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The Durham Subdivision was the other end of the through two-track staging yard that also emerged at Blackstone as the Smith Sub. Here a westbound freight rolls off the Durham Sub's connection to Jim Paine's Durham & Southern in a photo taken in the late 1960s.

Blackstone and Clintwood now grew into a pair of stub-ended five-track staging yards nestled under the expanded main line in the new basement annex (see 2-2). After the annex expansion, one through staging track between Blackstone and Clintwood was retained.

Paperwork

Allen used many documents to convey his Beyond the Basement concept. These include system regional maps and schematics, organizational terms like naming divisions and subdivisions, extracts of the regularly updated headquarters-issued *Freight Train Procedures*, employee timetables,

rosters, and even public-relations-style calendars, Christmas cards (featuring Allen's artwork), and business cards.

Layout Design Special Interest Group (ldsigs.org) founder Doug Gurin points out that Allen was quoted in the V&O series as stating that the *V&O Through Freight Trains and Local Freight Train Procedures*, based on New York Central documents, 13, were more significant to the railroad's operations than the V&O timetable. Moreover, they were the very embodiment of his Beyond the Basement concept.

Each page of the procedures book listed a train's designation, beginning and end points, function, consist, and where it worked. Yardmasters and

crews could refer to these guides if there were questions about how to block a train or what it did en route.

Allen was an early adopter of Doug Smith's waybill system. I won't spend time describing it here, as it has since been improved with the four-cycle waybills introduced by Old Line Graphics and now sold by Micro-Mark. But it's important to note that Allen understood from the outset that each car would need to have associated paperwork that routed it to a specific destination and then back to home rails again, be it on the V&O or a connecting foreign railroad. In the 1960s and for some time thereafter, Doug Smith's system was the best game in town. In its enhanced form, with a more prototypical appearance and the management of empty-car movements, it's still a good car-forwarding system.

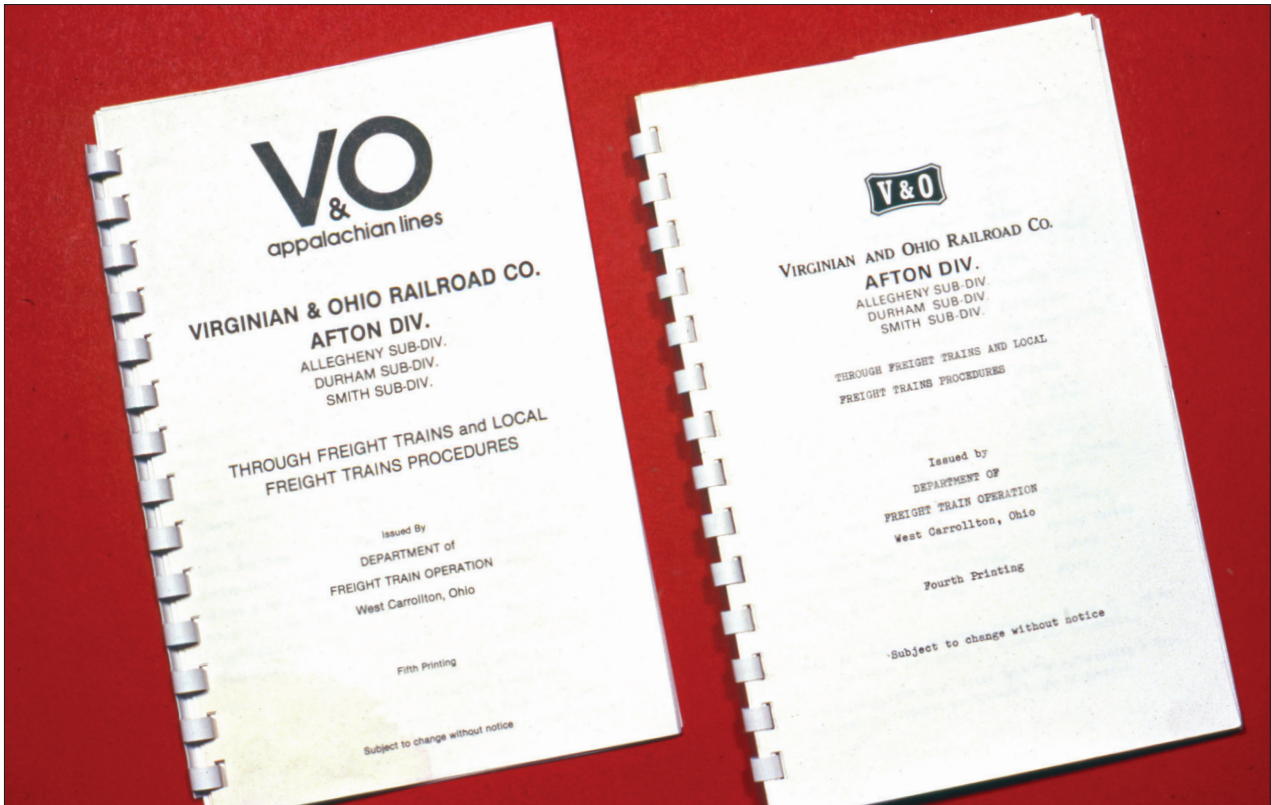
Lessons we can apply

Our model railroads do not exist as stand-alone entities. Ideally, they have physical, usually hidden, passively staged or actively fiddled connections with the rest of the rail network. That ensures a logical means for foreign-road cars to come onto and to leave our own railroads.

But everything needs to be orchestrated. Trains do not move randomly; each has a specific function, and the *Freight Trains Procedures* booklets ensured that everyone understood what V&O management expected of them.

Nor do cars move randomly; as on the prototype, Allen realized that waybills are a practical means to route them to specific consignees on or off the model railroad.

Movements cannot be planned without detailed system maps (the first step in planning any model railroad) and clear instructions about management expectations with regard to everything from caboose and motive power assignments to how often certain customers are switched. A railroad is a business, so a prototype-based model railroad is a model of a business. All of this falls under the heading of Beyond the Basement.



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SUNRISE to MARTINSVILLE (Daily) FAST FREIGHT ONLY

Sunrise....take cars classified:

1. Jimtown (94 East and 1st. 97 West)
2. Chatham and A&O (southwest)
3. Martinsville D&S (South)

Connection From:

Allegheny Midland AJS-2 and HR-2

Jimtown....set-off group 1, pick-up cars classified:

2. Chatham and A&O (Southwest)
3. Martinsville D&S (South)

Connection from:

V&O No. 94 and No. 97

Connection for:

V&O No. 94 (east) and No. 61

Chatham....set-off group 2, pick-up cars classified:

3. Martinsville D&S (south)

Connection:

V&O Locals and A&O

Martinsville (D&S)....Connection:

D&S (south)

GAULEY LOCAL WEST

JIMTOWN to GAULEY BRIDGE (Daily Ex. Sun.) Local Cars Only

Jimtown....take cars (no coal hoppers) classified:

1. Marlinton (Mon. Wed. Fri. Only)
2. Richwood (Tues. Thur. Sat. Only)
3. Summersville
4. Cars for Muddley Creek Branch
5. Gauley Bridge

Marlinton....Local work (Mon. Wed. Fri. Only)

Richwood....Local work (Tues. Thur. Sat. Only)

Summersville....set-off group 3. & 4, pick-up cars classified:

5. Gauley Bridge and west from V&O Muddley Creek Job

Gauley Bridge.... Connection:

V&O locals

Two versions of the *Freight Train Procedures* booklets (top) underscore the important role these directories have played on the V&O over the decades. Pages from the booklet show road and yard crews what is expected for Train 262 (left) and the Gauley Local (right).