-------|--------|---------------|
| 1:28   | 1:45   |        | 2:35   | 3:01   |      |     | <b>Pittsburgh</b>     |     | 2:34   | 2:43   | 3:20  |       |        | 4:55          |
| A 1:31 | A 1:48 |        | A 2:45 | A 3:02 |      |     | <b>South Oil City</b> |     | D2:31  |        | D3:15 |       |        | D4:49         |
| D 1:40 | D 1:59 |        | D 2:55 | D 3:22 |      |     | <b>Bridge Tower</b>   |     | A 2:13 | A 2:40 | A3:07 |       |        | A 4:39        |
| 1:41   | 2:01   |        | 2:56   | 3:23   |      |     | <b>Oil City</b>       |     | 2:12   | 2:39   | 3:06  |       |        | 4:38          |
| 1:42   | 2:03   |        | V 3:24 | 4:02   |      |     | <b>Oil City</b>       |     | 1:45   | 2:11   | 2:37  | V     |        | 4:37          |
|        |        |        | I      |        |      |     | <b>Rousville</b>      |     |        |        |       | I     |        |               |
|        |        |        | A      |        |      |     | <b>Rousville</b>      |     |        |        |       | A     |        |               |
| 1:55   | 2:09   |        | S 3:25 | 4:04   |      |     | <b>Titusville</b>     |     | 1:42   | 2:09   | 2:35  | S     |        | 4:30          |
|        |        |        | A      |        |      |     | <b>Titusville</b>     |     |        |        |       | A     |        |               |
| 1:57   | 2:12   |        | L 3:26 | 4:09   |      |     | <b>Spartansburg</b>   |     | 1:40   | 2:04   | 2:33  | L     |        | 4:29          |
|        |        |        | A      |        |      |     | <b>Spartansburg</b>   |     |        |        |       | A     |        |               |
|        | 2:17   | 2:35   | M      |        |      |     | <b>Erie</b>           |     |        | 3:59   |       | M     |        | 4:13          |
|        |        |        | A      |        |      |     | <b>Erie</b>           |     |        |        |       | A     |        |               |
| 1:58   | 2:13   | 2:31   | 2:36   | M 3:27 | 4:10 |     | <b>Lovells</b>        |     | 1:36   | 2:03   | 3:02  | 2:31  | M      | 4:11 4:27     |
|        |        |        | C      |        |      |     | <b>Lovells</b>        |     |        |        |       | C     |        |               |
| A 2:01 | 2:32   | A 2:37 | A 3:28 | 4:11   |      |     | <b>Corry</b>          |     | 1:35   | D 2:02 | 3:01  | 2:31  | A      | D 4:10 D 4:26 |
| D 2:15 | 2:16   | D 2:42 | D 3:43 |        |      |     | <b>Warren</b>         |     | A 1:50 |        |       |       | A 4:03 | A 4:17        |
|        | 2:25   | 2:18   | 2:48   | 3:57   |      |     | <b>Mayville</b>       |     |        | 1:40   | 2:25  |       |        | 4:02 4:16     |
| 2:35   | 2:20   | 2:50   | 2:59   | 3:59   |      |     | <b>Buffalo</b>        |     | 1:33   | 2:21   | 3:05  | 4:01  | 4:10   |               |

- BEC-1: Runs Buffalo to Erie  
1) Stops at Corry. Set out Corry cars pick up Erie cars. Train length 14 cars max.
- BEC-2: Runs Erie to Buffalo  
1) Stops at Corry. Set out Corry cars pick up Buffalo cars. Train length 14 cars max.
- PB-1 & PB-3: Runs Buffalo to Pittsburgh.  
1) Work trailing point industries at Mayville  
2) Stop at Corry. Set out Corry, Erie and Warren blocks and pick up any cars with block codes for Spartansburg to Oil City inclusive and PGH.  
3) Work Spartansburg freight house  
4) Stop at Oil City yard. Set out any cars with block codes for Oil City, Titusville, Sat, MDV and Rousville. Pick up cars for PGH. Must depart Oil City with 14 cars or less.
- PB-2 & PB-4: Runs Pittsburgh to Buffalo.  
1) Stop at Oil City yard. Set out any cars for Oil City, Titusville, Sat, MDV and Rousville. Pick up cars with block codes for Corry, Erie and BUF.  
2) Stop at Corry. Set out Corry and Erie cars and pick up any cars with block codes for BUF. Must depart Corry with a max of 14 Buffalo cars or less.  
3) Work trailing point industries at Mayville
- 981: Passenger: Runs from Corry with stops at Spartansburg, Titusville and Oil City. After arriving @ Oil City yard train in coach yard, way engine and terminate at Oil City engine house.
- 980: Passenger: Runs from Oil City with stops at Titusville, Spartansburg and Corry.
- CBF-1: Runs Oil City to Pittsburgh via Salamanca Branch.  
Sets out Oil City and Chautauqua Branch cars at Oil City yard. Picks up Pittsburgh cars. Train length 14 cars max.
- CBF-2: Runs Pittsburgh to Buffalo via Salamanca Branch.  
Sets out Oil City and Chautauqua Branch cars at Oil City. Picks up Buffalo cars. Train length 14 cars max.
- SO-2 Pittsburgh to Buffalo- coal
- SO-1 Buffalo to Philpston (BRADY TOWER). Empty coal south. Empty hoppers from Lackawanna Steel Buffalo, NY
- W-2/5: Runs Erie to Warren/Warren to Erie. Makes sets out and pick ups at Corry
- Extra xxxv South: Local south works Mayville, Spartansburg & Titusville switching industries in each town. This train only picks up local cars.  
An example is @ Mayville there may be cars for Spartansburg, Oil City and Pittsburgh. Extra south would only pick up the Spartansburg and Oil City cars leaving the Pittsburgh car for another train. Train length 10 max arriving Oil City Yard.

The next, on the next column, is specific instructions for a yard-master.

**Oil City Yard Master order of trains**

- Train length on any of the PBs is max of 14 cars.
- PB-2** will be the 1st train to arrive Oil City yard. It will pick up a Buffalo cut. If there is room for shorts for Corry and Erie they may be added.
- PB-1** will pick up cars for Pittsburgh (PGH).

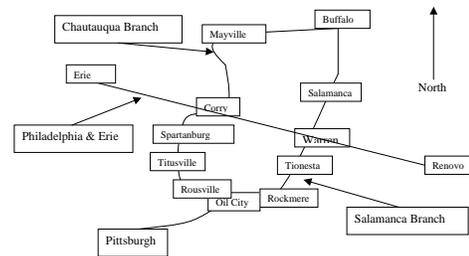
When you get a full track of cars for Rockmere, Tionesta and/or Warren you may send out OA12 to Salamanca. Shortly after that you will get OA13 from Salamanca.

The locals you will need to make up are OC2; plan its departure after PB1 gets to Oil City, 2nd Rousville turn and extra OC Locals. All locals have an 8-car max.

Any cars for the **ERIE RR at Oil City** should be made up into a cut. There will be a transfer run from the ERIE RR Franklin branch; it will swap out cars in Oil City yard and return to the Franklin branch.

The Oil City Station switcher will handle any cars bound for Oil City, Oil City Glass, Borland Lumber and PRR freight house. You can contact him whenever you have cars for him.

**NOTE: Empty 2 bay coal hoppers for Pittsburgh are NOT to be sent on PB-1.** They are to be held for the Sligo branch. Once the Sligo Branch operator has filled his car orders any excess hoppers may be sent to Pittsburgh on PB-3 or CBF-1 only if there is room after their general merchandise pick up.



NOTE: The towns on the Salamanca Branch are not modeled. Staging only.

The next is a "Bulletin," also a prototype-based form, which includes recent updates to operations on the railroad:

**BULLETIN 005 DATE 9-11-1955**

- LOCATION: Chautauqua Branch**  
Trains PB-1, PB-2, PB-3 and PB-4 effective 9-11-1955  
Cars way-billed to Titusville, PA will be set off at Oil City yard. Make up of trains changed 9-11-1955.
- LOCATION: South Oil City**  
New interlock in service CP FRANK. Former hand operated switch at south end of Main Track and Oil City Running Track now power switch controlled by Chautauqua Branch dispatcher. Former hand operated switch leading to Pittsburgh staging yard now power switch controlled by Chautauqua Branch dispatcher. Southward Home signals at CP Frank in service.
- LOCATION: Oil City BRIDGE TOWER**  
Northward Home signal on Main Track in service  
Northward Dwarf signal on Oil City Running Track in service
- LOCATION: Mayville**  
Hand operated switch to continuous connection track now power switch controlled by FRANK Tower

Finally, we have a station list that also includes blocking codes and make-up of trains information.

**PRR Chautauqua Branch make up of trains**

| Signal       | Block code | Description      |  |  |  |
|--------------|------------|------------------|--|--|--|
| PITTSBURGH   | 100        | PBH Block        |  |  |  |
| OIL CITY     | 200        | Oil City Set out |  |  |  |
| ROUSVILLE    | 210        | Oil City Set out |  |  |  |
| SPARTANSBURG | 220        | Oil City Set out |  |  |  |
| TITUSVILLE   | 230        | Oil City Set out |  |  |  |
| WARREN       | 240        | Oil City Set out |  |  |  |
| ROCKMERE     | 250        | Oil City Set out |  |  |  |
| TONESTA      | 260        | Oil City Set out |  |  |  |
| WARREN       | 270        | Oil City Set out |  |  |  |
| ROCKMERE     | 280        | Oil City Set out |  |  |  |
| TONESTA      | 290        | Oil City Set out |  |  |  |
| WARREN       | 300        | Oil City Set out |  |  |  |
| ROCKMERE     | 310        | Oil City Set out |  |  |  |
| TONESTA      | 320        | Oil City Set out |  |  |  |
| WARREN       | 330        | Oil City Set out |  |  |  |
| ROCKMERE     | 340        | Oil City Set out |  |  |  |
| TONESTA      | 350        | Oil City Set out |  |  |  |
| WARREN       | 360        | Oil City Set out |  |  |  |
| ROCKMERE     | 370        | Oil City Set out |  |  |  |
| TONESTA      | 380        | Oil City Set out |  |  |  |
| WARREN       | 390        | Oil City Set out |  |  |  |
| ROCKMERE     | 400        | Oil City Set out |  |  |  |
| TONESTA      | 410        | Oil City Set out |  |  |  |
| WARREN       | 420        | Oil City Set out |  |  |  |
| ROCKMERE     | 430        | Oil City Set out |  |  |  |
| TONESTA      | 440        | Oil City Set out |  |  |  |
| WARREN       | 450        | Oil City Set out |  |  |  |
| ROCKMERE     | 460        | Oil City Set out |  |  |  |
| TONESTA      | 470        | Oil City Set out |  |  |  |
| WARREN       | 480        | Oil City Set out |  |  |  |
| ROCKMERE     | 490        | Oil City Set out |  |  |  |
| TONESTA      | 500        | Oil City Set out |  |  |  |
| WARREN       | 510        | Oil City Set out |  |  |  |
| ROCKMERE     | 520        | Oil City Set out |  |  |  |
| TONESTA      | 530        | Oil City Set out |  |  |  |
| WARREN       | 540        | Oil City Set out |  |  |  |
| ROCKMERE     | 550        | Oil City Set out |  |  |  |
| TONESTA      | 560        | Oil City Set out |  |  |  |
| WARREN       | 570        | Oil City Set out |  |  |  |
| ROCKMERE     | 580        | Oil City Set out |  |  |  |
| TONESTA      | 590        | Oil City Set out |  |  |  |
| WARREN       | 600        | Oil City Set out |  |  |  |
| ROCKMERE     | 610        | Oil City Set out |  |  |  |
| TONESTA      | 620        | Oil City Set out |  |  |  |
| WARREN       | 630        | Oil City Set out |  |  |  |
| ROCKMERE     | 640        | Oil City Set out |  |  |  |
| TONESTA      | 650        | Oil City Set out |  |  |  |
| WARREN       | 660        | Oil City Set out |  |  |  |
| ROCKMERE     | 670        | Oil City Set out |  |  |  |
| TONESTA      | 680        | Oil City Set out |  |  |  |
| WARREN       | 690        | Oil City Set out |  |  |  |
| ROCKMERE     | 700        | Oil City Set out |  |  |  |
| TONESTA      | 710        | Oil City Set out |  |  |  |
| WARREN       | 720        | Oil City Set out |  |  |  |
| ROCKMERE     | 730        | Oil City Set out |  |  |  |
| TONESTA      | 740        | Oil City Set out |  |  |  |
| WARREN       | 750        | Oil City Set out |  |  |  |
| ROCKMERE     | 760        | Oil City Set out |  |  |  |
| TONESTA      | 770        | Oil City Set out |  |  |  |
| WARREN       | 780        | Oil City Set out |  |  |  |
| ROCKMERE     | 790        | Oil City Set out |  |  |  |
| TONESTA      | 800        | Oil City Set out |  |  |  |
| WARREN       | 810        | Oil City Set out |  |  |  |
| ROCKMERE     | 820        | Oil City Set out |  |  |  |
| TONESTA      | 830        | Oil City Set out |  |  |  |
| WARREN       | 840        | Oil City Set out |  |  |  |
| ROCKMERE     | 850        | Oil City Set out |  |  |  |
| TONESTA      | 860        | Oil City Set out |  |  |  |
| WARREN       | 870        | Oil City Set out |  |  |  |
| ROCKMERE     | 880        | Oil City Set out |  |  |  |
| TONESTA      | 890        | Oil City Set out |  |  |  |
| WARREN       | 900        | Oil City Set out |  |  |  |
| ROCKMERE     | 910        | Oil City Set out |  |  |  |
| TONESTA      | 920        | Oil City Set out |  |  |  |
| WARREN       | 930        | Oil City Set out |  |  |  |
| ROCKMERE     | 940        | Oil City Set out |  |  |  |
| TONESTA      | 950        | Oil City Set out |  |  |  |
| WARREN       | 960        | Oil City Set out |  |  |  |
| ROCKMERE     | 970        | Oil City Set out |  |  |  |
| TONESTA      | 980        | Oil City Set out |  |  |  |
| WARREN       | 990        | Oil City Set out |  |  |  |
| ROCKMERE     | 1000       | Oil City Set out |  |  |  |
| TONESTA      | 1010       | Oil City Set out |  |  |  |
| WARREN       | 1020       | Oil City Set out |  |  |  |
| ROCKMERE     | 1030       | Oil City Set out |  |  |  |
| TONESTA      | 1040       | Oil City Set out |  |  |  |
| WARREN       | 1050       | Oil City Set out |  |  |  |
| ROCKMERE     | 1060       | Oil City Set out |  |  |  |
| TONESTA      | 1070       | Oil City Set out |  |  |  |
| WARREN       | 1080       | Oil City Set out |  |  |  |
| ROCKMERE     | 1090       | Oil City Set out |  |  |  |
| TONESTA      | 1100       | Oil City Set out |  |  |  |
| WARREN       | 1110       | Oil City Set out |  |  |  |
| ROCKMERE     | 1120       | Oil City Set out |  |  |  |
| TONESTA      | 1130       | Oil City Set out |  |  |  |
| WARREN       | 1140       | Oil City Set out |  |  |  |
| ROCKMERE     | 1150       | Oil City Set out |  |  |  |
| TONESTA      | 1160       | Oil City Set out |  |  |  |
| WARREN       | 1170       | Oil City Set out |  |  |  |
| ROCKMERE     | 1180       | Oil City Set out |  |  |  |
| TONESTA      | 1190       | Oil City Set out |  |  |  |
| WARREN       | 1200       | Oil City Set out |  |  |  |
| ROCKMERE     | 1210       | Oil City Set out |  |  |  |
| TONESTA      | 1220       | Oil City Set out |  |  |  |
| WARREN       | 1230       | Oil City Set out |  |  |  |
| ROCKMERE     | 1240       | Oil City Set out |  |  |  |
| TONESTA      | 1250       | Oil City Set out |  |  |  |
| WARREN       | 1260       | Oil City Set out |  |  |  |
| ROCKMERE     | 1270       | Oil City Set out |  |  |  |
| TONESTA      | 1280       | Oil City Set out |  |  |  |
| WARREN       | 1290       | Oil City Set out |  |  |  |
| ROCKMERE     | 1300       | Oil City Set out |  |  |  |
| TONESTA      | 1310       | Oil City Set out |  |  |  |
| WARREN       | 1320       | Oil City Set out |  |  |  |
| ROCKMERE     | 1330       | Oil City Set out |  |  |  |
| TONESTA      | 1340       | Oil City Set out |  |  |  |
| WARREN       | 1350       | Oil City Set out |  |  |  |
| ROCKMERE     | 1360       | Oil City Set out |  |  |  |
| TONESTA      | 1370       | Oil City Set out |  |  |  |
| WARREN       | 1380       | Oil City Set out |  |  |  |
| ROCKMERE     | 1390       | Oil City Set out |  |  |  |
| TONESTA      | 1400       | Oil City Set out |  |  |  |
| WARREN       | 1410       | Oil City Set out |  |  |  |
| ROCKMERE     | 1420       | Oil City Set out |  |  |  |
| TONESTA      | 1430       | Oil City Set out |  |  |  |
| WARREN       | 1440       | Oil City Set out |  |  |  |
| ROCKMERE     | 1450       | Oil City Set out |  |  |  |
| TONESTA      | 1460       | Oil City Set out |  |  |  |
| WARREN       | 1470       | Oil City Set out |  |  |  |
| ROCKMERE     | 1480       | Oil City Set out |  |  |  |
| TONESTA      | 1490       | Oil City Set out |  |  |  |
| WARREN       | 1500       | Oil City Set out |  |  |  |
| ROCKMERE     | 1510       | Oil City Set out |  |  |  |
| TONESTA      | 1520       | Oil City Set out |  |  |  |
| WARREN       | 1530       | Oil City Set out |  |  |  |
| ROCKMERE     | 1540       | Oil City Set out |  |  |  |
| TONESTA      | 1550       | Oil City Set out |  |  |  |
| WARREN       | 1560       | Oil City Set out |  |  |  |
| ROCKMERE     | 1570       | Oil City Set out |  |  |  |
| TONESTA      | 1580       | Oil City Set out |  |  |  |
| WARREN       | 1590       | Oil City Set out |  |  |  |
| ROCKMERE     | 1600       | Oil City Set out |  |  |  |
| TONESTA      | 1610       | Oil City Set out |  |  |  |
| WARREN       | 1620       | Oil City Set out |  |  |  |
| ROCKMERE     | 1630       | Oil City Set out |  |  |  |
| TONESTA      | 1640       | Oil City Set out |  |  |  |
| WARREN       | 1650       | Oil City Set out |  |  |  |
| ROCKMERE     | 1660       | Oil City Set out |  |  |  |
| TONESTA      | 1670       | Oil City Set out |  |  |  |
| WARREN       | 1680       | Oil City Set out |  |  |  |
| ROCKMERE     | 1690       | Oil City Set out |  |  |  |
| TONESTA      | 1700       | Oil City Set out |  |  |  |
| WARREN       | 1710       | Oil City Set     |  |  |  |