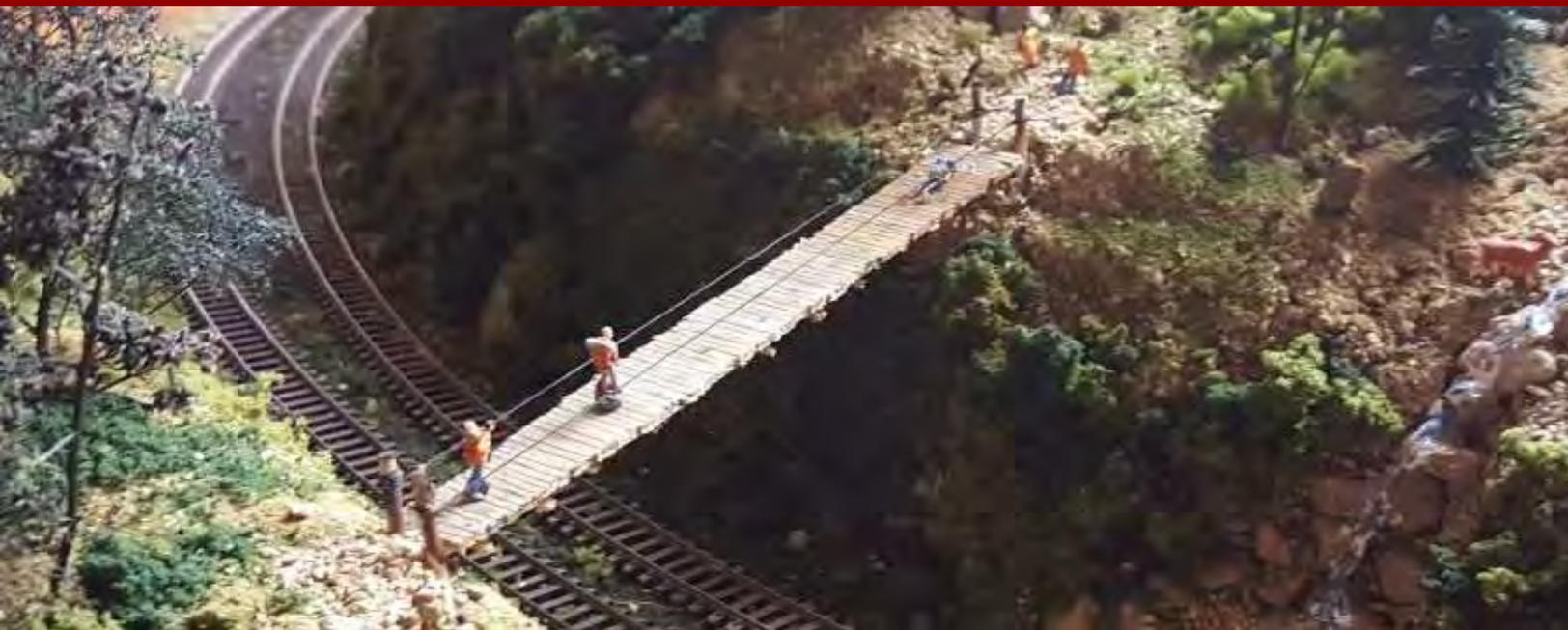


The

Spring 2017

POTOMAC FLYER



In this issue: From the Business Car ▪ Achievement Program ▪ Meeting the Achievement Program Challenge ▪ 2017 Minicon Report ▪ Mark Me Up! — Where Can I Operate? ▪ Ancient Modeler # 13: Triskaidekaphobia ▪ Perishable Freight — Opportunities for Operation (Part 4) ▪ Bachmann Fairbanks Morse H16-44 Split Frame DC to DCC Conversion ▪ Potomac Division Speaker Services ▪ Open House Report: Jim Hellwege's Bangor and Aroostook Railroad ▪ Dave Mitchell's Layout Available for Visit ▪ Operations Session Report ▪ Brian Sheron's Long Island Rail Road (LIRR) ▪ Coming Layout Open Houses: Prince William Double Header ▪ Marty McGuirk's Central Vermont Railway ▪ Prince William Model Railroad Club ▪ Bryan Kidd's Chesapeake and Ohio Alleghany Sub-Division

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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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Tip: All of the entries in the Bill Of Lading are links. Point to an entry and click to jump to that article.

Potomac Flyer Potomac Division's Quarterly Newsletter

Submission Deadlines

Winter Issue December 1
Summer Issue June 1

Spring Issue March 1
Fall Issue September 1

Cover photos of **Jim Hellwege's N scale Bangor and Aroostook** Railroad:
Upper: Elizabeth Boisvert; lower: Marshall Abrams

From the Business Car

by Brian Sheron, MMR, Division Superintendent

I want to start this issue's Superintendent's Column by first thanking all of the folks who volunteered their time to make the 2017 Minicon held on March 4th a great success. Events like these take a lot of planning and coordination, and many of the volunteers, in addition to spending time preparing for the Minicon, forego the opportunity to hear clinics or just socialize with others in order to carry out their assignments and make the Minicon a success.

I also want to thank the two modular clubs, The Potomac Module Crew, and the NVNtrak club, for taking the time to come and set up their beautiful modular layouts and operate them during the convention. Not counting the transit time, it takes several hours and many club members to transport the modules, bring them in, set them up and connect them electrically and make sure they run before the convention starts. It then takes several hours and many club members to disassemble the modules, pack them away, and carry them back out to the trailers.

Finally, I want to thank all of the members who came out and attended the Minicon. The paid attendance was 62, which is more than last year. Most of the members who I got to talk with indicated they were enjoying the Minicon. However, if anyone has any comments or suggestions for future Minicons, please do not hesitate to contact me at BSheron@mac.com.

The next big-ticket item on the agenda is the 2018 MER convention, which the Potomac Division will be hosting. This will be held over Columbus Day weekend, October 4-7, 2018 at the Rockville Hilton in Rockville, Maryland. Please note that in the years that the Potomac Division hosts the MER convention (once every 5 years), we do not schedule a Minicon for that year. Therefore, there will not be a Minicon in the Spring of 2018.

The Division is looking for volunteers both to help with the routine activities as well as to help with the 2018 Convention. If you are interested, please feel free to contact me. **I**



Brian is a long-time model railroader, and models the Port Jefferson Branch of the Long Island Rail Road in HO scale. He earned Master Model Railroader (MMR) certificate number

469 in 2011 and is currently the Superintendent of the Potomac Division. His goal is to make NMRA membership, and model railroading in general, a rewarding and fun experience for Potomac Division members. In the spare time he has, when he's not working on his trains, he enjoys playing bluegrass banjo and plays with an informal group at monthly jam sessions.

Welcome Aboard (Name & County)

John Bright	Fairfax
John Gray	Montgomery
Stephen Lee	Montgomery
Paul Prevost	Alexandria
James Roberts	Arlington
Samantha Scruggs	Fairfax
Robert Stewart	Montgomery
Derek Thompson	Calvert
Cheryl Zwierko	Fairfax
Richard Zwierko	Fairfax

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Achievement Program

Introduction by Brian Sheron, MMR

For this issue of the Flyer, I have asked John Paganoni to write a guest column about his experience as a judge, more specifically about being the chief judge at the recent Potomac Division Minicon. John has stepped up and assumed a leadership position in **this area, for which I am very thankful. I think that John's** perspective on the AP program and the judging that is required for merit awards will be enlightening for everyone.

Meeting the Achievement Program Challenge

By: John Paganoni

With helper service by: Mat Thompson, Bill Roman, and Marty McGuirk

The purpose of this column is to provide some assistance and pointers for our members who are, or plan to earn Master Model Railroader certification, a component of the NMRA Achievement Program (AP). We hope the information here will help you in preparing models for merit evaluation.

The information on the NMRA web site at <http://www.nmra.org/education/achievement-program> is crucial for success in model evaluations. Note that the NMRA Achievement Program is listed under Education indicating the focus of how the NMRA developers built the entire program. That context helps us understand why specific AP requirements have been established.

Think of the AP as you would if you were pursuing a college degree. In this case, your major discipline would lead to a Master Model Railroader Degree. Now to get there, as you would in an academic environment, you would need to develop your curriculum by selecting the required number of courses in each of the required academic disciplines (e.g., humanities, sciences) that lead to the degree. The courses **(we'll call them categories) you select** in each of the required disciplines to achieve your objective are listed in the AP documentation; specifically, there are 4 disciplines (Equipment, Settings, Engineering, and Service) and 11 categories, 7 of which you will need to master. Once you have selected which 7 categories (Cars, Structures, Motive Power, etc.) you wish to complete, **you will need to succeed in "passing" the number of "subjects" (type of cars, structures, etc.) required for each category.**

The NMRA AP website can initially be hard to navigate. As you journey through the AP, you will need to refer to it frequently, so you should become familiar with it. This article presents some suggestions, based on experience that may make the process a little easier. All of the information in this article can be found

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.



The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership. Visit www.nmra.org. Then improve your skills. And your hobby.

on the NMRA AP web site. For each category you are working on, make copies of all the necessary forms and guidance available on the NMRA web site, making sure you have the current forms and not obsolete versions, and study them carefully. Creating a binder or folder with all the forms you will need, as well as the NMRA narrative examples related to your projects, will prove invaluable.

One of the most useful is the NMRA Form #902, NMRA NATIONAL CONTEST JUDGING FORM (also titled Judges' Score Sheet for NMRA Model Contest). If you go to the NMRA AP web page, **click on “FORMS”** and scroll to the bottom, the last form is the judging form. The URL is <http://www.nmra.org/sites/default/files/education/achievement/pdf/2006-nmra-contest-judging-form.pdf>. This is the form on which you tell the Merit Award judges how you built they model they are judging.

Also, refer to the JUDGING GUIDELINES narratives which shows all the points that you can earn during an evaluation of your model include very helpful examples. You should make copies of the JUDGING POINTS MATRIX for each category – Construction, Detail, Conformity, Finish & Lettering, and Scratch Building. Both the judging points matrix and the JUDGING GUIDELINES narratives can be found on the NMRA AP web site on **the “FORMS” link and then under the first bullet under “General Forms,” entitled “AP Forms Assessment Guidelines.”** The URL is <http://www.nmra.org/sites/default/files/education/achievement/pdf/2006-judging-guide-lines.pdf>.

Another form that you will need in your document package is the ACHIEVEMENT PROGRAM MASTER BUILDER STRUCTURES JUDGING FORM (Note that this form is needed for other categories as well). This form **can also be found on the “FORMS” link under “Assessment Forms.”** The URL is <http://www.nmra.org/sites/default/files/education/achievement/pdf/2006-jf-mbs.pdf>. These forms will show you the maximum number of points the judges have awarded your model in each category.

A model is judged against five categories. Each category has an associated maximum point value that can be earned. The maximum point value for all five categories is 125 points. **In order to “pass” the modeling exam,** you only need to achieve a point value of 87.5 points, which is 70% of the 125-point maximum. The discussion below describes the five judging categories further.

CONSTRUCTION has two major parts: The difficulty or complexity of your model, and how well you constructed your model. This is the big point pool of 40 possible points. Here is where the judges look for complexity of the model and how well the modeler accomplished the job. Clean, tight joints are always looked at closely as well as the fit of all the parts, uneven roofs, out-of-plumb windows, etc. Also, keep fingerprints, glue marks, and similar contamination off the model. This is where the judges focus on the quality of the construction.

CONFORMITY is the next item. Judges evaluate how well the model replicates the prototype. Evaluation focuses on how well the modeler achieved prototypical appearance and followed typical prototype construction practices. Thickness of exposed walls, window and door construction should follow architectural practices. For example, exposed interior framing should follow prototypic spacing for the era being modeled. This does not mean you should use scale nails to secure boards! Reference photos and/or plans should be provided because this is what the judges will use to determine how well the model conforms to the prototype. If you are building free-lance structure that does not have an exact prototype, provide picture and/or plans of similar structures of that era and locale so the judges can conclude that the structure you built could likely have existed at that time and place. . A maximum of 25 points are available for conformity.

DETAIL that enhances the model can earn up to 20 points. Some research regarding your model, including pictures, can be a big help in detailing the model. Board by board construction, fascia boards, eaves, down spouts and gutters, nail holes, doorknobs, etc., if appropriate, will earn points. Quantity is important here.

FINISH & LETTERING done well can really make your model stand out. Twenty-five points are available here, so be sure there are no paint runs, stripes, or color separations that are **not crisp. Don't have trapped air in decals; don't** have decals that shine or show residual decal film. The lettering should be straight. If the model is weathered, be sure it conforms to prototypical effects. Multicolored



models, particularly freight cars, will potentially earn more points than a single colored car because applying multiple colors is considered more complex.

SCRATCH BUILDING is where QUANTITY counts. The more parts of your model that you scratch build, the more points you can potentially earn. Fifteen points can be earned here. The NMRA guidelines provide a list of what items do not need to be scratch built.

I urge everyone to study the JUDGING POINT MATRIX, since this is the form the judges use to assign points during the evaluation of the model. Carefully review the NMRA Achievement Program web site before and during the building of your model and then again before submitting your model with essential documents for evaluation by judges.

Consider building a very small and simple 3 sided kit that you are going to submit for evaluation, such as, a **“whistle stop” station kit**. If built straight from the box, this structure would likely not achieve the **“passing score” of 87.5 points**. Since this is a kit and a very small uncomplicated structure, very few points might be earned from the **“big buck” CONSTRUCTION point pool**.

Go back again and study the JUDGING POINT MATRIX. You will readily notice that the upper left hand corner shows **“0” points while the lower left shows the maximum points available** for each criterion. The terms across the top and left side of the form asks you where you honestly believe your model rests. Since **we are talking about a very simple kit, the model would fall pretty much to the left under “Simple Model.”** At this point, you have to decide if you can enhance the model enough to raise the number of points it can be awarded.

If the kit doesn’t have a foundation, consider adding a raised platform on pilings or 4 x 4 timbers with footings. Now you are getting into some scratch building. You could also add a set of scratch built stairs with from the platform down to the tracks. Next, you could detail the interior with a floor (could be part of the platform), build 2 x 4 interior framing per standard construction methods (CONFORMITY), put a ceiling in and scratch build a bench or two. Scratch built doors on the little station that are open to show interior details and hinges and latches along with your sketch of how you built the door will add points. You could solder, cut and fit some metal on the doors or add a simple scratch built addition for freight handling with a set of double doors and details inside that can be seen. A freight platform that will be the right height at the tracks to facilitate loading and unloading a freight car could be added. Next you could add a couple of double hung windows with at least one being partly open and **make the “glass” real glass from a microscope slide?** Maybe a door entering from the station back would be neat and serve a prototype purpose. A little roof over the back steps to the door would keep the rain off passengers.

The next consideration is CONFORMITY, where you might earn some points and raise your score. A tar paper roof may look appropriate, but a neatly shingled roof, done in CONFORMITY with prototype roofing guides, would be an eye catcher. A vent on the roof over both the passenger side and the freight shed would serve to help cool passengers and freight personnel on hot summer days. It is important that you provide photos and/or plans of prototype structures that are similar to the one you constructed, such that judges can reasonably see that your model duplicates the structure shown in the prototype photos or drawings provided.

Some signage (LETTERING) showing the name of the town the station serves could identify the location. A shield of the railroad on the ends of the station would advertise the line serving the town. You can add a stove, a coal box, shovel, and ash bucket, or a fuel tank with a pipe into the station to the stove. The stove would require that a chimney be added. Is a toilet with an old Sears catalog next to it needed? A pole with a pulley and rope for a flag or ball to signal the engineer that he needs to stop for a pick up would be a nice addition. Try to think of more that can be done and you are on your way.

A clean, neatly done paint or stain job (FINISH) could put **the final model close to the finish line. All that’s left is a** bunch of appropriate well painted DETAILS and figures that would normally be seen around a station and freight facility.

The suggested additions will raise your potential scores in pretty much all of the five categories. If you draw plans for the additions (e.g., added stairwell, doors and windows, back shed roof) you will earn points in the SCRATCH BUILDING category.



Regardless of whether you build a structure or car from scratch, build it from a kit, or add modifications and details to the kit, it is important that you properly address the CONFORMANCE requirement. If you are not building a structure or car which exactly replicates a prototype as depicted in photos and/or drawings, you should provide photos and/or plans of prototype structures that are similar to the one you constructed, such that judges can reasonably assume that such a structure could have been built in the time frame and locale of the prototype photos or drawings provided.

If you think you now have a Merit Award worthy model, have it judged. If you think it just isn't possible to get that many points with such a simple model, consider building a different structure and test yourself again.

In summary, be sure to understand CONSTRUCTION, DETAIL, CONFORMITY, FINISH & LETTERING, and SCRATCH BUILT, make your documents, drawings, and paperwork concise and applicable to your model, build your submission package with all the necessary forms filled in as required and you are ready to go! But **don't write "The Great American Novel" when describing your model in the documentation. When a model is judged in a contest setting (e.g., a convention), judges only have a limited amount of time to read the documentation. If it is too long, they simply won't have time to read it. So keep it concise and informative.**

As a final reminder, don't forget to take advantage of the opportunities offered by visiting open houses and talk to the host and fellow modelers. It's amazing what you will see on layouts available in this Division. Check the Potomac Flyer for the layout tour schedule and get on board. Also, contacting members who have done AP work in the category you are interested in can really boost your skills, help you to proceed, and assist you in the areas required on the Form #902. Don't hesitate to use this valuable resource and remember modelers who receive Merit Awards have pledged to help other model railroaders. A list of all of the Potomac Division members that have earned achievement awards is provided on the Division web page under "Achievement Program."

Hopefully, this little discussion will pay some dividends and help you on your journey to a doctorate degree in model railroading called Master Model Railroader. **I**



John Paganoni grew up never out of sight of the Central Vermont Railway in the days of steam. He lived in Montville, Connecticut where there was a lot of activity for the paper mills and fabric mills in the late 1940's to mid-1950's. A lifetime objective was to try to capture the CV in those days of steam in HO scale and John was fortunate enough to gather enough historical information to draft scale drawings of all

the major CV facilities between New London, Connecticut and Montville. He is in the process of building a very compressed layout to feature the main interest items that recall the CV's "Golden Years."

[Return to Bill of Lading](#)

Upgrading your fleet?
Changing eras?
Switching prototypes?
Changing scales?
Cleaning out the basement?
Moving?
Lightening your load?
Selling non-railroad stuff?

Don't forget to choose the NMRA as your ebay charity!

A yellow rectangular advertisement with a red border. It contains several questions in various colors (green, blue, purple, red) and a bold black statement at the bottom. The questions are: "Upgrading your fleet?", "Changing eras?", "Switching prototypes?", "Changing scales?", "Cleaning out the basement?", "Moving?", "Lightening your load?", and "Selling non-railroad stuff?". The statement at the bottom reads: "Don't forget to choose the NMRA as your ebay charity!".

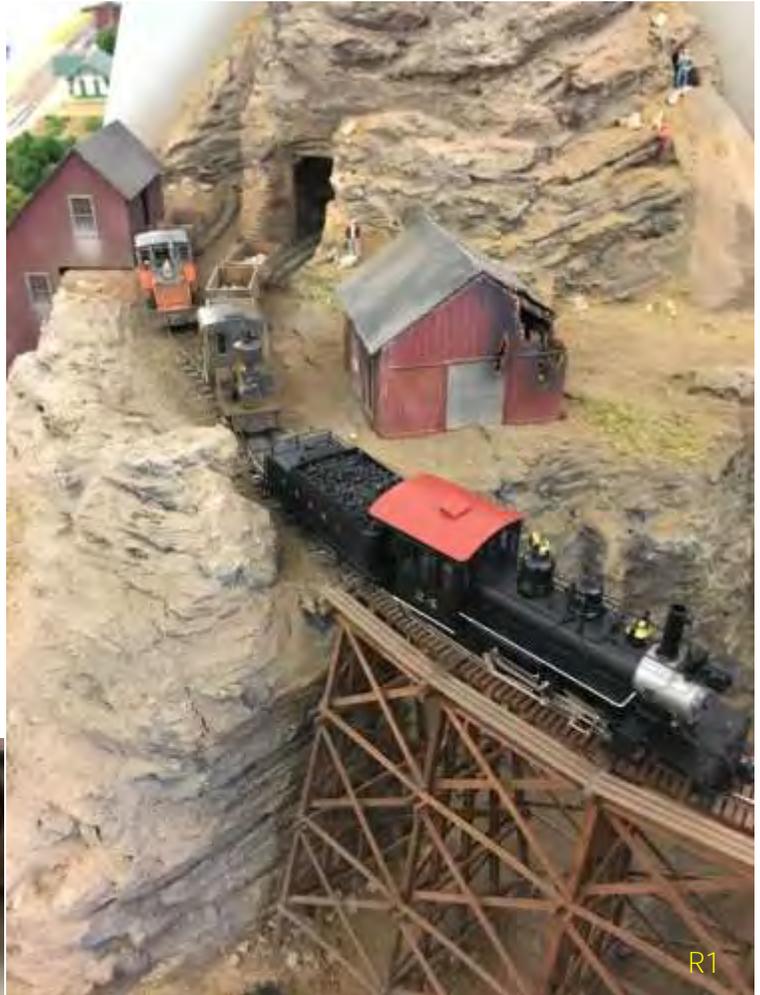
2017 Minicon Report

Marshall Abrams, Ed Rosado, Bob Rosenberg, Brian Sheron, and Mat Thompson contributed to this report.
Photos by Marshall Abrams (A), Angelo Rosado (R), and Mat Thompson (T)

The Potomac Division held its annual Mini-Convention on Saturday, March 4, 2017, at St. Matthews Methodist Church in Annandale, Virginia. Our membership includes many skilled and experienced modelers who contribute the time and effort to share and thereby promote the model railroading hobby.

Modular layouts

A highlight was the two modular layouts set up in the main room [R1, R2, R4]. The NVNTrak group set up their beautiful N-gauge modular layout with a variety of scenes on the different modules. The benefit of N-scale is that it allows more railroading in the same space compared to other, larger scales. This was evident with the long trains the club was able to run. Next to the NVNtrak club was the Potomac Module Crew (PMC), who set up their HO-scale modular layout. It too was filled with beautifully scenicked modules depicting a variety of scenes. Several cub scouts were seen with throttles in their hands running the trains on the layout!



Both of these modular layouts greatly added to the model railroading atmosphere of the Minicon.



The White Elephant sale, in the end of first floor [R3], gave members the opportunity to sell items they no longer wanted. There were great bargains if you happened to want an item that was on the table.

Clinics, Business Meeting & Featured Speakers

Following tradition, parallel clinic tracks offered alternative presentations. It was hard to decide which to attend! Copies of the clinics, or related information handouts, are available for many of the clinics on the Potomac Division web page at <http://potomac-nmra.org/Clinics/Clinics.html>.



All clinicians were well versed in the subjects they presented.

In the morning, we had Nick Kalis [A2] discussing his research of the **Oahu Sugar Company's plantation railroad on which he's** based his Fn3 scale home layout of the same name. Nick took us through some of his extensive

pictorial research of Hawaiian sugar mills and rail operations as sugar cane was harvested and transported for processing, with pictures dating from the late 19th to early 20th century. It was inspiring for modelers wanting to learn more about this almost forgotten function of early railroad days. The presentation consisted of photographs of his layout in progress, the town of Waipahu, which he is modeling, and the plantation railroad as a whole. While Fn3 could be too large in many situations, in the case of small plantation locomotives and rolling stock, Fn3 works perfectly for him. He is modeling 1944 and how WWII affected his favorite railroad.

Nigel Phillips [A1] presented a clinic on modifying commercial turnouts and scratch building others. He used PowerPoint to show that with the proper patience and right tools you can turn the old axiom around **and build turnouts "easier done than said."** Nigel also discussed appropriate wiring for DCC and power-routed turnouts as well as the complexities in



constructing crossovers and crossings.

Ramon Rhodes [A4] presented a review of **"The Santa Fe Railroad in Chicago."** Ramon took us through the suburbs of Chicago to demonstrate the complexity of lines running through the region and how interconnectivity of rail lines was achieved to ensure smooth operations in such a heavily used center of activity. His knowledge of the area was impressive, while laying out the various railroads and lines entering and exiting the region and the engines and stock used with emphasis on the Santa Fe Railroad, of course!





Gil Fuchs [A3] did a clinic on 3D printing, exploring the applicability of this new tool to model railroading with skill and abundant knowledge of the challenges and opportunities available for a number of modeling aspects. Gil went into detailed explanations on availability, prices, and uses of the different models currently on the market, including their strengths and weaknesses, and most everything else you'll need to make a decision on when or even if to invest in one yourself or to use a service to produce an item for use of your model railroad.

During the lunchtime break, we held our annual Business meeting. The two items addressed were election of the Board of Directors, and approval of proposed Bylaw changes. There were just five candidates for the 5 Board member positions, so these 5 candidates were elected by unanimous consent. Subsequent to the Minicon, the Board held a meeting by email and re-elected the officers – Brian Sheron (Superintendent), Marshall Abrams (Senior Assistant Superintendent), Ed Rosado (Assistant Superintendent), Bill

White (Clerk), and Tom Brodrick (Paymaster). The proposed Bylaw changes were presented by Bill White, as published in the special edition of the *Flyer* that came out before the Minicon, and those proposed changes were approved by unanimous consent as well. The Bylaws are at <http://potomac-nmra.org/PotomacDivisionBylaws%20adopted%20Mar17.pdf>.

Our lunchtime speaker was Bob Sprague [A5, A10], a Potomac Division member and also a well-known Model Railroader magazine author, who gave an excellent talk on using prototype railroads (or sections thereof) as a basis for your model railroad, and included source information on where you can locate the maps that you'll need to do the job accurately. Bob used some well-known track plans of famous model railroaders, explaining some of the benefits and pitfalls when planning a model railroad based on prototype trackage. His talk was filled with track diagrams and photos. Bob emphasized the old model railroading adage that “there’s a prototype for everything,” and proved it with some photos of prototype trackage that would make even an expert in building model railroad track components cringe, or as he said, “Would make FastTracks rich.”





After lunch, Mat Thompson [A6] discussed ships and seaports as they are modeled on his Oregon Coast Railroad. Matt showed attendees the various model ships on the market that can be used or modified to be used on our railroads, giving tips on how best to fit and place them on model railroad layouts and pictures of prototype ships.

Martin Brechbiel [A7] presented the requirements for the AP author certificate in great detail. Martin explained the requirements for authoring papers and writings for those interested in publishing in model railroad magazines.



Bernie Kempinski [A9] finished up the day with a fascinating talk on Marine Terminals excerpted from his new book, just released by Kalmbach. Bernie discussed rail-marine operations, break bulk piers and terminals, grain and mineral terminals, railroad ferries and car float terminals, barges and container terminals. His emphasis was on the Port of Los Angeles (or POLA as he calls it), supplemented by other ports around the country. The amount of research that went into this publication and presentation was staggering. He finished with a book purchase and signing opportunity.



Celebration of Models

The Celebration of Models includes items being judged as part of the Achievement Program and others that were brought so that people could enjoy looking at them. The Models Room turned out to be much more active than last year and we had more models to review.

We were very fortunate to have John Paganoni chair the judging, assisted by Marty McGuirk and Bill Roman [A8]. The three of them did a thorough and fair job in evaluating the models. They used the NMRA matrix for scoring purposes and took the time to come to consensus on each of the models. John has shared his judging experience as guest author of the AP column in this issue.

There were eight models in the Celebration:

T1—Bruce Blackwood brought four models to the Minicon. This O scale gas station was inspired by a kit offering from Berkshire Valley Models. This nice looking O Scale gas station **takes you back to the 1950's, with a great interior, lots to look at, and a large amount of detail in the surrounding lot - protected by a scratch built fence to keep the thieves out. You can almost hear the junk yard dog guarding the side and back yards!**





T1



T2

T2—Bruce's other O scale model was a freight and passenger station complete with lighting. The back roof is off to allow viewing the interior details. This fine O scale rural small passenger and freight station could be found virtually anywhere across the US in the 1930-1950 era. It shows the need for some significant maintenance attention!



T3—Bruce scratch built this small passenger and freight station in HO. This small HO scale passenger and freight shelter could be located on almost any small railroad that passes through rural towns. It would most likely be referred to as a “whistle stop” where the engineer would have to be on the lookout for a flag or ball signal to stop and pick up a passenger or some freight.

T4—This Texaco station is the other HO model Bruce had on display. This eye-catching Texaco gas station brings back many memories for those who remember the days of yesteryear. You can almost hear the slogan “Trust your car to the man who wears the star!”

T5—Bruce detailed the second story interior with a pool table. The black wires are for the model’s lighting.



T6—Jerry Skeim mounted his HO scale water tower on a small diorama. This model was built from an original water tank kit from the “early days” of HO modeling. Jerry wanted to share with our members what kits were then compared to what is available on today’s market. His beautiful module takes us back to a more quiet and peaceful time reminiscent of the setting for the “Petticoat Junction” TV series.

T7—This truly outstanding On2 model of a Sandy River & Rangeley Lakes wood boxcar was totally built from scratch by Mat Thompson. Mat used prototype blueprints and many photographs of the actual prototype car to accurately construct a model of the prototype. The fully detailed brake system, the interior detail, the scribed siding, finish, and lettering attest to Mat’s extraordinary modeling skills.

T8—Tim Barr built this module as a modeling tribute to the victims of the Lac-Megantic, Quebec train crash in 2013. Several tank cars carrying highly volatile Bakken crude oil caught fire causing at least 47 deaths, Tim simulated the burning oil using an LED Fire module offered by Evans Designs.

T9—John Paganoni displayed his Central Vermont Wreck Train. The train represents the basic configuration for recovery from a wreck or significant derailment. This configuration lasted until the beginning of March 1957 when steam was terminated in the Southern Division. The “home base” for this wreck train was New London, Connecticut. If the truck-loaded flatcar wasn’t needed, it was left in the yard. Sometimes the



boom car was used with a clamshell bucket crane for ditch and track maintenance, thus the presence of a clamshell bucket in the car. The models represent the late 1940 – early 1950s. The HO Scale locomotive is an N-5a Class consolidation by New England Rail Service; the boom car, crane, and flatcar are Tichy models, modified significantly. The caboose is scratch built.



T8



T9

Conclusion
It was wonderful
Minicon! Knowledgeable
and talented people got
to share all that
expertise on a single day.
Our efforts have spread a
lot farther than just the
Potomac Division.
Clinicians have already
received e-mails from a
local modeler and others
in California and
Colorado with friendly
comments and
interesting discussion
about their clinics. 📧

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Mark Me Up! — Where Can I Operate?

by Mat Thompson

As I have said before, the purpose of **Mark Me Up** is to encourage you to try operations. If that's working, you might wonder where can you do it. In an earlier column, I gave some general suggestions; this time, I will be specific.

Train Friends - **If you have a train friend (or friends) who host sessions or operate on other people's layouts, be sure you have told them you would like to get into operations.**

Potomac Division Operating Groups

The division web site includes a list of nine operating groups in the area, some with one railroad, others offering round robin sessions at multiple layouts. See <http://potomac-nmra.org/Operating%20Groups/Operating%20Groups.html> and check the individual articles for contact details.



Robert Hogan (left) is obviously having a good time on **Pete LaGuardia's Western Illinois** Division of the New York Central Railroad. His Dad, Sean, seems to be working a bit harder. The session was one organized by Bill Mosteller, the man who puts life into the Potomac Division Operations Initiative.

Potomac Division Operations Initiative - From time to time, the Division organizes operations sessions on local layouts. They are advertised by e-mail notices, on the Division website (<http://potomac-nmra.org/>) and in the Flyer. All you have to do is sign up. The layouts are local and hosts expect some new operators. You will get to operate and meet other local operators.

Potomac Division Open Houses - Several times a year Potomac members host open houses. This is a great place to meet other local model railroaders. Many of the hosts for Open Houses are also operators.

Local Model Railroad Clubs - Some local **clubs hold ops sessions. Even if a club doesn't**, every club has members who are interested, so joining a club is a good way to make contacts and engage in ops discussions:

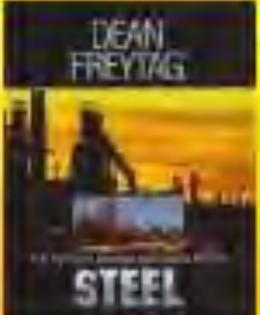
- The Northern Virginia Model Railroaders (<http://nvmr.org/>) have a large layout in the

Vienna railroad station. They hold monthly ops sessions.

- The Prince William County Model Railroad Club (<http://www.pwmrc.org/>) has a layout in the Quantico railroad session. Informal operations are common.

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- The Potomac Modular Crew (<http://potomacmodulecrew.org/pmchorr01/Home-Page.html>), Northern Virginia NTrak (<http://www.nvtrak.org/>), and the Four County Society of Model Engineers (<http://www.fcsme.org/index.htm>) are all modular clubs. Operations are limited but many club members are operators on other layouts.

Mid-Eastern Region of the NMRA Annual Conventions - Each Convention has a Call Board for operations hosted by local layout owners. New operators are expected and welcome. Information on Annual Conventions is on the Region website (<http://mer-nmra.com/>) and the Convention site has



At Open Houses look for car cards and boxes as seen here on the late George Hughes' Norfolk and Western Railroad. Only layouts used for operating sessions will have Car cards. Talk with the host. You can learn and maybe even get an invitation to come back.

information on operating sessions. Often, there are clinics on operations, a good place to learn and to meet others who are interested in ops.

Operations are popular. Watch the web site and sign up quickly. Also, NMRA members can go to any Region Conventions so you might want to see if location and/or dates make a different Region convention (<http://www.nmra.org/region-conventions>) a good choice for you.

One last point – We, the Potomac Division, are hosting the 2018 MER Region Convention October 3 to 7, 2018. That means many local layouts will be open for operations.

NMRA National Convention - Every National Convention has an active Operations program. Like in the Regions, ops are popular and spaces go quickly. Watch the website (<http://www.nmra.org/> and select Conventions). Over the next few years, Nationals are in Orlando (2017), Kansas City, an operations Mecca (2018), and Salt Lake City (2019).

Railroad Prototype Meets (RPM) - RPMs are similar to NMRA Conventions except that there is no membership and clinic focus tends to be on cars and engines. Ops sessions are offered and popular so sign up early.

- Mid- Atlantic RPM (<http://www.marpm.org/>) -



David Thompson (no relation) of Ocean View, NJ, is working the Swift Plant on my Oregon Coast Railroad. We had not met until David signed up for a session I offered as part of the 2016 Mid- Atlantic RPM. Since then we have become friends and seen each other at several different events - one of the benefits of being an operator.

Normally held in Stafford, there is no MARPM in 2017 but hopefully it will be back in 2018.

- RPM East (http://www.hansmanns.org/rpm_east/) — This Meet is held in Greenburg, PA, every other year on odd-numbered years.
- RPM Valley Forge (no website but keep Googling for it) — This meet is in Malvern, PA, on even numbered years.

Operations Special Interest Group (OPSIG) (<http://www.opsig.org/>) — OPSIG publishes a quarterly magazine on operations called The Dispatchers Office and maintains a web site. Besides good operating information, operating events are listed in both and the website has a members list and a listing of layouts open for operations. NMRA membership is encouraged but not required. You can join and receive the magazine in printed format for \$25 annually. Membership is \$10 annually for the magazine in digital format.

So there you go, with just a little bit of effort you can easily be operating several times a year. Have fun. **I**



Engineers and Fireman say "Mark me up!" to get their name on the crew Call Board for their next run. "Mark Me Up" is a quarterly column focused on how model railroaders can become operators and members of the operations community. Mat Thompson's Oregon Coast Railroad was featured in Great Model Railroads 2014. Building structures and scenery are his favorite modeling activities. He is also an avid model railroad operator and regularly attends operating sessions.

[Return to Bill of Lading](#)

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Ancient Modeler # 13: Triskaidekaphobia

by Bob Rosenberg

I was blissfully unaware that I suffered from the phobia mentioned in the title line above (the fear of the number 13) until I started to work on Ancient Modeler #13 and realized that my wellspring of literary ideas had run dry. Whether the phobia caused the drought is highly debatable, but right now, with all the real items of concern on my plate, I have way more important things to think about than some fantasy tale from ancient folklore. I also could have skipped #13 and gone right to #14, the way hotels sometimes do with rooms or even whole floors, but superstition **isn't my style either. However, it's nearing the end of February and I know Marshall will soon be asking me about my progress so I'd better get on it.**

When I first started writing these things, I had no idea that three years down the line I'd still be doing them. I tried to check back on some of my earlier columns in hopes of finding some material that could be pursued further; as it turned out that move wasn't necessary, which is just as well because several of the earlier ones have disappeared into the internet ether, never to be seen again (because of my failure, no doubt, to save them on a source off site). But inspiration can come from the most unlikely of sources. By sheer coincidence, my wife and I went out for lunch a couple of weeks before our Minicon and ran into two Potomac Division members who were just finishing theirs. The subject turned to that upcoming event and the possibility of selling train items there. I started thinking about what I have stated above, probably because they started me to thinking that maybe this would be a good opportunity to round up some of my **older, plastic items that I don't run anymore and take them to Annandale. Unfortunately, I never made it** downstairs to where the trains live to do much sorting because I was ambushed back in January by the nastiest virus in recorded human history since the black plague and it was still with me, with few signs of its abating anytime soon. By the time I finally got to the Minicon that Saturday, I could barely climb the stairs in St. Matthews Church myself, much less carry in trains. Those Methodists must be really fit; they evidently **have no need of elevators. Anyway, it didn't matter because the elephants' tables were already filled to overflowing; evidently we all had the same idea.** I also have a flyer on my desk that came that same day from the Great Scale Train Show people for their April show in Baltimore, another possible source for thinning a collection, but driving up there on I-95 is about as appealing to me right now as climbing more stairs. Besides, they have them four times a year; maybe I can catch the next one. But the question remains; is there a reliable source for disposing of small, inexpensive items that might be the eBay equivalent for the bigger, more valuable pieces?

I can't recall anything I have ever tried to sell (cars, trains, dental equipment) that I didn't believe was worth far more than the low ball prices that those Philistine buyers were offering me; clearly they were vastly underestimating the value of my magnificent items. But unfortunately, they had something I wanted more than they wanted what I had – money, and as usual, the “golden rule” applies (as in “he with the gold rules”). **My choice was to take their offers or go home empty pocketed. Of course, I could have stayed firm on my price; then my choice would have been either a small percentage of something or 100% of nothing.** Hobson would have understood perfectly. I have done very well on eBay over the past year; I have gotten my price, or pretty close to it, on all of the items that I have sold. Selling brass locomotives on an international auction site is considerably different than selling relatively inexpensive Athearn Blue Box freight cars, and most of us have a lot more of those cars in blue **boxes than brass locomotives, even me. I don't know what the break-even point is on eBay with regards to selling small items profitably when you add in packing, shipping, etc., but I doubt that the two or three dollars that car will most likely bring is enough, and I haven't yet figured out how to divide them up, price them, and sell them profitably in lots. That doesn't** invalidate the idea that I have to thin my non-brass collection too. I guess it all comes down to how much you want (or need) the money. Unquestionably, the easiest way to thin a collection would be to donate **parts of it to the division. That way they would get anything of value out of it and if it doesn't sell, disposal becomes their problem.**

It's a tough call deciding how to move out your older trains, especially if you need the money you hope to get for them to finance the purchase of your newer trains. I can already hear your pained expression of grief. **“I paid \$5.00 for that car and he says I'll be lucky to get half that? And with KD's on it too?” You're right, of course, but the problem isn't your math; it's your vision. Take a good look at that car. Have you ever seen a more beautifully rubber-stamped road name? How about those gorgeous cast on protrusions pretending to be ladders and grab irons? As for scale flanges, those oversized plastic wheels will accumulate enough dirt to be scale size in no time. As a new automobile ad said a few years back, “This is not your**

grandfather’s (whatever they were selling).” No modeler would accept that level of quality today; that’s why your new standard HO 40’ boxcars now cost \$25.00 and beyond. Your ultimate buyer will either at least change the trucks if they want to run it or give it to their kids to play with. It’s a lot easier if you’re just moving them along to relieve the burden on someone else who’ll have to pick up the ball after you’ve been invited to join that big operating session in the sky. Of course, if all else fails, you can always hold the sale yourself at home. You could spread the word to your friends via the internet, ask them to spread it to their friends the same way, even post lists of your trains on the internet, and hope that you don’t have to spend all of your profits pacifying your wife for the intrusion of several dozen people tracking mud into her kitchen to get to your railroad. Maybe it won’t snow that day either, just rain a whole lot.

There’s obviously no ideal answer when it comes to moving out small, relatively inexpensive, items as opposed to large collector’s type brass trains where the original box, blue or otherwise, is every bit as prized as the train in it and the price drops accordingly if you don’t have it. One division member suggested selling them in groups of three, on the theory that someone will want one of them badly enough to buy the other two to get it. Another did well selling on Facebook. I don’t do Facebook but I might try the trio theory, although I suppose that in the end I will take what I can get and be grateful that something is better than nothing, and be even more grateful that I’m able to do that; not everyone is. However, I am very satisfied that I at least managed to find something suitable to send to Marshall this quarter in spite of the apparent curse that had been cast upon me by the number 13. And since next quarter’s column will be number 14, I won’t have to worry about that Triskaidekaphobia thing draining my wellspring of literary ideas any more either, but just to be sure, I think that I’ll start working on it now. **I**



Bob Rosenberg’s current railroad, the Berkshire Air Line Railroad Company, is a fictional bridge/short line set in western Massachusetts in the 1950’s that uses New Haven, B&M, and NYC equipment.

[Return to Bill of Lading](#)

Perishable Freight — Opportunities for Operation (Part 4)

by Mike White

Protective Service Against Cold

Protective services against cold are the services needed when the outside air temperature is below that specified for the transit temperature of the load, It was achieved by placing charcoal heaters (and later thermostatically controlled LF (liquid fuel – alcohol heaters) in the empty ice bunkers of the reefers carrying the product.

Protective Service Against Cold is covered in Section 5 of Perishable Protective Service Tariff No. 11 (1940). The model waybill reference will therefore be CPS 5

Protective Service Against Cold was only offered at certain times of the year and in certain parts of the United States, **The geographic areas covered were known as “heater territory(s)”**. The Cold Weather Period specified in the tariff runs from October 15th to the following April 15th, inclusive, except as provided in other rules

Heater Territory under Carrier Protective Service is shown on pg. 60, Figure 32 of *USDA Handbook 195, Protection of Rail Shipments of Fruits and Vegetables*. Shipper Specified Service territory is shown in Figure 33 on pg. 61 at: <https://drive.google.com/file/d/0B7SG5wBHSOgPbFB3S2tzaW9sY00/view?usp=sharing>

“Carriers’ Protective Service Against Cold or Heater Service will be supplied only on shipments loaded in refrigerator cars equipped with ventilating devices and of such construction as to permit installation of heaters in bunkers or tanks”.

For standard Carriers’ Protective Service Against Cold, the waybill must carry the notation **“Carriers’ Protective Service Against Cold”**

Carriers’ Protective Service Against Cold for shipments originating outside of Heater Territory was only furnished from the

On C.A. TRAFFIC INSTRUCTIONS (Regarding long, ventilation, Heating, Weighing, etc. if used, specify when long should be charged & EXCEPTIONS: CARRIER'S PROTECTIVE SERVICE AGAINST COLD			
PRE ICE	INITIAL ICE	SALT	CPS 5
On C.L. TRAFFIC INSTRUCTIONS (Regarding long, Ventilation, Heating, Weighing, etc. if used, specify when long should be charged & EXCEPTIONS: CPS AGAINST COLD FROM POINT OF ENTRY INTO HEATER TERRITORY			
PRE ICE	INITIAL ICE	SALT	CPS 5

point of entry into the Heater Territory through which the shipment passed. The waybill was required to carry the notation **“Carriers’ Protective Service Against Cold from point of entry into Heater Territory”**.

There was also, as with Refrigeration Service, a **“Shippers’”** version of protection against cold known as **“Shippers’ Protective Service Against Cold”**. All of the services that could be obtained under the Carriers’ Protective Service were available but many of the details such as servicing the heaters enroute, providing fuel, and removing heaters at the destination were each charged for individually. The burden was placed on the shipper to specify when and how the heaters were to be used. While this could be more expensive, it gave the shipper more latitude over carload temperature control over the entire trip within and outside of **Heater Territory than available under Carriers’ Protective Service Against Cold. Use of Shippers’ Protective Service Against Cold** required a variety of tariff-specified waybill notations which will be of little use to the modeler. Care should be taken in the use of perishable waybill notations as they are dependent on the location of the model railroad (Heater Territory?) and the time of the year represented (late fall, winter, early spring?).

Most of the above describes the waybilling associated with full carload shipment of perishable goods. There was still the necessity of moving perishables to the retail level once the line haul trip was done. Most perishables were shipped to wholesale grocery concerns who in turn would handle distribution to the local retailers. The major exception to this was the handling of fresh meat. All LCL shipments of perishable freight were subject to the rules specified in Section 6 of Tariff No. 11, so the model waybill designation will specify CPS 6.

Meat Peddler Cars

The major meat packers (Swift, Armour, etc.) moved their product from the meat packing plant to **“branch houses” located in cities and towns** distant from the main plant. Branch houses would, in most cases, perform additional processing functions such as cutting to customer order or sausage making. These branch houses would deal directly with butcher shops, meat markets, restaurants, and other end consumers. In those situations, where markets and towns were too small to have their own branch house,

the packer supplied a refrigerator car known as a “meat peddler car.”

This was defined as “a car handled by carriers under special arrangements made with shippers for less than carload shipments of Meats and/or Packing House Products, etc.” A meat peddler car was loaded by, and at the expense of, the consignor with several LCL loads for destinations and customers along a specified route. Any requirements for ice and or salt, for icing, or re-icing were subject to the charges for these services under the provisions of CPS 4.

Weighting, etc. If used, specify when icing should be charged & EXCEPTIONS			
MEAT PEDDLER CAR			
PRE ICE	INITIAL ICE	SALT	CPS
	X		6
No PKGS	DESCRIPTION OF ARTICLES		
20 SIDES	DRESSED BEEF		

While there are no specific tariff instructions required on waybills associated with this service, the waybill is a suggested Instruction to identify for the operator how the car is to be handled.

Scheduled Refrigerator Car Service

The term “Scheduled Refrigerator Car Service” means insulated car service established or operated by and at the convenience of carriers for the handling of less than carload shipments of perishable freight. While there are on tariff instruction requirements for waybills for this service, shippers are required to state on the shipping order or bill of lading one of the following notations:

“Box Car Service”

“Scheduled Refrigerator Car Service”

The following is a suggested Instruction to identify for the operator how the car is to be handled.

D.R.C.L. TRAFFIC INSTRUCTIONS (Refrigerating, icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS			
SCHEDULED REFRIGERATOR CAR SERVICE			
PRE ICE	INITIAL ICE	SALT	CPS
	X		6
No PKGS	DESCRIPTION OF ARTICLES		
10 BOXES	DRESSED PORK PRODUCTS		

Box Car Service

There are some locations on lightly traveled routes where the carrier does not provide Scheduled Refrigerator Car Service over all or a portion of the route. In those cases, LCL perishable freight is carried in boxcars. An effort is made to maintain temperature control by icing the containers or packages along with hanging curtains within the boxcar and over the boxcar door openings to minimize the introduction of heat during unloading at intermediate stops.

“Ordinary boxcar service or its equivalent will be given between points from and to which there is no “Scheduled Refrigerator Car Service” available over any portion of the route. In such cases, bills of lading and waybills should carry notation as follows: “Boxcar Service.”

On C.L. TRAFFIC INSTRUCTIONS (Regarding Lading, Ventilation, Heating, Weighing, etc. If used, specify when lading should be changed & EXCEPTIONS)			
BOX CAR SERVICE			
PRE ICE	INITIAL ICE	SALT	CPS
			6
No. PKGS.		DESCRIPTION OF ARTICLES	
10 BOXES		DRESSED PORK	

As the tariff specifies that waybills carry the notation, the following instruction would be appropriate:

Where there is “Scheduled Refrigerator Car Service” over a portion of the route, perishable freight may be given the benefit of it, but will be subject to ordinary boxcar service or its equivalent for that portion of the route over which “Scheduled Refrigerator Car Service” is not operated. In such cases, the bills of lading and waybills should carry the following notation:

“Subject to boxcar service or its equivalent for that portion of the route over which ‘Scheduled Refrigerator Car Service’ is not operated.”

Since it is highly unlikely that any model railroad would intentionally model such a situation, no example waybill instruction is provided.

Note that in all of the LCL examples the “No. Pkgs.” entry reflects a quantity that is a fraction of a carload and is representative of amounts delivered at the retail level.

While what is described here drives waybill development to a higher level of detail than normally found elsewhere, it also increases the realism of the waybills associated with various circumstances encountered in the handling of perishable freight and provides for more variety in model railroad operations. **I**



Murray Michael White passed away April 2, 2016. He was proud of his service in the US Army and the Maryland State Police. Mike contributed to the NMRA as Paymaster, Webmaster and Computer Clerk of Potomac Division and Secretary of the Mid Eastern Region.

[Return to Bill of Lading](#)

[Ed: this is the final installment of the Perishable Freight articles and the last article that Mike wrote for the *Flyer*. RIP]

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Bachmann Fairbanks Morse H16-44 Split Frame DC to DCC Conversion

by Nigel C. Phillips, who also took the photos



Photo 1. Undecorated Bachmann F-M H16-44, DC only.

Background. This is one of those “there’s life in the old dog yet!” conversions. The Bachmann F-M H16-44 model I converted from DC to DCC is an older model (“New Old Stock”) with a split frame chassis (Photo 1).

The following conversion may be useful to those with a split-frame chassis locomotive (diesel or steam) and wanting to convert to DCC. Older models can be good value for money, as the same body shell, motor and gear arrangement is often found in the latest DCC

ready version. In this conversion, I used a Bachmann 8-socket DCC wiring harness, which eliminates the need to hard-wire decoders and allows a decoder swap with the minimum of fuss and danger to the electronics. A 21-socket board and wiring harness from ESU could be used for 21-pin decoders. DCC-ready light boards are available from several suppliers and can be used to retrofit older locomotives.

Two issues need to be addressed in converting a split-frame chassis to DCC operation. The first is making good electrical connections to the chassis. This is a zinc- aluminum-magnesium-copper (ZAMAK) alloy, and requires specialized solder and flux. The flux used generates gaseous hydrofluoric acid and elemental boron. Most of us do not have the air systems to handle these chemicals. Instead, in this conversion, I drilled and tapped holes in the frames and used machine screws to ensure good electrical connection. The second is wiring the motor terminals to the decoder and isolating the motor from the frames. This is not as difficult as it sounds, as spring contacts are generally used between the motor terminals and the frames. Remove these or insulate them against contact with the frames.

Disassembly. The body shell attaches to the chassis by four screws. These were unscrewed, and the body shell lifted off. The two frames are held together with three locating and plastic anchors which form O-rings in between the two chassis halves (Photo 2), and two plastic spacers at the bottom into which the fuel tank cover is screwed. The screws were removed, and the two chassis halves separated. The plastic screw anchors/O-rings will normally be split and perished on older models (they were on this one). Spares are available from Bachmann. It is better to replace with new ones, as the correct frame spacing is crucial for good running.

The truck/gear/tower assemblies were removed and the motor/flywheel assembly taken out. DC contact is by two spring arms, one on each terminal. There is a very basic light board attached to the underside of the body shell that powers the directional lights. The light board was removed to give some space for the decoder and ultimately a speaker. Lighting (not covered in this article) would be by LED and the original board is not required for this.



Photo 2. Bachmann F-M H16-44 chassis. Screws and anchors top middle and lower bottom left and right.

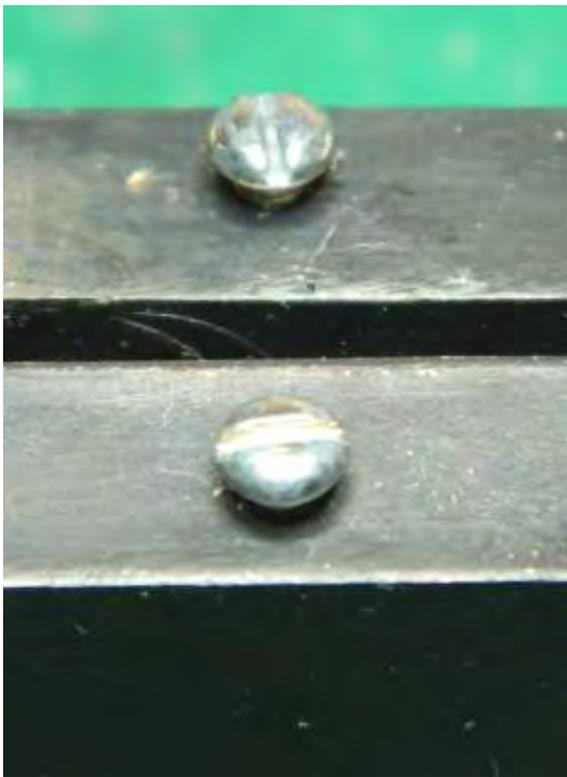


Photo 3. Drilled and tapped chassis frames.

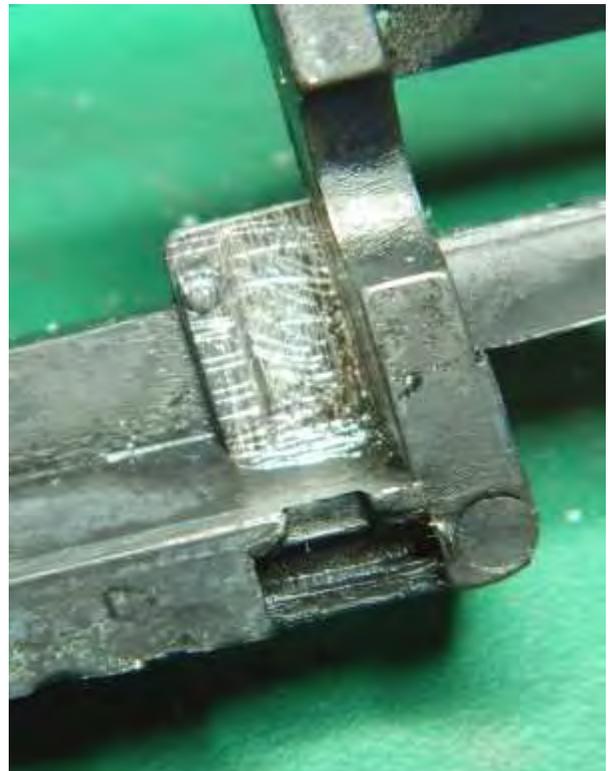


Photo 4. Epoxy-insulated frame

Frame modifications. A hole was drilled and tapped for #2-56 flat-head machine screws in each frame on the top surface using a Kadee drill/tap (part no. 246). The metal alloy used for these frames drills easily. I used the bench drill press at 600 rpm and a **small amount of machinist's oil to make the holes (3/8" deep), which were then tapped by hand** using plenty of oil and frequent cleaning out (Photo 3). The black conductive paint was scraped from the inside of the frames where the motor spring contacts touch the chassis. The exposed metal surface was lightly scored with a scalpel blade to key it, and a thin coat of 5-minute 2-part epoxy applied to give an additional insulating barrier (Photo 4).

Electrical connections and modification. The motor terminal springs were polished with #600-emery paper, cleaned with isopropyl alcohol, and the grey and orange leads from the wiring harness soldered to them

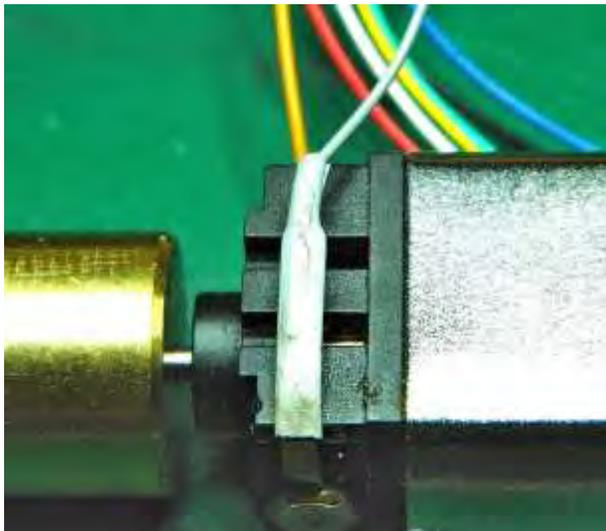


Photo 5. Grey terminal

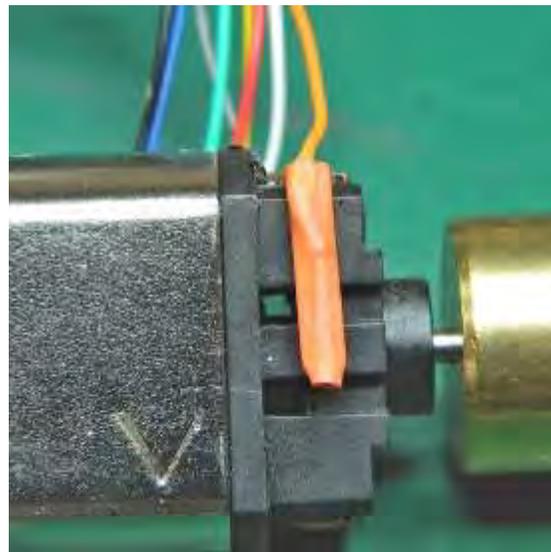


Photo 6. Orange terminal

using 145° solder and no-clean flux. Heat shrink tubing was used to cover the springs/terminals (Photos 5 and 6). The black and red leads from the wiring harness then were connected to the screws on each frame. These can be either soldered to brass washers, or simply wound around the screw before tightening.

Reassembly. Reassembly followed the disassembly in reverse. The only tricky bit is making sure the connecting wings on the wheel pick-ups are properly located under the chassis. I cleaned the old lubricating grease off the worm and gears, and replaced it with some Labelle #106 lubricating grease (plastic compatible). Photo 7 shows the reassembled locative on the rolling road.

Final thoughts. Converting a split frame chassis to DCC is not difficult; this conversion took about an hour (I soldered-up the terminals during the 30 minutes that the epoxy took to cure). Using wiring harnesses (or DCC-ready light boards with JST/ 8- or 21-pin sockets) rather than hard wiring the decoder enables easy and

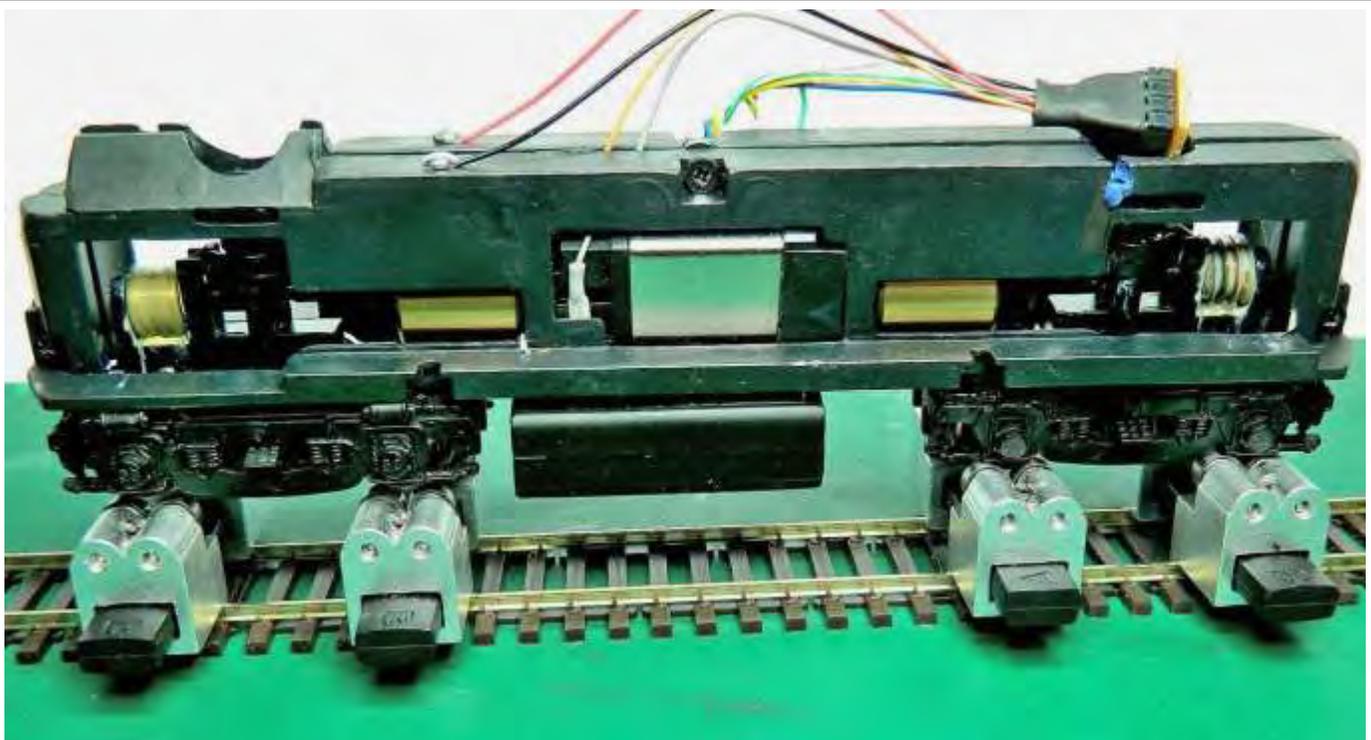


Photo 7. DCC dummy socket to allow running in on the rolling road

safe decoder swapping without disassembling the chassis and desoldering/soldering. I use this approach with sound decoders, testing is always done with an inexpensive non-sound decoder before swapping in the sound decoder. I stopped hard wiring after frying a couple of sound decoders several years ago. Those with eagle eyes will note that I appear to have wired this one backwards - that is because on my railroad empire hood diesels run long nose first! If you do this by mistake, just change the appropriate CV value in the decoder.

Total cost for this was around \$28, including the locomotive and 8-socket wiring harness. 

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Nigel Phillips models in 4mm scale (18.2mm standard gauge and narrow gauge), and 7mm scale narrow gauge. I build my own turnouts (at \$5 a pop it's a lot less expensive than RTR), and build/solder white metal locomotive kits, as well as scratch building in brass,

My primary railway modeling interests lie with the Great Northern Railway, circa 1924 (steam and electric) and 1955 (steam-diesel transition). My other railway modeling interest is the Great Western Railway (GWR) in the UK, 1945-1960. This covers the nationalization of the railways and the death of "private owner" freight cars ("wagons", "vans", tankers) after 1947.

Potomac Division Speaker Services

by Brian W. Sheron, MMR

Many of you have probably read articles in the model railroading hobby magazines that talk about the declining number of people participating in the model railroading hobby. I personally do not have any idea if **that is true or not. Our Division's membership seems to be holding fairly constant over the past several** years. Nevertheless, we cannot just assume that people will continue to enter the hobby in the future at the rate they are now. The Potomac Division Board has discussed this issue on a number of occasions over the past several years.

While most of us may have gotten the "model railroading bug" when we were kids and got our first train set, that does not seem to be the case today. Kids today are bombarded with a myriad of electronic games, and model railroading is not on their "to do" list. The fact of the matter is that the main demographic for model railroaders is older males. Just go to any train show and you'll see what I mean. I believe there is a logical reason for this.

First, model railroading takes time. When you have young children at home, your spare time is usually taken up with attending their sports and other events and activities. Older males have more time. Usually the kids are grown and out of the house, and you got your weekends back. If you are retired, you may have even more time.

Second, and let's face it, model railroading, like any other hobby, does cost money. Older males are probably more likely to have more disposable income that they can spend on the hobby. The kids are probably though college and (hopefully!) out on their own, so dad probably now has the money to spend on the hobby.

Third, and finally, once the kids are out of the house and (if you own a home) the basement is no longer where they hang out with their friends, the basement (or at least part of it) is now available to build a model railroad.

What this all means is that if we want to encourage people to learn about model railroading and perhaps take up the hobby, the demographic we need to appeal to is primarily older males (and females),

So how do we do that?

Well, for many of the same reasons I mentioned above, older males also now have time to participate in service clubs and church groups. Clubs like Lions, Kiwanis, Rotary, to name a few, usually have a high **percentage of members that are older males. The same sometimes holds true for church men's groups. Most** of these groups meet monthly, and most service clubs usually have a guest speaker at their meeting.

The Potomac Division Board has prepared an approximately one hour-long presentation that is an introduction to model railroading. This is a presentation that could be given at a service club meeting and perhaps get these members interested in model railroading.

So how can you help?

If you are a member of a service club or a church group, and are looking for an interesting subject to be presented at a meeting, consider contacting the Potomac Division Board (you can contact me at BWSheron@mac.com). We have several members who have extensive experience in public speaking and model railroading, and would be happy to speak at a monthly meeting about the great hobby of model railroading. **I**

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Operations Session Report Brian Sheron's Long Island Rail Road (LIRR)

by Jerry Skeim

When the opportunity was announced in the *Flyer* that Brian Sheron was opening his LIRR to those of us who would like to try operations I wanted to be the first in line.

Brian has extended to me an invitation to operate with his normal operating crew a couple of times in the past year and each one of those opportunities has helped me gain a little more confidence in how this works. What intrigued me about this opportunity was the fact that I would have the time to work with people, like myself, that



Dave Arday, Ross Kudlick, Brian Sheron, and Jerome Skeim

were not the “old” hands working on this particular railroad. More questions about the “how” and the “why” would be raised that would broaden my understanding and help fill in some answers to questions that I had not yet gotten around to asking.

At this session there were just four of us besides Brian that showed up at his door just before 2:00 on Saturday the 28th of January 2017—Ross Kudlick, Dave Arday, Bill Mosteller and me. Brian welcomed us all and provided a nice tutorial of his layout and we did a walk around to see the specific features and concepts that he has incorporated into his vision of the Long Island Railroad,

Around 2:30 we were assigned to our trains, had our switch lists in hand, and the session began. For the next 1½ hours, we were able to go through the operations phase of the session and it was fun to work with others in this environment. Brian was there to offer encouragement, and show us how a specific switching operation could be done more efficiently, while at the same time teaching and helping us to further understand the process.

It was a very enjoyable time operating on Brian's LIRR, meeting likeminded folks and learning more about operations. I can't wait for the opportunity to do this again.

For those of you still interested in learning about operations and perhaps still sitting on the fence for **whatever reason and not pursuing this aspect of model railroading, let me be one of many to ask you, “What are you waiting for?”** It has taken me close to seven decades to get out of my own basement and find that there is so much more to this hobby than being cloistered at home.

Continue to check the *Flyer* for any opportunities that become available to take advantage of those members that are kind enough to open their layouts to us to learn about operations, the benefits in broadening **one's** horizons are amazing, challenging and most of all just plain fun.

Layout Open House Report

Jim Hellwege's N scale Bangor and Aroostook Railroad

by Bob Rosenberg Photos by Elizabeth Boisvert

A TRIP "DOWN EAST"

The weather has not been kind this winter to the Potomac Division and its plans for home tours. In any event, on the 11th of February we tried once again to resume our original planned schedule by **visiting Jim Hellwege's N scale Bangor and Aroostook Railroad (BAR) in Alexandria and this time we were highly successful (in other words, the weather finally cooperated).** I also have to admit to an affinity for New England railroads, and not just because I model a New Haven-B&M free-lanced version of one myself; it's mainly because I grew up with them. While the BAR, being farther north than the rest, is not **one that I'm particularly familiar with**, it was part of the six railroads that were once referred to as the New England family of lines along with the then New Haven controlled P&W, the Central Vermont Railway (reporting mark CV), and others roads that members of the Potomac Division have made their primary modeling interest.

Jim's U shaped walk-around layout takes up a 12' by 8' space in his basement. The intent of the original layout design was predominately for watching trains – continuous running – although operations can now be incorporated into it with the numerous industries on the three independent mainline loops, with passing sidings and interchange points. The scenery on the layout is 100% finished and the walk-around feature allows for different views of the many scenes and vignettes along the way, including the numerous bridges and tunnels in the





mountainous regions of the Pine Tree State. One of them, a long bridge that carried one line across another part of the railroad and resembled a Howe Truss, was particularly impressive. Although the prototype BAR disappeared into the mist of the past years ago (it's called the Central Maine & Quebec today), Jim has preserved its memory by maintaining both first generation diesels and their more modern incarnations in various past versions of BAR paint schemes including the early F-3s, the slightly later BL-2s (you don't see many of those running around), the GP-7s and 9s, and eventually the GP 38s. There was an E7 tucked into a diesel house awaiting its turn to haul Jim's custom painted passenger cars on the BAR's premier train, the Aroostook Flyer.

His rolling stock also reflects the BAR as it was back then; who could forget those State of Maine Products cars for the bulk shipping of potatoes with their distinctive red, white, and blue tricolor-like wide striped paint schemes. The New Haven also owned and operated cars like those and Jim keeps his fleet of them ready to roll for the early fall potato season. Running mostly through the Maine woods, another major bulk shipper on the BAR would have naturally involved lumber and wood products. Jim has made one of the more prominent industries a sizeable lumber mill with the large log trucks bringing in the raw material and a fleet of high-ended lumber cars carrying out the finished boards. At the end of one of the loops, he had placed a small engine house and turntable with two plows sitting on sidings.

Beside it, a standard Russell and a rotary waiting patiently, no doubt, for one of those highly anticipated Maine winters to gear up. His present scenic background is summer, with a lot of forest cover using both commercial trees and modified real Maine vegetation. As I mentioned in the December tour write ups, one of the advantages of O gauge over the smaller scales is that the size-weight ratio makes for better tracking,



fewer derailments, etc. That size-weight ratio was particularly problematic in N gauge, which, early in its existence, had all kinds of tracking difficulties, especially if you wanted to have operating sessions where other people are pushing and pulling your trains around. Jim has long solved that with carefully laid and maintained track work using PECO flex track and turnouts. Everything was running perfectly, as it should be **of course, but it doesn't always** work that way.



Jim has done a marvelous job of modeling both the details and the atmosphere of Northern New England in a relatively small space; I'd have liked for him to include some Maine lobsters, but in N scale they would probably have been hard to see. I haven't been to Maine in many years but, as Yogi Berra once said, it was like "deja vu all over again." I'd also like to thank Elizabeth Boisvert, our photographer, for her recent outstanding photo contributions; it saves me having to write (and you having to read) many thousands of additional words. **I**

Dave Mitchell's Layout Available for Visit

Dave Mitchell, a Potomac Division member, and a resident of Vienna, VA., had his 4' x 8' layout featured in an article by Doug Kirkpatrick (also a Potomac Division member) on page 58 of the March, 2017 issue of Model Railroader. Dave does not think his layout room had enough space for all the visitors that would come to see his layout on a typical Saturday afternoon Division layout tour. However, he has graciously offered Potomac Division members the opportunity to see his layout by appointment. Dave asks that members who wish to see his layout, to just contact him to schedule a time and date when you can come by and visit.

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Coming Layout Open Houses Prince William Double Header Marty McGuirk's Central Vermont Railway

When: ,

Where: 7

Note: Basement is not handicapped accessible.



Marty McGuirk's Central Vermont Railway Roxbury Subdivision attempts to recreate signature scenes of the prototype, primarily the towns of Essex Junction, Waterbury, Randolph, and Bethel, all in northwestern Vermont as they appeared in mid-to-late October, 1954. Vintage photos, postcards, fire insurance maps, and railroad engineering blueprints and track diagrams are used extensively to attempt to capture the key visual and operational elements of the prototype scenes. The vast majority of the structures are scratchbuilt based on their respective prototypes. The backdrops are mostly hand painted (some by the layout owner, some by Bernie

Kempinski), although photos of structures are blended with the painted backdrops where appropriate. The process used to create the fall foliage, trees, and grass was covered in the November 2015 issue of Model Railroader. Control is NCE DCC. The majority of the locomotives are sound equipped. As you might expect, the motive power reflects the transition era. Steam can still be found in numbers, but diesels, mostly those of CV's corporate parent Canadian National, are taking charge of the through freights. The CV prototype steam locomotives are all brass, although a variety of plastic and hybrid locomotives are used as "stand ins" for operating sessions and open houses. A large percentage of the freight cars are redetailed plastic kits or as built from resin kits. Layout measures approximately 16' x 45' in one side of a finished basement.



Prince William Model Railroad Club

When:

Where:

Note: The Quantico Station is walk-up and thus handicapped accessible.

The Prince William County Model Railroad Club is located in the old train depot in Quantico, VA, surrounded by the Marine base. You have to pass a guarded gate to get into the town itself. Adults need a picture ID. From the gate it is a short ride thru the woods to the water's edge where the town is located. The depot itself is easy to locate right next to the tracks with ample parking on the weekend in the commuter lot.



authenticity. The scene of the bridge at Powell's Creek which is blended in with the cliffs along the right of way near Quantico is extremely well done. From the perspective of someone who has spent the last 35 years as an ironworker, Tom Brodrick was intrigued by the viaduct on the platform side of the layout. The viaduct is about 5' long and is extremely realistic. Yet, on close examination he realized that it was a scratch-built structure made from easily obtainable materials. This made it even more amazing. The layout has been in existence from since April of 2005 and is well on its way to being fully

The layout occupies about one-third of the building in a large open room right off the platform, in the old REA baggage area of the depot. The interesting comparison of the difference in sizes between HO and 12":1' scale is not lost when a freight train goes roaring by outside the window. The layout itself is around the walls with peninsulas sticking out into the center. This allows for ample space to follow a train as it loops the layout and still have plenty of room for spectators. The railroad depicts local area scenes with quite a bit of



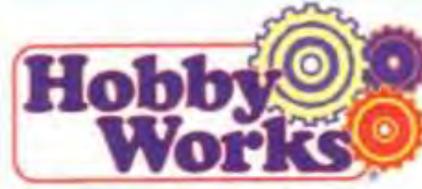
sceniked, and at the pace that the club has shown will be rapidly nearing completion. Some of the members were saying that operations were now being discussed hopefully for the near future. Take a peek at the club's web site <http://www.pwmrc.org/>.

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Bryan Kidd's Chesapeake and Ohio Allegheny Sub-Division

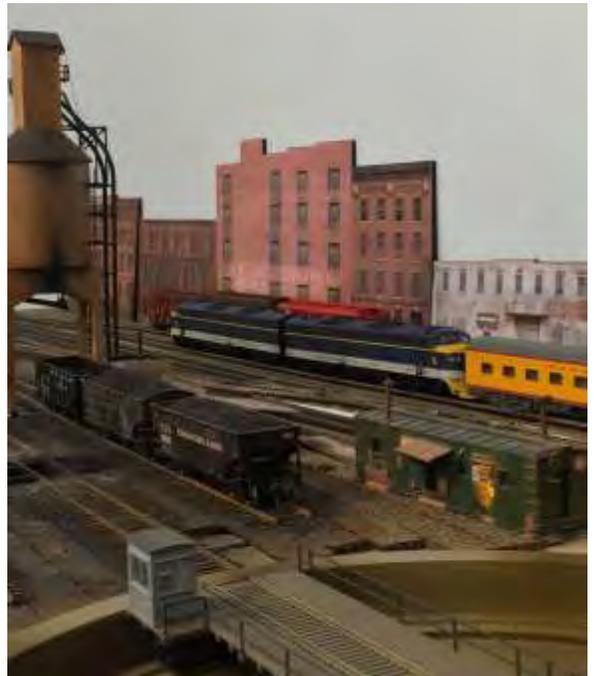
When:

Where:

Note: Layout accessible – if one were able to navigate through the yard, then steps to the basement could be avoided.



Bryan Kidd models the Chesapeake and Ohio Railway's Allegheny Sub-Division (Clifton Forge, VA to Hinton, WV). Set in 1952, the scenes he's included are those that are operationally interesting to him: the changing of engines at Hinton; the helper service that ran from Hinton to Alleghany, VA (utilizing C&O's massive H-8 mallets); the unique "middle of nowhere" passenger yard that served C&O's regular and special passenger trains (and regular freight service) destined for the Greenbrier Hotel at White Sulphur Springs, WV; and the Greenbrier Sub-Division (that served Cass and Durbin, WV) junction at Ronceverte, WV. The



doubletrack mainline is mostly Shinohara track and turnouts.

The run is about 145' with a minimum radius of around 32".

Turnouts are powered with Tortoise motors and controlled, for now, by Digitrax throttles (via Loco Net) on the mainline, and rotary switches in the local yards. The plan is to have the railroad centrally dispatched using CTC (i.e., computer and JMRI). Future-world plans also include a staging yard to represent Clifton Forge and points east; a representation of the Westvaco Paper Mill at Covington, VA, and the mixed-train service to the Homestead Hotel at Hot Springs, VA.

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