

The Potomac Flyer

February-March 2023

The Newsletter of the Potomac Division, MER, NMRA



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Cover: [Bill Lyders](#) and [Gil Fuchs](#) switching a local freight on [Mat Thompson's Oregon Coast Railroad](#). [Ops Saturday is coming 3/4/2023!](#) ([Mat Thompson photo](#))

The Potomac Flyer

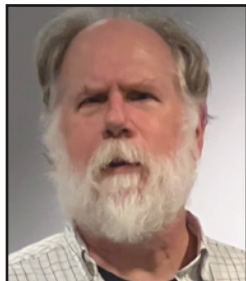
Submission Deadlines – Issue

Nov. 1 for Dec.-Jan.	Jan. 1 for Feb.-Mar.
March 1 for April-May	May 1 for June-July
July 1 for Aug.-Sept.	Sept. 1 for Oct.-Nov.



From the Business Car

by Martin Brechbiel, MMR, Potomac Division Superintendent



2023 marks the start of a new cycle of events for the Division. The Division continues to have monthly clinics, both virtual and hands-on, nearly every month. The calendar is already well booked through 2023. See this issue of *The Potomac Flyer* (p. 47) or our web site for the current schedule. If you are interested in giving a clinic, contact me or Jerry Stanley (jerry@madisonhomesinc.com).

Now that our joint meet with the James River Division in November is firmly ensconced in the rear-view mirror, we look forward to developing a joint spring meet with the Chesapeake Division to be held “somewhere” in Maryland. This is where I call upon all of our Maryland members to aid us in securing a venue somewhere. Surely one of you has an “in” with a church, a fire hall, or a meeting center of some sort that your Division can use.

And that November joint meet with the James River Division will cycle around again on probably either the 1st or 3rd Saturday of that month. More information on that will be forthcoming as it develops.

This yet older and now white-haired lamest of ducks will once again shamelessly remind you that the 2023 Board elections are closing in upon us and that your Division needs you to step up so it can continue to thrive in every way possible. I’ll be watching for those of you with *anatidaephobia*. But “What can I do,” you ask? You can run for any one of three positions: Superintendent, Senior Assistant Superintendent or Clerk. (See details on p. 5)

We’re also still looking for hosts for open houses. We need members willing to open their layouts to be visited since we can’t wave the magic wand and compel

The Potomac Division, Mid-Eastern Region, National Model Railroad Association includes the District of Columbia; Calvert, Charles, Montgomery, Prince George’s and St Mary’s Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

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Flyer Proofreaders: Dan Ebert, Bob Sprague
(with many thanks for all they do for the Flyer)

members to open their homes. I'll keep asking regardless of getting a lot of silence in return. So I need to hear from you if you are interested in hosting. If you are interested, please contact me directly as soon as possible.

Welcome New Member

December:

Michael Rexrude - Washington, DC

In addition, we need an Open House Coordinator ([see below](#)). So, if you are interested in that post, and earning AP Volunteer points, please contact me directly as soon as possible. Not only do we

need this position filled, but we also really need assistants for every existing position. We're a single link chain organization that's rather fragile and susceptible to being easily broken. Help your organization by getting involved, maybe learn a few new skills, and again, earn AP Volunteer points at the same time.

Now I'm going to go into my shop and work on an O scale 3D-printed trolley car kit. New material to work with but no instructions (got photos!), and no detail parts -- a real model-building adventure!

Wanted Urgently: Layout Open House Coordinator(s)

While this position might be just one person as in the past, the Board is also open to the possibility of this being two persons working together to recruit volunteers to host open house visits of their model railroad layouts. The coordinator(s) will work to schedule these events in conjunction with the Editor of the *Potomac Flyer* and the Webmaster to ensure advance promotion of the dates and locations to maximize attendance.

Also required is close coordination with the Board of Directors as it develops in-person clinics to try and schedule open houses after clinics to provide a good day's value to our members.

For further information or to volunteer, please contact any member of the Potomac Division Board of Directors.

This is essential for our efforts to resume regular open houses!



Candidates Wanted for the 2023 Division Elections

Time is running out for candidates to step up and run for three positions on the Potomac Division Board of Directors. These positions are: Division Superintendent, Senior Assistant Superintendent and Clerk.

Members interested in running for office in the 2023 elections are required by the Division bylaws to notify the Nominations Committee by email, no later than midnight, February 4, 2023, and supply them with a picture, a short biography not to exceed 200 words, and a statement about why they are running for a position. Candidates should send their information to all Committee members.

The following individuals are the Nominations Committee for the 2023 elections: Mark Gionet (Chair), Paul Hutchins, Bill Demas and Brian Sheron. These members are available to answer any questions concerning the duties and activities associated with service on the Board.

The following are email addresses for the committee members:

Mark Gionet mark.c.gionet@outlook.com; Paul Hutchins ff3hutch@aol.com; Bill Demas wsdemas@verizon.net; Brian Sheron bwsheron@me.com

Most members will vote by email. Here is the schedule:

February 4, 2023 (Midnight) - Deadline for candidates to notify the Nominations Committee of their intent to run for office and provide a current picture, biography, and statement (not to exceed 200 words) as to why they are running for office.

April 1, 2023 - *The Potomac Flyer* and emails from the Division will provide a list of candidates for office for the membership to consider. Ballots will be mailed out to those members without email addresses on record.

April 15, 2023 - eVoting will commence.

April 22, 2023 - eVoting will conclude; deadline for receipt of mailed ballots by the Nominations Committee.

April 25, 2023 - Candidates will be notified of election results.

April 30, 2023 - 2023 Annual Meeting

May 16, 2023 - The new Board of Directors will meet.

Potomac Division Now On Social Media

In an effort to increase awareness of the Potomac Division and the NMRA in general, we have set up social media accounts on Facebook, Instagram and Twitter. Bill Schultheiss has volunteered to manage these accounts to increase our visibility. If you are interested in helping him, please contact Bill at: media@potomac-nmra.org

We will use these accounts to promote our membership, to share member talents and accomplishments, to promote our website, and to advertise events we host. If you have any concerns about sharing photos of your projects or your layouts, please let us know. We assume you are proud to share your work. We will also promote personal social media accounts that you may have. We hope this effort will engage a new audience of potential members to help grow our hobby.

You can help us by following, liking or subscribing to the following accounts:

Twitter: [NmraPd](#)

Instagram: [potomacnmra](#)

Facebook Page: <https://www.facebook.com/PotomacNMRA/>

Please feel free to engage with these accounts and to share them with people who may be interested. Thank you for your support.

The Board of Directors



Open House Layout Tour, Saturday Feb. 25th (After Martin Brechbiel's 2nd Resin Casting session at Knights of Columbus in Fairfax, Va. The layout will be open 1-4PM. It is in the basement. Five visitors at a time due to small space.)

Visit Tim Tilson's Soo Line

Text by Tim Tilson, Layout Photos by Bruce Weigle, Headshot by Herb Zimmerman



Name: Soo Line 1905. Although this is a bit of a misnomer. See below.

Scale: HO

Specific Location: The layout covers the 28 miles of the Duluth South Shore and Atlantic from

Trout Lake to the port of St Ignace on the Straights of Mackinac. The era is 1905 before the arrival of automobiles. I call the layout Soo Line because there are very few decals for DSSA steam locomotives. So three of my engines are Soo Line and only one is DSSA. Additionally, both lines were owned by the Canadian Pacific, so there was some interaction between them. I have moved two towns from a nearby Soo line to the layout because of family connections.



Dimensions: 10'x14' island with a 1'x10' extension although there may be an extension sometime in the future.



Control: Straight old fashioned DC but with a plug in/walk around throttle.

When did you start: Planning started about five years ago in 2018. Custom Model Railroads Inc in Baltimore took my rough plans and produced a final plan. They constructed the benchwork, laid the track and installed the electrical connections. The layout arrived in July 2020 shortly after the start of the Covid lock down. Due to the cancellation of my various volunteer activities, I had plenty of time on my hands to work on it. It is pretty much done. Although I have held off pouring the water for the ferry scene because I am unsure of the method to use. I am still building wagons, buggies and other small details.

Host Operating Sessions: No, it is too small and only one engine operates at a time.

Track: Commercial.

One thing to brag on: I have tried to keep it as historical as possible with the correct names of towns, stores, owners, feed mills, sawmills etc. There are two scratchbuilt structures in one town, including my grandmother's house (photo right).

Note: Our next scheduled open houses on April 22nd will take us to Bernard Kempinski's USMRR layout in Alexandria, Va. and John Sethian's PRR Nassau Division in Burke, Va. Watch for details.



Ops Saturday March 4, 2023 Sign Up Now!

The Potomac Division will hold an Ops Saturday on March 4, 2023. You are welcome if you are a new operator, an old hand operator, or a never before operator.

If you are new to ops, two things to know. First, every layout owner knows how to fit new operators into the activity and that includes DCC throttle instruction if you need it. Second, despite all of our railroad talk, there is actually nothing in the cars and it really doesn't matter where they end up -- we are just playing trains. Sure, we will move some trains, but the real purpose is to share our hobby with other model railroaders.

If you would like to join us, let Mat Thompson, MMR, know which session or sessions you would like at ocrr@comcast.net. Choose the morning or afternoon sessions. You can also choose both and we will accommodate you if the space is available. If you choose both, also give us your first choice.

Please sign up by February 14 (but sooner is better). Mat will pass the crew lists on to our layout hosts and confirm for you the layout or layouts you will be on. They will then e-mail you with their address, layout information, parking instructions, and whatever else they think will help you enjoy the session.

We have five layouts. All are HO scale and all use Digitrax DCC. Two will run sessions from 9:00 to 12:00 and three will offer a session from 1:30 to 4:30. Here's the line up:

HOST	GUEST CREW	TIME	RAILROAD	REMARKS
Jim Rogers Aldie, VA	7 to 10	9 to 12	B&O Cheat River Subdivision	Proto-freelance version of the B&O Railroad from Cincinnati, OH to Baltimore, MD.
<u>Jim Rogers web information - 11-21-22 pdf Flyer Dec-Jan 22-23 (potomac-nmra.org) - Page 10</u>				
Bryan Kidd Nokesville, VA	10 to 12	9 to 12	C&O Alleghany Division	C & O's double-track Alleghany Subdivision between Clifton Forge, Va. and Hinton, W. Va.
<u>Bryan Kidd's Chesapeake and Ohio Railway - Alleghany Sub-Division (potomac-nmra.org)</u>				

Bob Rodriguez Dumfries, VA	5	1:30 to 4:30	Nickel City Line	Bob's Nickel City Line is a freelanced railroad that runs through the Allegheny Mountains of PA in the late 1990s.
Bob Rodriguez web information (potomac-nmra.org)				
Brian Sheron Poolesville, MD	6	1:30 to 4:30	Long Island Rail Road	Big City modeling of the LIRR Port Jefferson Branch, Atlantic Branch, and the City Terminal Zone. Time period and engines vary from the 40s to the 60s.
Brian Sheron web information - LIRR (potomac-nmra.org)				
Mat Thompson Gainesville, VA	10 to 12	1:30 to 4:30	Oregon Coast Railroad	Switching layout set in Portland, OR in 1957. Traffic includes yard transfers, industrial switching, and local freights.
Mat Thompson web information - Home (potomac-nmra.org)				



John Griffith MMR#723

During a recent hands-on clinic, Potomac Division Superintendent **Martin Brechbiel**, MMR presented **John Griffith** with a plaque recognizing him as NMRA Master Model Railroader #723. **Mat Thompson**, MMR, the Division AP Coordinator, is looking on. On his journey to MMR one certificate John earned was Association Volunteer for his past service as the Division's Senior Assistant Superintendent.
(Tom Wilson Photo)

By Mat Thompson, MMR, Potomac Division Achievement Program Coordinator



The Volunteer certificate requires Certified Time Units - CTUs - earned for serving on NMRA committees at any level, hosting Open Houses, and other activities listed at [Volunteer | National Model Railroad Association \(nmra.org\)](https://www.nmra.org/volunteer).

A problem for some of us (including me) is that it can take years to accrue the CTUs, and we aren't good about keeping records. One possible solution is to find other documents that support your claim and provide them along with an R&V for a responsible NMRA official to certify.

That's what I did. As a Potomac Division Committee Chair, I asked our Superintendent, Martin Brechbiel, MMR, to sign off on my work. Most of my points came from serving as the AP Chair, and while Martin knows I have the position, he wouldn't know how long I have served. I solved this issue by including a copy of the *Potomac Flyer* article announcing my appointment. I used other *Flyer* articles to prove I had hosted Open Houses at the Division and Region level.

If you are trying to document Volunteer CTUs, you can do the same thing. As AP Chair, I can certify R&V entries if you can provide some proof of your work. *Flyer* and *Local* articles are good, but even a statement from someone else verifying that you have participated with them on a qualifying activity could work. If you need this help, let me know. I would be happy to see you get the recognition you deserve.

[illegible]

Speaking of Volunteers...

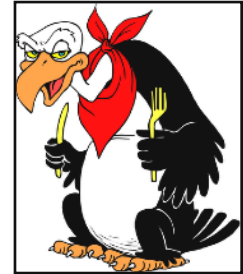


Paymaster Jerry Stanley's oldest daughter Grace, with Nigel Phillips conferring with Jim Kinder in the background, at Potomac's stand at the Greenberg Train Show at Dulles Expo Center Dec. 17-18. Others who volunteered their time to staff the booth were Tom Washburn, Ken Wilson, Paul Buzby, Bill Lyders, Christopher Barks, Mike Powers, Doug Hess, Bill Mosteller, Michael McDonnell and Jerry Stanley. Thanks to them all for stepping up for the Potomac Division! ([Jerry Stanley photo](#))

Volunteer to Boost Membership!

Article by Jerry Stanley, Text Editing and Photo by Ken Wilson

Have you ever seen the cartoon depicting two buzzards sitting on a fence talking about how hungry they are? One buzzard states something to the effect that he is not waiting any longer and is about to go kill something. This buzzard has realized that there is food available; he just needs to go find it and feast.



After being elected to the Board of Directors, I was stunned to find out that the Potomac Division has fewer than 300 members. I had expected at least a thousand. How could it be that in such a large demographic area we have so few members? I mean, how could you not want to join such a terrific organization?

A quick Google search has indicated that the population count for the Washington area as of 2020 stands at over six million people. If all these folks knew about us and the hobby, there should be a long line of people waiting to join! The potential here is HUGE!

Well, the question begs to be asked: How does one remedy this situation? There are obvious answers that require work, planning, volunteers and strategies. One of the strategies is simple. Get out in public and start telling people about the NMRA's Potomac Division. To this end, we have embarked on a mission to have a presence at train shows. The two biggest events in our area are the "Great Scale Train Show" in Timonium, Maryland, and the "Great Train and Toy Show" (also known as the "Greenberg Train Show") in Chantilly, Virginia. In this article we focus on the Greenberg show.

I volunteered to head up the Greenberg Train Show event soon after joining the Board. Early on our biggest concern was expense. However, that was quickly mitigated by what I would consider three minor miracles.

First miracle: The NMRA has a team in place that provides support for the local Divisions, particularly to help with participation in train shows. In 2022 we asked for and received six boxes of literature. The NMRA sent this out FREE to us. Going into the Greenberg show in December, we had eight boxes of NMRA literature, sign-up sheets, and magazines to hand out. "Great," I thought. "I hope I do not have to carry any back home!" (More about that thought later.)

Second miracle: The folks who run the "Great Train Show" provide FREE booths to volunteer organizations like the NMRA! This whole event looked doable, but we still needed people who would be willing to step up and man the booths.

The third and the biggest of the miracles: Our members stepped up in a big way! I would like to pause here for just a minute to talk about our volunteers. The NMRA is not only about model trains, but also about people. Since joining the Board of Directors, I have been humbled by how willing our members are to step forward and help promote our hobby, the NMRA and the Potomac Division. There are no words that can adequately express my gratitude to those who have come forward to volunteer at train shows, to host virtual and in-person clinics, and to work behind the scenes. The rest of our volunteer board supports these shows through advertising for help, approving financial requirements (the banners were very expensive), sending out certificates of appreciation to all those who helped at the show, and much more. The work provided by volunteers often is not recognized, yet it is vital to making this Division an exciting, functioning organization to be a member of.



I also want to thank my family members who help me with my volunteering. My wife continually supports my being on the Board. My daughters also help. Rachel has already started preparing the photo board for the next shows; Lydia has helped sort and send out mailings; and Grace has helped staff the booth, worked on the sign-up sheet, and has created a Potomac Division QR code ([left](#)) which provides a direct link to our website. I like the way Grace installed the Potomac Division logo in the center! It takes a large team to pull these shows off! From the bottom of my heart, I thank you!

Preparing for the Greenburg Train Show

As soon as we had confirmation that we were able to increase our free booth space from one to two spaces in the December show at the Expo Center, I immediately started contacting members to help staff the booth. One of the changes in strategy was to increase the number of volunteers during peak hours to four and reduce the number to two during off peak hours.

We also sent a request to NMRA National for fresh promotional literature.

The next change we made took advantage of the opportunity to set up on Friday evening rather than Saturday morning. This alone took a WHOLE lot of stress out of the event and allowed us to make some last-minute changes on Saturday morning if needed. My philosophy is to prepare in advance so that on the day of the show we arrive relaxed, with the proper attitude, and in the right frame of mind to meet potential members.

Disaster Strikes

Even with the best laid plans things can go south quickly. Hopefully, one has back up available. On Thursday, December 15, I began to feel under the weather. By Friday morning I was very ill and grew concerned about my capability to man my time slots. By Friday afternoon I was a member of the walking dead. I had previously reached out to Ken Wilson and asked if he would help with the afternoon setup. Now asked him if he could step in if I became too ill to be there on Saturday. Ken is one of those huge blessings in the Potomac Division. He agreed to take my slots if I was unable to be there. By the time we left the Expo Center Friday evening, we had three banners, a magazine rack filled with a selection of back issues of *NMRA Magazine*, and table covers in place.



On Saturday morning I felt little better than death warmed over, and I thought I would be a feast for the aforementioned buzzards. Somehow I dragged my carcass out of bed and headed out to the show. My daughter Grace drove me there to conserve what little energy I had available. I was so thankful to see Ken there ready to fill in for me. I sat behind the tables and did what I could, but by 2:00 pm

my daughter had grown increasingly concerned about my appearance. Maybe the fact that I was nearly face down on the booth table caused that concern? We left shortly after that, and upon arriving home, I went to bed after downing every cold and flu medication on hand.

The next morning, I awoke to a text from Ken informing me that they had finished handing out all the *NMRA Magazines* by the end of the day Saturday. I thought that for sure we had ordered plenty and had been concerned I would have to haul some back! Later that morning I was feeling a little better, so I went to the Hobby Barn to gather up previously donated non-NMRA model railroad magazines and loaded them into the truck. Until I could get to the show, those manning the booth would have to improvise and hand out literature without the magazines. Feeling like Lazarus raised from the dead, and a bit wobbly, I was not able show up until 2:00 pm to close out the shift and pack up the Division's equipment. Ken Wilson was kind enough to stay until the end to help close up. With his and Grace's help, we were able to wrap it up quickly.

Looking Forward to the 2023 Greenberg Train Show

Every year we try to improve on our previous event, so here are a few ideas being developed:

1. I want to double our booth size from two tables to four.
2. We need a display board with photos from past events.
3. Nigel Phillips and Ken Wilson suggested having an 8' long operating module to show basic framework and basic track on one end followed by a progression of added details and scenery extending to the other end. This would allow attendees to view a finished scene, to see how a model railroad is built, and to watch it operate.
4. I would like to display some models scratchbuilt by our members along with their merit awards.
5. I would like to have NMRA calendars to display, and we will dramatically increase our request for *NMRA Magazines*. Instead of eight boxes I will double our order to 16 boxes.
6. I would also like to add 10 more volunteers to have 20 to 25 members staffing the booth. This will allow for more one-on-one discussions with potential new members.
7. Finally, we need Potomac Division brochures with our newly created QR code.

Once Again Preparing in Advance

I have already started the process to be ready for the December 2023 Greenberg train show. I have notified NMRA National that I want a lot more products, including calendars, and I have put a bug in the Greenberg train show staff's ears that we want a booth there next year even though it is not yet on their schedule. I will gladly accept any volunteers who wish to sign up for the December 2023 show. We also need folks to loan some scratchbuilt merit judged models, and some members to design and build a module.

Why start now? We have over six million people to reach and introduce to the NMRA Potomac Division! Certainly, as an old saying goes, *The harvest is plentiful, but the workers are few*. So please help. We have a huge harvest to bring in! This old buzzard is getting off the fence and going harvesting. Will you get off the fence and harvest with us? Hanging out with other members is fun, you get free entry into the show, and you receive volunteer points towards your Association Volunteer Certificate.

Jerry Stanley is the Division Paymaster and owner of the Hobby Barn. **Ken Wilson** most recently gave a clinic on rolling stock brake systems at our November Joint Meet with James River.

Upgrade Your Layout, Total Cost \$0.00

Article and Photo by Robert Sprague



Suppose I told you that you could vastly improve the appearance of your layout, free. Got your attention, didn't I?

Here's what I'm talking about. When we look at our own layouts, day after day, we stop seeing what's really there. We focus on what is interesting to us at the moment, and ignore the rest.

We come by this honestly. Human beings evolved to notice what is novel or unusual. We skip over the mundane. Otherwise we would be overwhelmed by the sensory input and unable to sort out what is important. That's how we learned to spot the saber tooth tiger in the bushes before we became brunch.



Our eyes don't move in a linear fashion. They skip from place to place. If you don't believe this, take the selective attention test [here](#). It's an oldie but a goodie. I'll wait.

What relevance does this have to our layouts? Simply this: most of us are capable of missing or ignoring flaws and distractions that, to our visitors, stick out like a sore thumb.

How many times have you been on a layout tour like this? The railroad overall is impressive, with exquisite locomotives, scratchbuilt structures, and fully operational signals—nice! But as a first-time visitor, you immediately spot the cracks in the plaster, the figures leaning at crazy angles, the warped lighting valance, or the trestle piling floating three scale feet above the scenery. Or maybe the layout is fine, but the piles of junk and tools under the benchwork are a jumble. Unlike the layout owner, you can't "unsee" it.

Most of us have unfinished or under-construction portions of our layouts. Visitors understand that, and often find those portions interesting. But I am talking about those little flaws that go untended day after day, and often year after year. As the owner, you no longer notice, but they are there.

What to do? Here are three ways to combat this phenomenon.

First, simply put yourself in the headspace of a visitor. Pretend you have never seen your layout before and walk down into the basement with fresh eyes. Perhaps do this after a vacation or long week at work for extra perspective. What do you see first? What sticks out to you? What could you fix or clean in a few minutes that would make the most difference? Interior designers and customer experience experts use this technique all the time to make sure that they are seeing— not what they want to see—but what customers see.

Second, take photos. Rather than trying to minimize the flaws, though, look closely at the unvarnished truth of shots taken in existing light from the visitor's point of view. The camera has a way of revealing things that the eye misses.

Third, and this is my favorite, is what I call “a foot at a time.” [\(Photo previous page\)](#) Create a portable frame with an opening of exactly one square foot. Make it out of something—FoamCor, craft paper, etc.—that can be laid directly on the layout. Then look. With your focus on that one square foot, you will see all kinds of things you can change or repair: cracks, chips, dust, holes, junk, paint drips, stains. More positively, you will start to see opportunities to add little details, improve weathering, or redo areas that you could do better. Do this exercise several times per week, and over the course of a few months you will certainly address a multitude of things that would otherwise

distract your visitors and detract from the illusion you are trying to create.

When I think about the finest layouts I have seen—and **Paul Dolkos, Bernie**



Kempinski, and Mat Thompson [\(Thompson layout photo above by Mat Thompson\)](#) come to mind—they have something in common. Clearly the builders regularly and methodically look at their work with fresh eyes, and address the little details and problems until they approach perfection.

Give it a try. After all, it's free. And now, if you'll excuse me, I have to go deal with a foot of my layout.

Robert Sprague designs custom model railroad track plans and 3D parts.

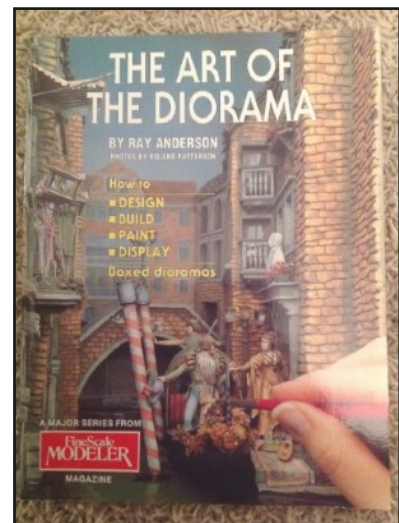
Recipe for Layout Excellence

by Nicholas Kalis



Model railroaders have much to learn from acclaimed diorama builders like Ray Anderson, who in “*Recipe for a Diorama*” [<http://www.boxdioramas.com/recipefordiorama>] gives us a blueprint of sorts for designing an interesting model railroad. He bases his advice on what it was about one of his dioramas that led to its acclaim. Here we go then:

1. Our scenes (and by implication our layout) should tell a story. Anderson goes on to say that the conclusion of the story should be left to the viewer’s (read “visitor to your layout’s”) imagination.
2. In his book, *The Art of the Diorama* (Kalmbach 1986), Anderson adds that the story told should be a simple one.
3. Anderson’s 1986 Kalmbach book instructs us to include many eye-catching details. In his telling, the detail can be as simple as a Campbell’s soup can, that with its red label is instantly recognized by viewers.
4. While model railroads are by their nature views of the outdoors, we might take to heart Anderson’s advice that the interior is preferable to the outdoor scene. How to do this? Have some of your buildings “sliced” at the fascia so visitors can see what is happening inside those buildings.
5. Anderson also advocates for static and serene scenes, and by that I would take away that a figure at rest makes more sense than a figure in movement. The same for autos – autos at a red stop light will make more sense than a vehicle purportedly speeding down a country road.
6. Scenes should surround the viewer in Anderson’s telling. As model railroaders, we can assist in this direction by setting our layouts at a height that facilitates a railfan’s perspective. A backdrop also is key here.
7. Model railroaders should also consider Anderson’s opinion that lighting be indirect and come in from the side to create high shadow relief.
8. Anderson calls for dioramas to be as small as possible to create a personally intimate feeling. While this call may not resonate at first with someone building a large model railroad, its theme may be appropriate to the various scenes



throughout your layout. In any case, perhaps some benchwork might be designed to be less deep than your first impulse, taking into consideration Anderson's suggestion.

9. Anderson believes that a diorama should appear to have been built during the period depicted in the scene; by this he means that the case should appear to be an antique matching the time period depicted in the scene. How could we possibly do this with a model railroad? Well, this author has seen some published layouts where the fascia was built to coordinate with the scene depicted. Case in point: Your author has seen layouts where the fascia mimicks weathered steel girders including faux rivets to suggest a gritty urban setting; another layout seen in the hobby press had a corrugated steel fascia and valance to suggest a rural area where the construction of sheds and structures were largely accomplished with corrugated steel. Think outside the box and come up with your own ideas but consider that your fascia and valance should generally be guided by the principle that they do not distract from the layout itself.



Wilder's Wagons Diorama 11"x9" by Alex Belida

10. I now come to perhaps the most earth-shaking suggestion that Anderson makes. Yes, he is writing about dioramas, but it is still quite remarkable that he suggests the proper balance of effort devoted to a diorama should be 60 percent background; 20 percent figures; and 20 percent for the case. Now how do we translate that into model railroading terms? Following his precepts, we would expect to devote 60 percent of our efforts to the backdrop and structures; 20 percent to our motive power, rolling stock, and vehicles; and 20 percent to our fascia and valance. I can hear readers now rejecting this formulation. Your author gets it. After all, Anderson is speaking of dioramas, and we are building operating model railroads, and they are indisputably quite different. Yet, in the final analysis, the two share many characteristics. Pondering Anderson's formula, we should at least recognize that we probably have neglected our fascia and valances and backdrops, and that perhaps a bit more attention to them is warranted if we are to follow the approach that one of the world's greatest diorama builders suggests.

Of course, model railroaders are not diorama builders. But we can learn much from the best in that hobby and perhaps ,enjoy our own hobby more by taking up some of the suggestions of the best diorama builders.

Nicholas Kalis operates an Fn3 layout depicting the Oahu Sugar Company in Hawaii during World War II.

Some Observations on the New Bachmann K4

Article and Photos by Brian W. Sheron, MMR



Recently, Bachmann came out with a new PRR K4 Pacific with a Train Control System (TCS) WOWSteam decoder and a Keep Alive [\(photo below\)](#). I model the Long Island Rail Road (LIRR), and the LIRR used the K4 extensively during the steam era when it was owned by the Pennsylvania Railroad (PRR).

For anyone unfamiliar with the terminology, Keep-Alive is simply a brand name for a bank of electrical capacitors that attach to a decoder. A capacitor is an



electronic component that can hold an electrical charge. When attached to a decoder on a running engine, the capacitor will build up a charge. If the engine then hits a dead spot on the rails (e.g., crossing an unpowered turnout frog or just running over dirty track), the sudden loss of power to the engine will cause the capacitor to discharge, providing power to the decoder for a short (usually several seconds) period of time. This will keep the engine running over the dead section of track and hopefully reach a section where it can pick up power from the rails again.

Thus, these capacitive components help ensure that engines run smoothly with no stalling. I have become a big fan of decoders that have these capacitive components, so this new engine appealed to me.

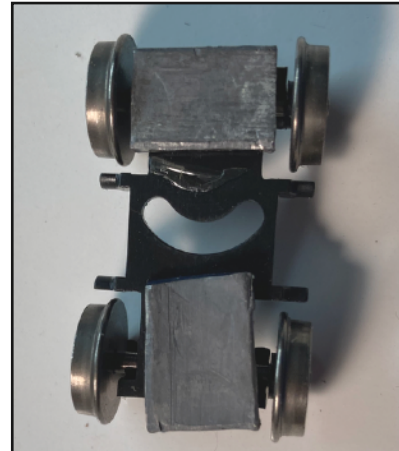
The PRR K4 comes in pre-war and post-war versions, the difference being the prewar version has a slat pilot, whereas the post-war version has a modern pilot. I purchased both a pre-war and post-war version of the Bachmann K4 from TrainWorld in New York. TrainWorld currently lists them for \$329.95 plus shipping and tax. The engine appears very similar to older versions of Bachmann's K4, with the major difference being the TSC WOWSteam decoder with the Keep Alive.

Before going further, I should note that Model Railroader magazine reviewed the new Bachmann K4 (page 62) in its January 2023 issue. What follows are some observations

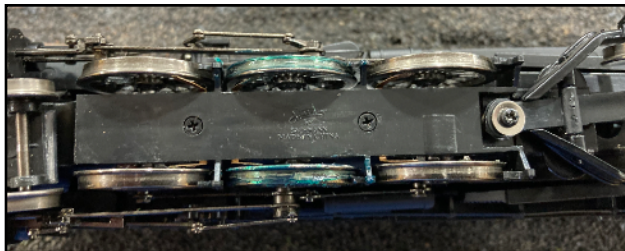
I made regarding the engine that were not noted in the Model Railroader magazine article.

I found that the engine runs very smoothly, with no hesitations over unpowered frogs. Electrical contact with the rails is through the drivers as well as the tender trucks. However, it does have some shortcomings, all but one of which can easily be addressed.

Front Truck - I found the front truck to be extremely light, and it tended to derail on any imperfections in the track. To correct this, I simply removed the front truck and glued a small piece of lead weight to the top of the truck frame on each side of the mounting screw slot (see photo right). I found that this greatly improved the tracking of the front truck and reduced derailments.



Drivers - One of my biggest concerns with Bachmann engines has been that they do not have adequate pulling power. In the MR article, it was stated that the engine could pull 36 freight cars on straight, level track. I have several grades on my layout that are between two and three percent. During operating sessions on my layout, a train will pull about seven to eight cars and must be able to negotiate these grades. Before I bought the K4, I spoke with the technical department at TrainWorld and asked if it could pull six to seven cars up three percent grade. I was assured it could.



However, the engine does not have traction tires on any of the drivers, and when I ran the engine up a grade while pulling five cars, it began to slip halfway up the grade! To address this, I coated the center driver with a compound called “Bullfrog Snot.” This is available at many model train stores, on eBay, or from other online model train retailers.

You apply it by turning the engine upside down, attaching clip leads from the track to the tender trucks, and while the engine is running slowly and the drivers are turning, applying the Bullfrog Snot to the driver surface on each side of the engine with small brush. Once the surface of the driver is covered (Bullfrog Snot is green in color so you can easily see when you have full coverage), you let the engine continue to run for at least another 15 to 20 minutes, ensuring that the Bullfrog Snot dries evenly on the driver. After about 15 minutes I stopped the engine and let the Bullfrog Snot thoroughly dry overnight. The color will change from a brilliant green to a darker green and becomes a bit more transparent when dry. Photo above left shows the center driver with the Bullfrog Snot applied.

When I then ran the engine up the grade pulling a string of five cars, there was no slippage. Note that after repeated use, the Bullfrog Snot may tend to wear off and periodic reapplications may be necessary.



Front Coupler Height - During my first ops session using these engines, one of the operators pointed out that the coupler on his engine was too high and was uncoupling during switching. I checked the coupler height on both engines and noticed that the coupler on the pre-war version of the K4 was significantly higher than the NMRA standard coupler height ([photo left](#)). It was also significantly higher than the post-war version ([photo below](#)). I thought that replacing the front

coupler with an overshank coupler would solve the problem. However, I found that the engine came with an overshank front coupler, as you can see in both photos. It is not clear if this was unique to the specific engine I purchased, or if all the pre-war versions have a front coupler that is too high.



The TCS WOW 101 Steam Decoder

The Bachmann K4 is equipped with the latest Train Control Systems (TCS) WOW101 steam decoder. Unlike other steam sound decoders, the TCS sound decoder has what is called “True Scale Sound.” According to the TCS web site this is “a unique WOWSound feature which uses TCS’ exclusive auto-adjusting BEMF (Back Electro-Motive Force) technology to automatically change the intensity of the chuff. Prototype Mode also offers dynamic sound volumes which accurately model the real-life equivalent. Also includes pre-programmed acceleration and deceleration values.”

So, what does this mean? The motor, because it has coils turning inside a magnetic field when spinning, acts like a generator. This spinning induces the BEMF, that acts against the voltage that is being applied to the motor. This reduces the voltage to the motor, and hence reduces the current flowing through the coils of the motor.

When the locomotive first starts moving or must work harder to pull a train (e.g., up a grade), the current draw of the electric motor in the locomotive will be high. Once the engine starts moving or stops straining to climb a grade, the BEMF increases and the current draw to the motor decreases. The WOW decoder senses this reduction in current draw. When the current draw of the motor is high, the chuff volume is loud and pronounced. However, when the engine gets rolling or stops straining to climb a grade and the current draw decreases, the chuff volume decreases dramatically. For those of you who like to hear the locomotive chuff as it rolls along you may not like this feature of the WOW steam decoder.


With the exception of the issues mentioned above, for the money this is a very nice-looking and smooth-running sound-equipped DCC steam locomotive.

—
Brian Sheron, MMR, is a former Potomac Division Superintendent who models the Long Island Rail Road. He is the retired Director of Research at the U.S. Nuclear Regulatory Commission.

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Modeling A Micro Engine

Article and Photos by Alex Belida, MMR



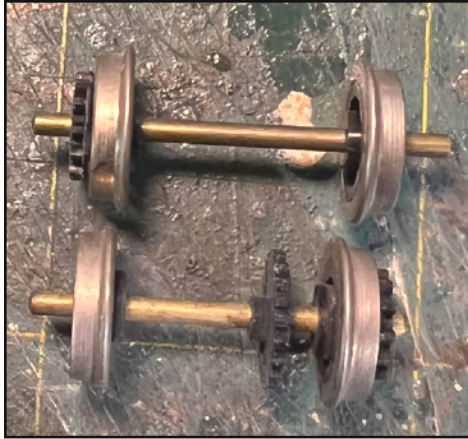
I've made two HO scale dioramas that meet the four square foot limit that is defined as the maximum size for a so-called micro layout. But neither is suited for any kind of operations, another micro requirement. I have some great single-truck rolling stock ([photo below](#)) by E.J. Brannan's Cache Creek Models (no longer active) that would work well in



a real operational micro. But I felt I needed a suitable engine before making one. So I decided to try my hand at building a motive power kit—in this case, a 23-ton GE boxcab in HO standard gauge with a Mabuchi motor operating on simple DC. ([Photo right](#))

There were some challenges, like missing parts, ambiguous instructions and an unresponsive vendor—problems I suspect most modelers have run into. But the biggest came after attaching the worm gear and gear bracket to the motor and temporarily setting the





motor on the chassis. I moved on to the next step, which was adding the side frames and inserting the wheelsets, but there was an obvious and visible problem. The axles of the two wheelsets were of different lengths, and the gap between the wheels on both wheelsets did not meet NMRA standards for HO track. One was set too wide, the other too narrow, plus one axle was too long to fit between the frames. [\(Photo left\)](#)

Instead of waiting for replacement parts, as the vendor wasn't responding, I cut the axle that was too long, smoothing the cut end with a file and testing that it would rotate in the sideframe. I managed to readjust the wheel positions with force until they fit the NMRA gauge.

I added the wiring, double-checking the brush contacts with the wheels, put the chassis on the track and turned on power and...it ran!

I plunged ahead and decided to start forming hand grabs and installing them on the cab walls. Then I turned to making the coupler lift bars and threading them through tiny eyebolts. Fortunately, the kit included two sprues of them, so when the inevitable occurred and some flew off into oblivion, there were enough left over to finish the job.

After reviewing the few prototype photos I could find that were in color, I opted for orange for the cab and black for the chassis [\(photo right\)](#). This was the color of the identical boxcars used by a contractor in the making of the Navajo Dam on the San Juan River in New Mexico, the prototype for this particular kit.



While I waited for the orange paint to dry, I looked at the exposed motor again and wondered if the fact that it was visible through the cab windows would detract from my efforts at realism.

Mat Thompson, MMR, and the Potomac Division's Achievement Program Coordinator, suggested I take dark craft paper and build a box to cover it. [\(Photo left\)](#) He said it shouldn't interfere with the motor's operation or create any electrical problems. So I built one, and saw that it was a perfect place to stick some gauges and dials and the like to add to detail, even though it would be barely visible. I found some diesel engine control panel images on the web, resized and printed them in color and

glued them to the craft paper. I did the same with some dials that I stuck on the dashboard I made and mounted just below the front windows on the inside.



Another detail came next: I dug out a seated loco engineer figure discarded from a Bachmann 44-ton switcher whose chassis I needed for another project. I stuck his seat on a small block of 1/8" square wood and glued him in place front of the dashboard.

(Photo left)

Then I glued the two air tanks on the roof and placed the two small windshield wipers (which also came with the kit) over windows front and rear. I cut a small square of scrap corrugated metal to represent a diesel radiator grill, sprayed it flat black and inserted it in the radiator cavity on the back wall of

the cab. Finally, I added glazing.

None of the prototypes whose photos I saw had much more than a builder's plate and a number on them. The one used on the Navajo Dam project was simply "No. 2." A good number, so I went with it. I also added a dry transfer for Pagosa Junction, a Colorado ghost town I decided would be the boxcab's home base. Then I weathered it with AK "Streaking Grime" and "Rust Streaks" as well as some Pan Pastels.

Now that the little boxcab is up and running (photo right), I must create a micro layout where it can haul those small freight cars. Stay tuned.

Alex Belida, MMR, a retired journalist with Voice of America, has a small HO shelf layout called the *Eureka and South Pass Railroad*, a mining and logging operation set in Nevada in the late 1890s that is totally unsuitable for a 1939 boxcab.



Adding Resistor Detection to Unlighted Walthers Passenger Cars

Article and Photos by Bryan Kidd



This past summer I began work on a virtual CTC panel and signaling for my C&O Alleghany Subdivision. With the layout being one of the choices for the 2022 NJ-DC Interchange, I had the perfect motivation for picking up the pace toward that goal.

A few weeks before the Interchange I had progressed to the point I could detect block occupancy and control switches. But block occupancy was accurate only to the extent that only the engine was being detected. For the detection to be meaningful, the other cars (or at least a significant number of them) needed resistor wheelsets if the dispatcher was going to know what blocks were occupied by the entire train, not just the engine.

My operating scheme centers around the helper operations at Alleghany, Virginia and the extensive passenger operations serving the Greenbrier Hotel at White Sulphur Springs, West Virginia. Most trains run as units. Even though train lengths extend into multiple blocks, a resistor wheelset was needed for only every four or five cars plus the caboose.

For passenger cars, though, I wanted to be able to detect each car since they will be switched in and out of trains at White Sulphur Springs. My Walthers passenger cars are all unlighted - without the resistance lights offer - and therefore would each need a resistor wheelset.

Walthers' passenger car trucks are metal with the side frames insulated from each other and held together with two screws on each side. The screws are a friction connection between the wheels and truck frame to the metal lighting plate on the car underframe. They're easy to take apart, but somewhat cumbersome and time consuming to put back together.

Rather than disassembling the trucks and swapping out a wheelset, I found that connecting a 10 kilo ohm resistor between both halves of the truck achieved the same result as a resistor wheelset. The install was simple and easy to do. And, with resistors costing a fraction of a detectable wheelset, a lot cheaper.

Unfortunately, there isn't enough room to simply attach the resistor leads under the screws that hold the truck halves together. Doing so raises the screw just high enough that it rubs against the lighting contact plate causing the truck to bind.

Attaching the resistors using 30 AGW wires soldered to the leads was my next, but also very time-consuming solution. Instead, I found that a quicker and simpler method was to form the leads (**Figure 1**) and flatten them with a hammer on the anvil part of my vise (**Figure 2**). I then attached the flattened leads under the screws, trimmed off the excess and bent them downward (toward the track) so the resistor was out of the way of the wheels and free of the underframe (**Figure 3**). With flattened leads, there was now enough “wiggle room” for the truck to swivel and rock freely.

Here are some photos to show you what I did.

Figure 1: 10 kilo ohm resistor leads were formed as shown. (Right)



Figure 2: After the leads were formed, I flattened them with a hammer on the anvil part of my vise. (Left)



Figure 3: Looking at the top of the truck with the resistor leads trimmed, screwed in place and bent downward toward the track to keep the resistor from rubbing against the underframe or wheels. (Left)

Figure 4: Although there was enough room to clear the coupler pocket, I installed the resistor on the opposite side. (Right)

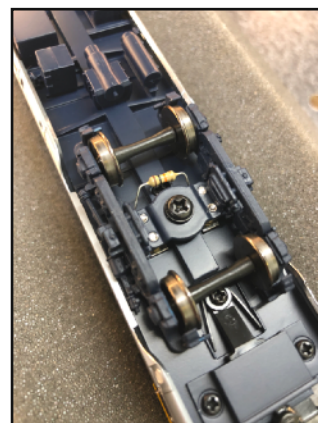




Figure 5: C&O's "City of Waynesboro" is ready. (Above)

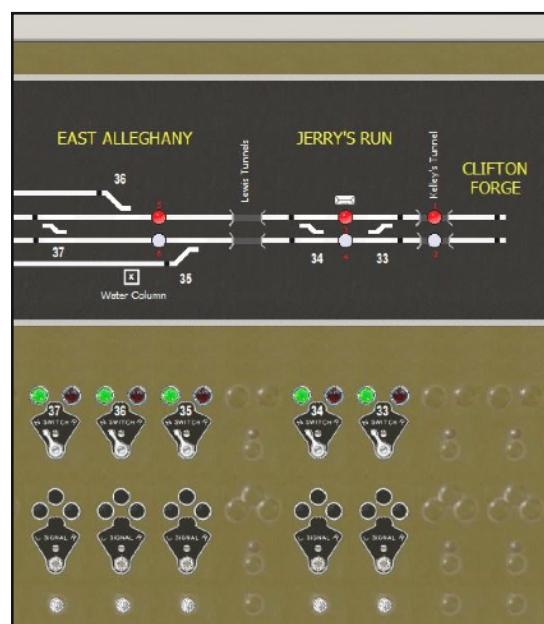


Figure 6: Red occupancy indication. A train of unlighted Walthers passenger cars is now detectable in multiple blocks. (Left)

Bryan Kidd's HO scale layout is based on the Chesapeake and Ohio Railway's Alleghany Subdivision in the early 1950s. He is the author of the book *"The Chesapeake & Ohio at Alleghany, VA."*

The Crane, Loading Dock and Engine Facility Challenge

Once again, this attractive modeling topic triggered wonderful submissions, despite the competing challenges posed by the holidays. As *Flyer* Editor, it is always a delight to see the creative talent of Potomac Division members and put their work on display.

On the following pages you'll experience just what was sent in to *The Flyer*. If you see one you particularly like, send an email to us pointing out your favorite. The address is: potomac-flyer@potomac-nmra.org

That's the same address you should send in your submissions for our April-May *Flyer* challenge: **your favorite building sign or billboard**. Tell us a little about your submission and include one or two photos.

Our last challenge for a caboose or maintenance of way car was equally split between the numbers of *cabeese* and MoWs, with some members sending in favorites in both categories. Blushingly, your *Flyer* editor was the recipient of "Most Favored" with his D&RGW narrow gauge "Rail and Tie" and "Wheel and Tie" MoW cars. Thank you!



Before we launch into this month's submissions, let me know if you have a preference for a future challenge. I have a list of possible topics sent in by members. Here they are, in no particular order:

Mini-Scenes (Scene with people and/or animals or a scene that tells a special story)

Favorite station, passenger or freight

Non-railroad scene - field, barn, store, forest, road, etc.

A photo of anything on your layout that you want to share

Favorite scratch build - (car, structure, engine, anything)

Favorite kitbash - (car, structure, engine, anything)

Send your ideas to: potomac-flyer@potomac-nmra.org And thanks again for supporting your *Potomac Flyer*! Alex Belida, MMR, Editor & Publisher

(The following entries appear in the order in which they were received. The texts and photos are by the modelers who submitted entries unless otherwise noted.)

1. Mat Thompson's Traveling Crane



The traveling crane at Columbia Terminal Pier #4 will begin unloading the S.S. Isabella when the ship docking is complete. The crane is from Walthers. The ship is a resin model from the Dutch company Artitec. The scene is on my HO scale Oregon Coast Railroad. **Mat Thompson, MMR**

Did You Know?

The Potomac Division website is loaded with useful information. Members should check it often for the latest news as well as updates on events like our clinics, workshops and layout open houses. There's also a whole archive of past clinics, a list of modeling resources and a library of previous issues of *The Potomac Flyer*. Bookmark this link if you haven't done so already: <http://potomac-nmra.org/PDnewsite/Main/Home.php>

2. Ernie Little's 250-Ton Derrick



Action on the Norfolk Southern Connector: SOU 903014, a 250-ton derrick, was dispatched to the main line near the Joyceville Industrial Park. A tank car derailed after a near collision with a gasoline tank truck at the crossing and needed to be placed back on the track.

The history of this car shows that it was built in 1960 by the Industrial Brownhoist Company in Bay City, Michigan as car #14285 for the Southern Railway. It was originally designated as SOU D-3, then renumbered as SOU 903014 until the Southern Railway merged with the Norfolk and Western Railroad when it became NS 903014. It worked in the Norfolk Southern Industrial District until at least 2022.

In researching this derrick, I found the Southern Railway System-Western Lines-Appalachia Division Timetable 5, dated Monday, August 14, 1972. The timetable showed the derrick as a Group 1, 250-ton derrick. General rules applying to the derrick were that derricks were not to be operated over structures on side or industrial tracks, except with specific authorization, not to be operated coupled to engine or car weighing more than 90,000 lbs. and were not to travel at speed exceeding the smallest of the following (1) Authorized freight train speed (2) Group I Derricks, 50 M.P.H. Derricks SOU 903005, 903006, 903011, 903021, and 903024, 30 M.P.H. All other Derricks 25 M.P.H. (3) Speed, if any, given in special restrictions for line over which derrick is being operated. *Ernie Little, MMR*

3. Alex Belida's Engine Services Facilities



The first feature I put in place in the engine servicing area of my Eureka & South Pass Railroad layout was the R.I.P. (repair-in-place) structure, an open sided shed where the maintenance crew works on engines and rolling stock as needed. There's a short jib crane in front plus all the tools that might be needed (as well as an outhouse). Later an ash pit was added along with an inspection pit. All of these facilities are on tracks leading off my vintage gallows turntable (Cliff Line). The R.I.P. was a Trainmaster kit. The ash pit was from Scale Model Masterpieces. The inspection pit was from Scale Structures. **Alex Belida, MMR**



R.I.P. (above), Ash pit (left) and Inspection Pit (right)



4. Brian Sheron's Many Loading Docks

I model three branches of the Long Island Rail Road in HO scale; the Port Jefferson Branch, the City Terminal Zone, and the Atlantic Branch. Here are some of my loading docks.



Brodrick Steel Fabricators (photo left) - This facility is named for **Tom Brodrick**. Sadly, Tom passed away a little over a year ago. Tom was an active PD member, serving on the PD Board and volunteering his services for many years. Tom was a steelworker before he retired and was an active member of our operations group, so naming a steel fabrication facility after him seemed appropriate.

Citgo Oil - This is a fictitious facility in the town of Huntington on my layout. (photo right)

Quality Transfer (photo below)- A fictitious business that transfers good between barges and freight cars.



LILCO Ravenswood Power Plant Coal Yard (photo right) - The Ravenswood Power Plant in the New York City Borough of Queens is a coal-fired power plant owned and operated by the Long Island Lighting Company (LILCO) and now by LIPA (Long Island Power Authority).



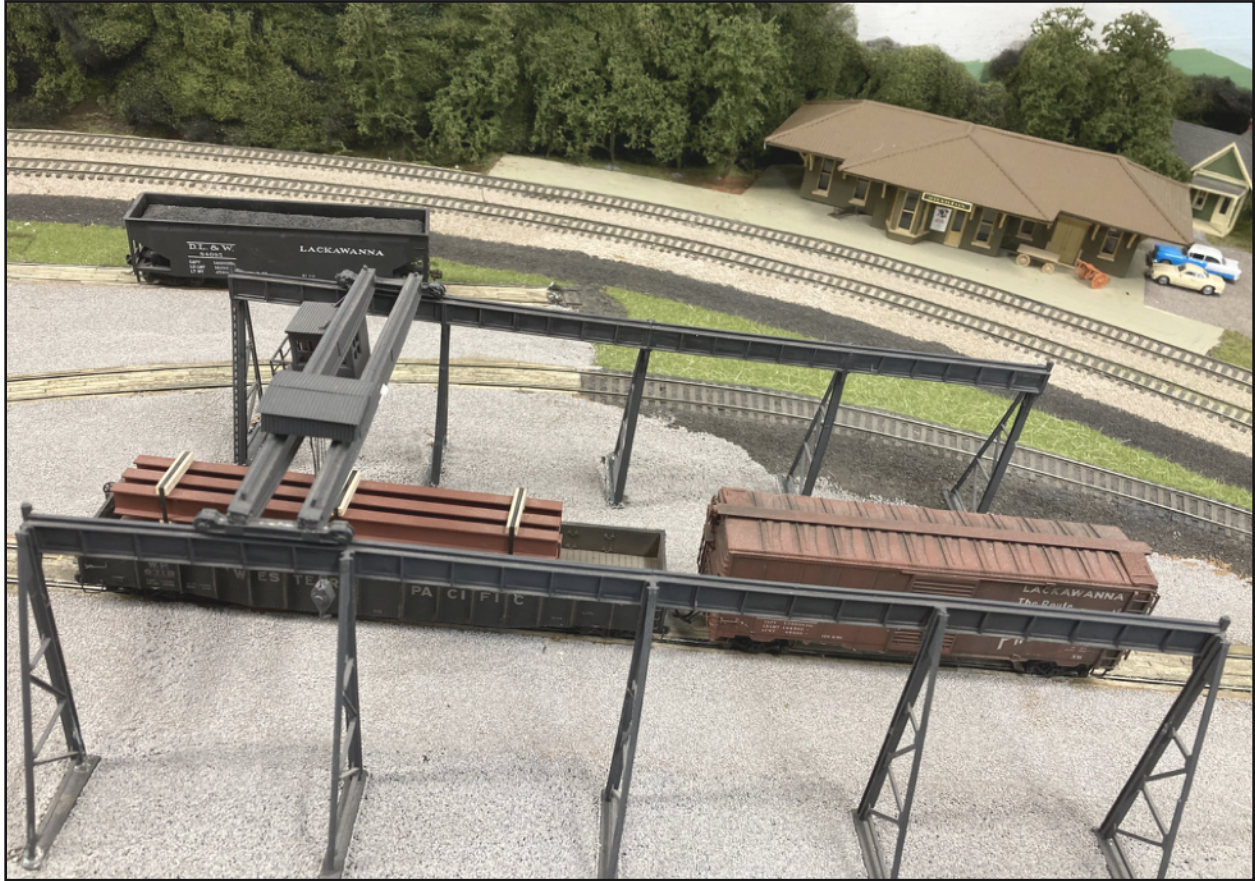
Target Rock Sand & Gravel (photo left) - Target Rock Sand & Gravel was a real industry on Long Island. They delivered gravel products by barge to towns along the north shore of Long Island.

Farmingdale Ice (photo right) - Farmingdale Ice is a fictitious facility in the town of Farmingdale on Long Island that provides icing services for the reefers carrying produce grown on Long Island to markets on the mainland.



Stern's Pickle Products (photo left)- Stern's Pickle Products was an actual business on Long Island, although it was not located by a railroad siding.
Brian Sheron, MMR

5. Rich Steinmann's Loading Crane



This is the Lock Joint Pipe Co. loading crane at Wharton on my HO Scale Erie Lackawanna Morris and Essex Division layout. The model is an unmodified Walther's kit. The track arrangement at Wharton is based on the prototype and Lock Joint Pipe is a real industry at this location. However, design of the industry is free-lanced, as I did not have much other information to go on besides some maps and an industry directory. *Rich Steinmann, MMR*

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6. Chris Jones' Roundhouse, Turntable & Loading Dock



The turntable, roundhouse, and assorted engine facilities, in HO scale, are located in my fictional town, Andersonville, named after my younger son. No specific timeframe, so maybe 1960s to present, and no particular railroad though the road names are from the northeast and mid-Atlantic. I just thought it would be cool to have an operating turntable to play with. The loading ramp (left) is in my fictional town, Maxtown, named after my older son. Again, no specific timeframe or railroad. This reminds me of my old

Tyco ramp from many moons ago, so somewhat nostalgic, and not really focused on realism. *Chris Jones*

7. Todd Hermann's Station & Loading Dock



One the key structures on the "west side" of my HO scale Catasauqua Branch layout is the Reading Company's station and loading dock. In my mid-1950s timeframe passenger service was long gone on this part of the Reading, but the station still hosted a freight agent and a yardmaster who kept the traffic moving through the busy interchanges here with the Lehigh & New England, Lehigh Valley, and Ironton railroads. The station also served local consignees via its siding and a long wooden loading dock. When the Reading abandoned the lower part of its yard at West Catasauqua in 1962-63, the station was shuttered as well. Fortunately, local railfans had the building moved by road to Kempton, Pennsylvania where it still stands today as the gift shop for the Wanamaker, Kempton & Southern tourist line.



This scene sat as a mock-up on my layout for years, but I finally got around to building it in 2022. I used measurements of the actual structure at Kempton and period photos to scratch build my slightly compressed version of the station and the loading dock using strip wood and scribed basswood siding from Mount Albert Scale Lumber. The doors and windows on the building are

modified Tichy Train Group parts. The shingles are from LaserArt. Other details are from Crow River Products (oil tank and stacks), Rix Products (poles) and Sylvan Scale

Models (Studebaker). I stained the loading dock with Minwax “Early American” and aged it with washes of gray and white acrylic craft paint. The station itself is painted in the Reading’s classic two-tone scheme using the last of my Floquil Antique White and Roof Brown. The whole assemblage still needs another pass of weathering, but I’ve been pleased with how it’s turned out so far. **Todd Hermann**

8. Chris Jones’ 200-Ton Crane



This scene is located in my fictional town, Andersonville, named after my younger son, in HO Scale. No specific timeframe, so maybe 1960s to present, and no particular railroad, though the road names are from the northeast and mid-Atlantic. A couple of years ago, I joined the Board of Directors of Norfolk Southern, so I have added some NS equipment, including some MoW vehicles and the 200-ton crane in the photo. Haven’t gotten around to weathering the crane yet, so we’ll say it is “factory fresh.” **Chris Jones**

9. Paul Hutchins' Loading Docks



These are two different loading docks on my P&D Railroad. I model the present time period in HO scale. My main lines are CSX, Norfolk Southern, and Conrail.

Paul Hutchins



10. John Paganoni's Coaling Tower



This is a replica in HO scale of the coal tower at New London, Connecticut in the days of steam. I recently added the finished wooden stairs to the top of the tower. This is a task that I wanted to do for a long time, but had to do a lot of planning as I couldn't remove the structures from the layout to get the job done. It was a delicate project using real scale wood and having to reach behind the coal tower to get all the pieces in place and secure. *John Paganoni, MMR*



What Does Your Workbench Look Like?

Come on. Fess up. Is it a disaster like the one pictured below? Or is it clean and organized? *The Flyer* is curious. Please share a photo of your workbench. You can send it to our email address: potomac-flyer@potomac-nmra.org There's no deadline. Based on your response we might make it a regular feature.



For the record, this was your Flyer Editor's work area at year's end (above). I'm embarrassed, but pretty sure I knew where everything was. I'm hamstrung by having a small layout, a separate diorama, supply storage bins and my desk, laptop, printer and files all in a 10'x12' bedroom. After looking at the mess, I decided to restore what for me passes as order (left).

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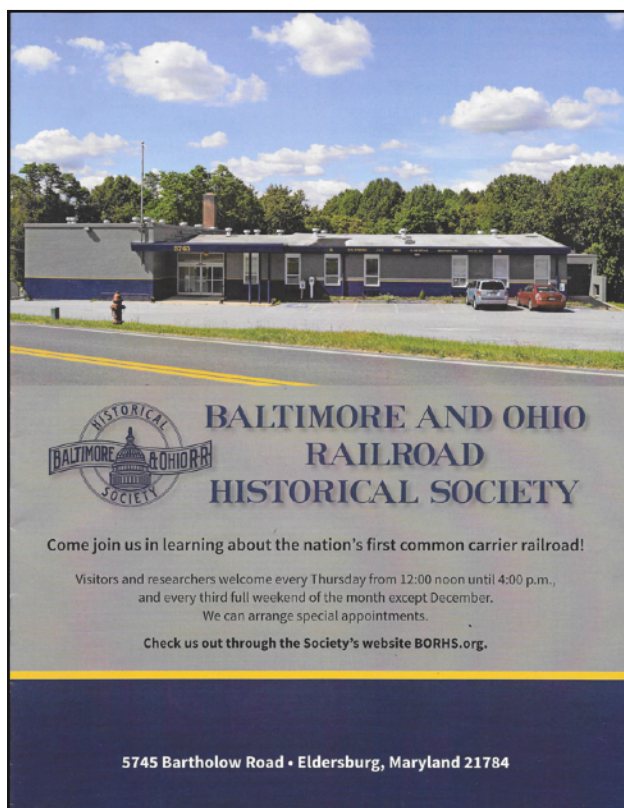
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[New Partners in RED*] Dec 2022

Partnership Program

Looking for Something to Do? To Read?



**New Release from the
Baltimore and Ohio Railroad Historical Society**

**A Guide to Historical Modeling
of Baltimore and Ohio Railroad
Locomotives from 1900 to 1987**

By Gregory M. Smith

Softbound, 570 pages
Quick Overall Locomotive Roster from 1900-1987
1957 Locomotive Renumbering
RETAIL PRICE \$59.95

294 References, 17,000+ Data Entries
Index of Commercially Published Photos
Listing of HO, S, and O Scale Model Locomotives and Decals
MEMBER PRICE \$53.95

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Send Order Form to: BORHS Store PO Box 1608 Sykesville MD 21784
Dealers, please contact the Society for pricing: storemanager@borhs.org



Paymaster's Report

by Jerry Stanley, Potomac Division Paymaster

1. Checking account (beginning balance)	\$6065.77
2. Cash on Hand \$25 coffee	\$25.00
3. <u>Total assets as of 8/31/2022 (end balance)</u>	<u>\$6090.77</u>
4. Deposits by date	
a) \$140.00 12/23/22	
5. <u>Total Deposits</u>	<u>\$140.00</u>
6. Individual Deposits	
a) \$140.00	
7. <u>Total Deposits</u>	<u>\$140.00</u>
8. Total payouts	
a) #751 \$91.76	
b) #753 \$240.00	
9. <u>Total Payouts</u>	<u>\$331.76</u>
10. Checking account balance as of 12/30/2022 (Lines [1+5]-9) =	\$5874.01
11. Total Cash on hand 12/30/2022	\$25.00
12. Total Assets (lines 10+11)	\$5899.01



Potomac Division Clinic and Event Schedule

Sunday, February. 19th, 2023, **Virtual Clinic** 3 PM

Brian Sheron, MMR - Forty-two years of tips and tricks

Saturday, February 25th, 2023, **Make and Take Clinic** 10AM

In Person - Martin Brechbiel, MMR - Resin Casting

[Knights of Columbus Hall](#), 3700 Old Lee Highway, Fairfax, Va.

Saturday, February 25th, 2023, Layout Open House (following KoC event)

In Person - Tim Tilson's Soo Line, Fairfax, Va.

Saturday, March 11th, 2023, **Make and Take Clinic** 10AM

In Person - Bill Mosteller - Installation and Use of Kadee Whisker Couplers

[Knights of Columbus Hall](#), 3700 Old Lee Highway, Fairfax, Va.

Sunday, March. 19th, 2023, **Virtual Clinic** 3 PM

Paul Bastek - Tools for Making Gauge 1 and Big Steam Engines

Saturday, April 8th, 2023, **Make and Take Clinic** 10AM

In Person - Paul Bastek - Hands-on Tool Intro to Lathe, Milling, Soldering and 3D Printing, [Hobby Barn](#)

Sunday, April 16th, 2023, **Virtual Clinic** 3 PM

Brian Sheron, MMR - Details can make the difference adding details to your layout

Saturday, April 22nd, 2023, Layout Open Houses

Bernard Kempinski's USMRR Aquia-Falmouth Line, Alexandria, Va. and John Sethian's PRR Nassau Division, Burke, Va.

Saturday, May 20th, 2023, Layout Open Houses

Brian Sheron, MMR, Poolesville, Md. & Dean Ripple, Gaithersburg, Md.

Sunday, May 21st, 2023, **Virtual Clinic** 3 PM

Alex Belida, MMR - Making a critter

Saturday, May 27th, 2023, **Make and Take Clinic** 10AM

In Person - Paul Bastek - Hands-on Intro to Lathe, Milling, Soldering and 3D Printing
[Hobby Barn](#)

Sunday, June 18th, 2023, **Virtual Clinic** 3 PM

Kurt Thompson, MMR - Doing the paperwork - Earning your Dispatcher Certificate

Sunday, July 16th, 2023, **Virtual Clinic** 3 PM Virtual - Bob Sprague - What's new on the Old Ma & Pa; Update on the Ma & Pa, Roland Park Division

What's Coming in the Next Issue of the Flyer?

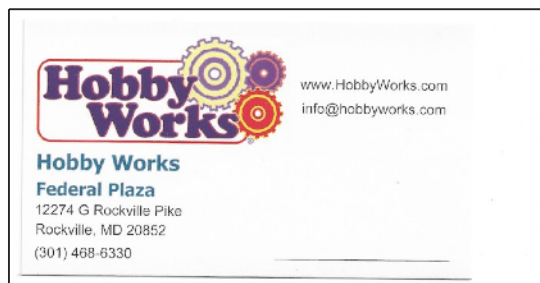
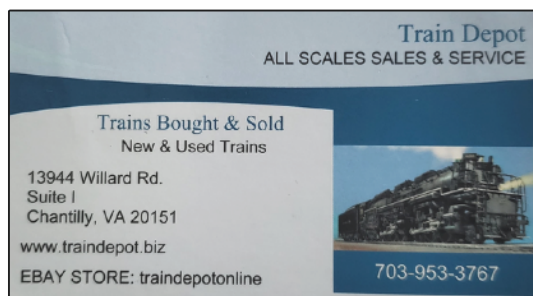
We'll introduce you to the candidates for the 2023 Potomac Division Board of Directors for Superintendent, Senior Assistant Superintendent and Clerk. You'll also get updated information on the voting process.

And we'll feature another major structure construction article by civil engineer **Bill Schultheiss** on the barn he's made for his Vermont layout. The April-May 2022 *Flyer* showcased Bill's modeling skills in making a Vermont covered bridge.

Plus we'll show you **Martin Brechbiel's** workbench, and our **Signs Challenge** entries.



Hobby Shop Business Cards



The End of the Line