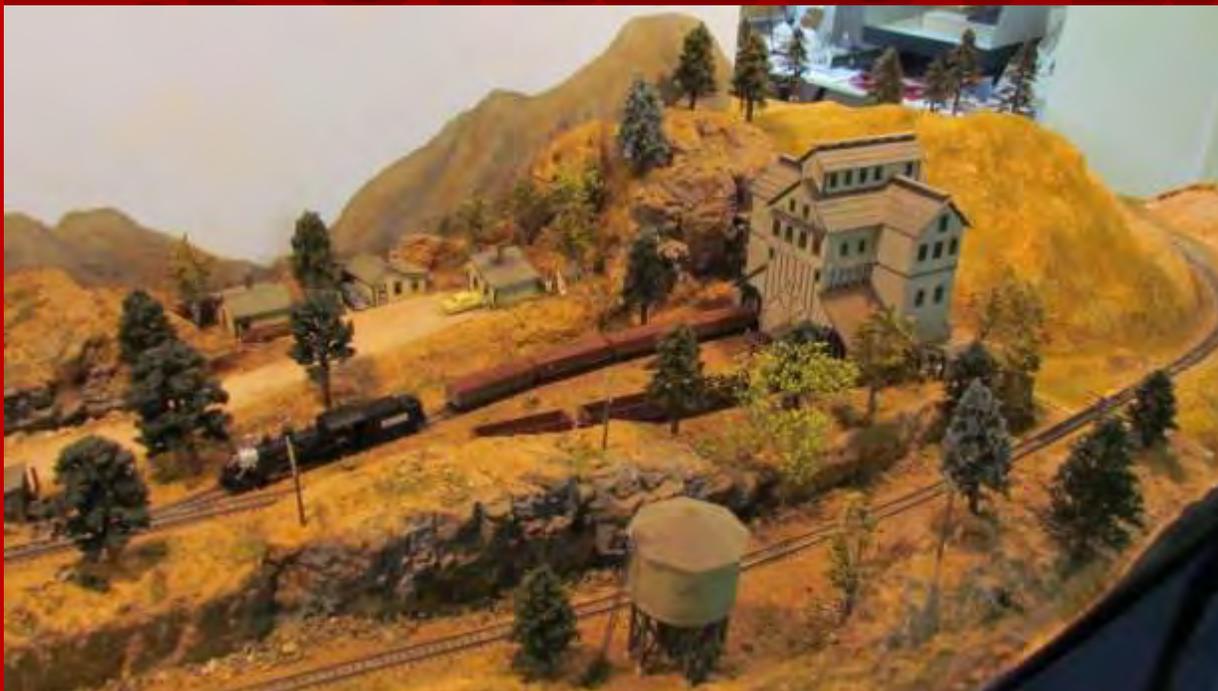


*The*

Fall 2018

# POTOMAC FLYER



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From the Business Car ■ Achievement Program News ■ Mark Me Up! — Simple Operations ■ The MER Train Will Be Arriving in Rockville, MD soon! ■ MER Business Manager Vacancy ■ Keeping The Dream Alive ■ Allegheny Plateau Division Car ■ A Visit To England's Pendon Museum ■ Estate Planning for Model Railroaders ■ Layout Tour Report: Stan Burroughs's V&T (Virginia & Truckee) Division of the Norfolk & Western Railway ■ Layout Tour Report: Jim La Baugh's Northern Virginia Nn3 ■ Layout Tour: Thomas Washburn's Miss Katy's Forreston Yard (circa 1974) ■ Layout Tour: Charlie Young's Chesapeake Crossing ■



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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## 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: Upper— Jim La Baugh's Northern Virginia Nn3 by John Paganoni, MMR; Lower—Stan Burroughs's V&T by Mat Thompson, MMR

## From the Business Car

by Brian Sheron, MMR, Division Superintendent

### *Welcome Aboard*

(County: Members)

*DC:* Jeffrey Rowe

*Fairfax:* Laurent Daudelin, John DiBiase, Willaim Eshelman, Chris Jones

*Fauquier:* Norman Reid

*Louden:* Tim Burrington, Timothy Gallagher

*Montgomery:* Elizabeth Boisvert, Joseph Ripple

*Rappahannock:* Bryant Welch

When you read this issue of *The Potomac Flyer*, the MER convention will be less than three weeks away. Elsewhere in this issue is an article that provides details about the great lineup of events planned for the convention, so I won't repeat them here. If you have not been to a Regional convention before, and are hesitant to register and attend, don't be! Model railroaders are some of the friendliest people in the world! This is a great opportunity to meet other model railroaders like yourself from other Divisions up and down the East Coast, and even beyond! You will likely find people who share your love for a particular prototype, or perhaps a particular theme. So come join the fun!

And speaking of fun, we are starting to plan for the Spring 2019 Mini-convention already. The Chesapeake

Division has approached us and inquired if we would be interested in holding a joint Minicon with them in 2019. The Board thought this would be a great idea, and Tom Brodrick, the Division's paymaster, volunteered to be the Minicon co-chair from the Potomac Division. Tom is currently working with Dave Arday from the Chesapeake Division to secure a suitable venue for the Minicon that is centrally located between the two Divisions. We will be keeping everyone informed of the progress.

I'm happy to report that since we re-activated the Division Yahoo web site, the use of a site moderator has gone well, and the site is hopefully providing a good forum for Division and other NMRA members to share model railroading information.

Ed Rosado, the Assistant Superintendent of the Potomac Division, informed me a while ago that he would be moving out of the area this fall to just south of Richmond so he and his wife could be closer to their children. With the need to oversee the construction of his new house, to get his existing house ready for market, and then the hassle of taking down his layout and packing, he informed me that he would not have the time to devote to Board duties. He felt it was in the best interests of the Division if he resigned so we could appoint someone that would have the time to devote to the job, particularly with the convention approaching. Ed has done an outstanding job and will be greatly missed. Fortunately, he plans to be in the area through October and plans to attend the convention, so if you see Ed at the convention, please thank him for all of his hard work and wish him the best.

When a Board member resigns or otherwise cannot fulfill their duties, the Bylaws state that the Board will elect a new Board member to serve out the remaining term of the resigning member. The Board has elected Ernie Little to serve out Ed's remaining term, which runs through Spring of 2020. Ernie served as a Board member several years ago, so he is no stranger to the position, and we are grateful that Ernie has agreed to serve. If you see Ernie at the convention, please congratulate him and thank him for stepping up and serving at this crucial time. Ernie has hit the deck running, picking up the duties of publicist for the MER Convention.

Paymaster Tom Brodrick submitted the 2017 annual financial report for the division, which was accepted by the Board. We opened 2017 with a bank balance of \$4252.67 and ended with \$3414.60.

Finally, with the days growing shorter, and with the weather hopefully starting to cool off soon, this is an opportunity to get back to work on the trains! ☒



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 in a local band.

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## Achievement Program News

By Mat Thompson, MMR



*John Paganoni*

Good news! John Paganoni is Master Model Railroader #615!

Congratulations, John.

John Paganoni earned the Civil Engineer Certificate and Electrical Engineer Certificate in July. He had already earned Prototype Model, Cars, Motive Power, Author, and Structures Certificates.

Ken Nesper has earned two certificates, Author and Volunteer.

The NMRA Mid-Eastern Convention presented by our Division is an excellent opportunity to make progress in several Achievement Program categories.

Guided by Martin Brechbiel, the MER Contest Room is able to judge models in the AP categories of Cars, Structures, Motive Power, and even Prototype Models if your work is transportable. Details are at [http://potomac-](http://potomac-nmra.org/MER2018/Information/Contests.html)

[nmra.org/MER2018/Information/Contests.html](http://potomac-nmra.org/MER2018/Information/Contests.html). Your models can also be considered for several other awards. Some are based on the Contest Judging, but other winners are selected by criteria set by the award sponsor. The Favorite Train and Favorite Model are chosen by popular vote.

You can also bring models for display only, not judging. While not part of the AP Program, models are what our hobby is all about; so as long as display space is available, favorite trains and models you would like to show are welcome. If you need more than six or eight feet for your train, or if your model(s) take up a lot of space, contact Martin ([martinwb@verizon.net](mailto:martinwb@verizon.net)) to confirm there is room for them.



*Ken Nesper*

Martin needs volunteers to help judge. He will present a clinic on judging Friday and then oversee the judging on Saturday. If you are selected to judge, that will earn two Time Units of the sixty Time Units required for Volunteer certification. Contact Martin if you are interested in helping.

Six layouts will be open for operating sessions. If you operate, you earn credit for the hours of the session that can count towards the fifty hours needed for Chief Dispatcher certification. Sign up for Ops sessions is on the [MER Convention registration form](#).

Open House hosts and their helpers can earn points towards the Volunteer Certificate. ☒

## Mark Me Up! — Simple Operations

By Mat Thompson, MMR

The purpose of "Mark Me Up" is to encourage you to try operations—but what are operations? A common definition is running our model railroads as prototype railroads are run. That's correct but reading a recent article in *Model Railroad Hobbyist* points out, it is not specific enough.

MRH's 2018 Reader Survey (Feb 2018 issue, page 314) asked readers "how do you prefer to run trains?" Given five choices, readers responded as follows:

Roundy-roundy or just running trains to railfan is fine	19.3%
Simple but realistic ops with no paperwork (Mother-may-I)	55.0%
Track warrants, radios, and a dispatcher	8.0%
CTC system with signals and a dispatcher	8.3%
Timetable and train order with a dispatcher	9.4%

"Roundy-roundy" is understandable. Many model railroaders are happy with the hobby without operations and that's just fine.

The bottom three choices, Track Warrants, CTC systems, and Time Table and Train Order, are all prototypical methods of train control commonly duplicated in model railroad operations. When Tony Koester, Jerry Dziedzic, or Stephen Priest write about operations in the model press, this is what they are talking about. It's also true these methods can sound complicated and off-putting to some modelers.

For them and many others "simple but realistic operations with no paperwork" sounds wonderful. Wouldn't ops be so much easier if there were no carcards or switch lists or schedules or train instructions or rules or any of that other stuff?

A "system" some hosts have used to eliminate the paper work is to swap a car for a car. You set off down the track with a train. When you get to a siding with a car you pick it up and replace it with the same type of car from your train. To add a challenge, it could be if the last number on the car you pull is even, the last number on the car you leave has to be odd, or some other variation. The concept is simple to understand and doesn't require any paperwork.

But I am going to be a curmudgeon and say it isn't operations — that is, the replication of prototype procedures on a model railroad. The business of railroads is moving specific cars from specific points to other specific points, as needed by the railroad's customers. Widget Manufacturing doesn't want any car set out on their siding; they want UP 123456 because it has a load of coiled steel they ordered to make more widgets.

A more sophisticated variation, called "Tab on Car" was common in the early days of model railroad operations. Colored thumb tacks or other removable colored markers are placed on cars roofs and industries have markers or names of the same color. It is an easy to use method that even today works well for small layouts — if you can see past unsightly markers on your carefully modeled cars.



Besides moving specific cars to specific locations, operating assumes train movements are authorized using a prototype-based procedure. Whether CTC, TWC, DTC, TT&TO, or Yard Limits, movements on the main line are based on a prototypical foundation appropriate to the era and railroad. In other words, someone is in charge. The use of track, and the way



*This gondola load of pipe is set out at Pier 4 because that's what the waybill says to do with the car - just like on the prototype.*

train meets are handled are determined by a set of rules, not on-the-spot negotiation between engineers.

Some layouts may operate informally, with engineers talking to the host/dispatcher. On others, there can be radios, CTC panels, and signals. Regardless, it is two prototype practices, specific cars to specific locations and authorized train movements, which create the unending variation of situations that is the challenge and the fun of operations.

Any layout that features these two practices also does something else—it teaches you transportable skills. Train handling knowledge you gain on one layout applies to what you do on the next. Even though there are variations from railroad to railroad, both prototype and model, the basics are constant.

Tony Koester, author of *Realistic Model Railroad Operation*, has a better definition. He says operations "...implies that we use our models in a manner that complements their innate realist appearance...The movement of every train and every car ... can emulate the functions of their full-size prototypes."

So, if you want to operate, don't look for simple, easy, or paperless, look for the prototypical.



Engineers and Firemen 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](#)

## The MER Train Will Be Arriving in Rockville, MD soon!

by Ernie Little



The Mid-Eastern Region NMRA 2018 Convention, *Crossroads of the MER* train will be arriving in Rockville, MD soon. On its arrival on October 4<sup>th</sup>, at the Hilton Hotel on the Rockville Pike, the convention will provide four days of model railroading and railroad-related events ending with the MER annual business meeting on Sunday morning. Many members have secured their tickets for a seat at the convention and that is greatly appreciated by the Convention Committee. Tickets are still available, and you can also register at the hotel, so sign up to join in the fun. Two lucky participants will be selected to ride in the locomotive cab.

The convention has three concurrent tracks of informative clinics that start Thursday night and continue thru Sunday morning, where the clinicians will share their knowledge and skills with you. "What are the clinicians going to present clinics on," you might ask?

**Thursday Night** clinic topics include:

- Fred Willis presenting on the **Crystal River Railroad**.
- Bryan Kidd presenting on **Bringing the C&O Railroad to Life in HO**.
- Marty McGuirk presenting on **Lessons Learned**.

**Friday Morning** there will be three concurrent tracks of clinics, including:

- Kurt Thompson presenting on **Achievement Program Dispatcher Paperwork**.
- Bob Weinheimer presenting on **Evolution of an Operating Scheme**.
- Eric Devinis presenting on **Planning a Model Railroad for Prototype Operations**.
- Brian Sheron presenting on three different topics, **Expanding the Long Island RR**, **Backdrops**, and **Modeling Urban Scenes**.
- Clint Hyde presenting on **Editors' Workshop**.
- Fred Sheer presenting on **Working with a Professional Layout Designer**.

**Friday After Lunch** clinics continue with:

- Paul Dolkos presenting on **Modeling Track in the Streets**.
- Lance Mindheim presenting on **Model Railroading as an Art**.
- Andrew Dodge presenting on **Recreating a Prototype Railroad**.
- Dick Bronson presenting on **Introduction to Layout Command and Control**.
- Chuck Davis presenting on **Modeling Lehigh Valley's First Steel Auto/Box Cars**.
- Fred Miller presenting on **Multi-Function Animation DCC Decoders**.
- Jay Beckham presenting on **Molding and Casting in Hydrocal and Resin**, which will be a hands-on clinic.
- Martin Brechbiel presenting on **Contest Judging in the MER**.

**Friday After Dinner** there are even more clinics

- Mat Thompson presenting on **Updated Ships and Boats for the HO Waterfront.**
- Lou Sassi presenting on **Improve Your Trucks and Trains.**
- Eric Dervinis presenting on **Rail Industries Served on the Lackawanna Bloomsburg Branch.**
- Andrew Dodge presenting on **Scratchbuilding a Brass Locomotive.**
- Mat Thompson presenting on **Earning AP Awards for Cars and Structures.**
- Rod Vance presenting on **Vinegar, Pickles, and Railroads, Oh My!**
- Jay Beckham presenting on **Introduction To CMRI.**
- Pete Laguardia presenting on **Visual Aids and Wiring Techniques.**
- Fred Miller presenting on **Downsizing to a Shelf Layout.**

**Saturday Morning** there will be three concurrent tracks of clinics, including:

- Ed Craig presenting on **Figures and Other Neat Things For Layouts.**
- Lou Sassi presenting on **Scenery Along the Right Of Way.**
- Bob Sprague presenting on **Prototype Track Planning.**
- Matt Chibbaro presenting on **Small Layouts and Space Saving Ideas.**
- Ben Hom presenting on **Prototypes for the Athearn 40 Foot Boxcar and Boxcar Enhancements.**
- Terry Terrance presenting on **Hands On Introduction to 3D Printing.**
- John Drye presenting on **Weathering.**

**Saturday After Lunch** the clinics continue:

- Andrew Dodge presenting on **One Modeler's Approach to Building a Layout.**
- Bernie Kempinski presenting on **High Tech Approach to a 19<sup>th</sup> Century Railroad.**
- Bill Mosteller presenting on **HO Knuckle Couplers.**
- Terry Terrance presenting on **Introduction to Micro Controllers.**
- Marshall Abrams presenting on **Insurance For Model Railroaders and Estate Planning.**
- Fred Miller presenting on **Layout Background Sound.**
- Neal Anderson presenting on **Lighting your Layout Room and Speed Ballasting Track.**

**Sunday Morning** there is one more clinic:

- Fred Willis presenting on **Building from Photographs.**

How about participating in an Operations Session? Two of the six scheduled operating sessions have openings at the time of writing. The latest status is on the [PDF registration form](#).

How about some new ideas for your layout? There are more than 30 great model railroad layout tours scheduled in the DC/Maryland/Virginia region where you can visit and perhaps get some ideas that the builders of these layouts have used to model their railroad.

<b>Thursday Evening Open Layouts</b>		
<b>Railroad</b>	<b>Operator</b>	<b>Location</b>
D&D and Allisonville Short Line	Bill Day	Northern Virginia
Oahu Sugar Company	Nick Kalis	Northern Virginia
PRR Nassau Division	John Sethian	Northern Virginia
<b>Friday Morning Open Layouts</b>		
Shepherd Branch, Potomac & Patuxent Railroad, and Ohio River & Western Railroad	Ken Nesper	District of Columbia
Piedmont Southern Railroad	Dale Latham	Maryland
P & D Railroad	Paul Hutchins	Maryland
Hooch Junction	Monroe Stewart, MMR	Maryland
<b>Friday Afternoon Open Layouts</b>		
Abrams Railroad Empire	Marshall Abrams	Maryland
Westmoreland Railroad	Bill Demas	Maryland
East Broad Top	Pete and Jane Clarke	Maryland
Do the Best You Can With What You've Got—Three Rail Road	Bill Pisciotta	Maryland
Eureka and South Pass Railroad	Alex Belida	Maryland
<b>Friday Evening Open Layouts</b>		
<b>Railroad</b>	<b>Operator</b>	<b>Location</b>
Long Island Rail Road, Port Jefferson Branch	Brian Sheron, MMR	Maryland
Baltimore & Ohio's Monongah Division	Dean Ripple	Maryland
Clinch Valley Lines	Roger Sekera	Maryland
Baltimore and Ohio, Shenandoah Subdivision	John King	Maryland
Norfolk and Western Fuel Satisfaction	Chris Smith	Maryland
<b>Saturday Morning Open Layouts</b>		
<b>Railroad</b>	<b>Operator</b>	<b>Location</b>
PRR Northern Central Branch	Gary Eames	Northern Virginia
<a href="#">USMRR Aquia-Falmouth line</a>	Bernard Kempinski	Northern Virginia
Bangor and Aroostook Railroad	Jim Hellwege	Northern Virginia
<b>Saturday Afternoon Open Layouts</b>		
<b>Railroad</b>	<b>Operator</b>	<b>Location</b>
Oregon Coast Railroad	Mat Thompson, MMR	Northern Virginia
New York Central's Western Illinois Division (WID)	Pete LaGuardia	Northern Virginia
Nickel City Line Railroad	Bob Rodriguez	Northern Virginia
PRR Cresson Branch	John Swanson	Northern Virginia
Pennsylvania & Alleghany Midland Railroad	Phil Raymond	Northern Virginia
Lehigh & New England Railroad's Catasauqua Branch	Todd Herman	Northern Virginia
Western North Carolina (WNC)	Northern Virginia Model Railroaders	Northern Virginia

Sunday Morning Open Layouts		
Railroad	Operator	Location
Chesapeake and Ohio Railway's Allegheny Sub-Division	Bryan Kidd	Northern Virginia
Allegheny & Shenandoah Railroad Western Pacific RR	Bob Reid, MMR Max Munger	Maryland Maryland
Baltimore & freelanced prototype Prince William Model Railroad Club	Jay Beckham Train Club	West Virginia Northern Virginia



Want to meet and greet other model railroaders? Perhaps make a new railroad buddy or just talk about model trains? The Saturday evening banquet and awards ceremony at the host Hilton Hotel is just the thing. Here is a chance for you have a nice meal and meet and socialize with fellow

model railroaders from around the region. After the meal, enjoy the evening program of awards, and a talk from our noted guest speaker, Lou Sassi, about his experiences with model railroading photography.

On Saturday, October 6, you can take a guided tour of the Walkersville Southern Scenic Railroad (WSRR) in Walkersville, Maryland. The visit will start with a guided tour of the yard. There you can see restored vintage freight cars, cabooses, diesel switchers, and passenger cars, along with some in various stages of the restoration process in the WSRR yard. After visiting the yard, you will take a roughly 70-minute train ride in classic P-54 passenger cars and/or (weather permitting) open air flatcars with seating. Two lucky MER tour participants, selected at random, will have the opportunity to ride in the cab with the engineer! Imagine, running through the Maryland countryside on a train for which you are helping the engineer run the locomotive!

Do you have a car, locomotive, or structure that you want to have judged? The convention's model judging will take place first thing Saturday morning. Here is an opportunity for you to find out where you are in your modeling skills. How about entering that scratchbuilt freight or passenger car and see if you can win a Merit Award toward the Master Builder Car AP?

Want to see a large modular railroad layout? The convention will have one, comprised of modules from three different local railroad clubs, on display for your viewing enjoyment. And while you are visiting the modular layout, you could try your skill at solving John Allen's famous Timesaver switching module puzzle and see how your operating skills stack up against other railroaders in attendance.

If you need more information on the convention you can go to the [convention website](#) to sign up for various convention activities.

There's plenty of room for you, but the convention is just a few weeks away. Why not register right now? We'd love to have you on board! If you have registered, the Convention Committee is looking forward to seeing you there. Oh, and why not come to the MER Business Meeting held Sunday morning and have a say in what happens in the MER! ☒



Ernie Little is a retired Battalion Chief of the Prince William County, VA Department of Fire and Rescue and resides in Manassas, VA with his wife Joyce. He has had an interest in model railroading since the mid-1990's and has a 12 x 20 foot HO scale layout, the Norfolk Southern Connector, which is freelanced and represents a connector railroad that runs between two major railroads. He is active in the NMRA achievement program and has attained certificates in Civil, Electrical, Scenery, Association Volunteer, Golden Spike, and Chief Dispatcher, and is currently working on meeting the requirements for Cars and Author.

[Return to Bill of Lading](#)

## MER Business Manager Vacancy

The current Business Manager has decided that he is ready for a change and is resigning at the end of the year. If you are interested in filling the position please contact MER Vice President [Kurt Thompson](#). The job description from the MER Executive Handbook follows.

Business Manager Appointed By: President Approved By: Board of Directors Reports To: President (Management) and Treasurer (Financial) Position Summary Responsible for maintaining the membership and newsletter subscription rosters and performing the business office operations for the Mid-Eastern Region in accordance with Article VII, Section 1 of the bylaws. The Business Manager is required to receive payments for newsletter subscriptions, donations, purchases of salable items and other payments to the MidEastern Region from any source whatsoever; record new and renewal newsletter subscription applications; maintain an appropriate up-to-date member roster; make routine payment bank deposits of all such money in the name of the Mid-Eastern Region in such banks, trust companies or other depositories as shall be selected in accordance with the provisions of the bylaws and report all financial transactions to the Treasurer; maintain adequate supplies of designated salable items relevant to and within the scope of the Business office, e.g. CDs of The Local, and essential items applicable to the operation of the region's business office; and distribute salable items or notify other responsible parties for appropriate distribution; and provide membership and subscription address lists for publications, newsletters, ballots, etc. Specific responsibilities:

1. Keeps the Treasurer informed of all financial transactions and the President and Treasurer of any problems concerning the operation of the business office.
2. Maintains membership and subscription records, keeping the rosters current with changes reported by individuals, Division Management and/or NMRA headquarters staff.
3. Prepares an annual budget request to cover any anticipated expenses for the year to come and periodically submit an Expenses Payment request for those expenses incurred.
4. Prepares various Financial and Membership Reports for the Treasurer and the Budget Committee Chairman for the Annual Meeting report.
5. Provides up-to-date mailing lists to The Local printing contractor for newsletter and ballot mailings.
6. Reports membership news of interest to The Local editor for publication in a periodic column.
7. Provides membership and financial information for Mid-Eastern Region Board meetings and/or participates in requested studies for the Mid-Eastern Region Board, or Division Management.
8. Oversees development and execution of electronic voting for Mid-Eastern Region NMRA, Inc., in coordination with those Officers, Directors and Standing Committee members directly involved in yearly election processes.
9. Serves as a member of the Budget Committee.
10. Coordinates with MER Merchandise Sales Coordinator as needed (see Position Description for MER Merchandise Sales Coordinator for specifics).

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## Keeping The Dream Alive

by Alex Belida

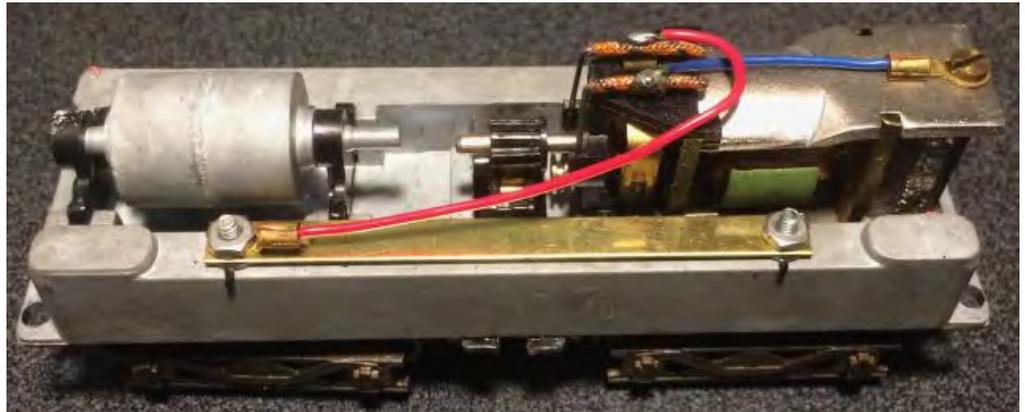
I read with great interest and pleasure John Paganoni's article in the Summer 2018 *Flyer* on "Saved from The Scrapper's Torch." It reminded me of the challenges model railroaders face when trying to revive an old treasure for their layouts.

In my case, the treasure was a classic: the MDC Roundhouse HO Climax Kit, with its notoriously awful power chassis. *The notorious original Climax motor chassis* When it ran (and that wasn't very often), it gave out a high-pitched whirling screech like the turbines of a jumbo jet starting up for take-off — and then it only moved at what I estimate was about two scale miles an hour.

I loved the body of the Climax, but, oh, that motor!

Fortunately, I stumbled upon [Dean Kershner's "Geared Steam" blog](#) which had a post recommending a radical solution to my particular problem. Get a Bachmann 44-ton switcher, remove the body, do some serious trimming, and plant the Climax body atop the Bachmann chassis.

Easy, right? But for someone like myself, a novice who had never done something this radical before, I wondered: did I have the guts to take my circular power cutting tool to a perfectly good locomotive, cut into it, and simply toss away that switcher body?



*The notorious original Climax motor chassis*



*The switcher and the Climax side by side*



*The discarded bits of the switcher*



I was nervous to be sure. But I pressed ahead, following the instructions in the post. It went well, I thought. But when I test fitted the Climax body on the Bachmann chassis it wouldn't settle all the way down. So I tracked down Dean Kershner's email address, using an online modeler's discussion board, and told him of my problem. Amazingly, he wrote back almost immediately and gave me another tip that he admitted skipping over in his initial description: do more cutting around the front, sides and back ends of the chassis frame.

*Oops, the Climax body won't go all the way down*

Back to the cutting tool and my ongoing fears. Once again, it worked - and this time

the Climax body slipped onto that Bachmann chassis like...well...you get my drift. It was a smooth, tight fit.

With that accomplished, I proceeded to do some more customizing and weathering of the Climax body. That included cutting away the fake, plastic wood load behind the cab and substituting a frame holding real "logs" trimmed from broken branches found in my yard.

Another bit of custom work came from yet another tip I found on the Internet: adding canvas curtains and a tarp to partially cover the wood load. The "canvas" was made from used and dried tea bags, cut to fit.

I popped a couple of barrels, a box, tools, and some chain onto the body, then did some aging with rust paint, India ink wash, and Doc O'Brien's weathering powders.

That Climax now runs like the proverbial dream, smooth, fairly quiet and always reliable. The Bachmann chassis is DCC ready, so when I get around to converting from my current primitive DC operation, I'll have to find a way to sneak a decoder inside.



But that will be another challenge. And despite the pain, I know I will enjoy the work. And, more importantly, I know I will always get useful tips from other model railroaders. ☒



Alex Belida is a retired foreign correspondent and news executive who worked for the Voice of America. Besides living in Europe and Africa, he traveled extensively in the U.S. and abroad while covering the White House and the Pentagon. He and his wife live in Rockville. His Eureka and South Pass RR is in a second floor 10x12 bedroom. It will be on the layout tour list for 2020.

[Return to Bill of Lading](#)

## Visit To England's Pendon Museum

Text and photos by Nicholas Kalis

This year, my family finally took a vacation in London. During a 2018 side rail trip – originating from Paddington Station – Katherine and I visited Pendon Museum to see the achievements of its founder, Roye England. Repeated references in the British modeling press to both Pendon and noted British modeler John Ahern piqued my interest in this museum. In the UK, Pendon is the gold standard of accurate modeling of structures and landscape.

On a visit to England, Australian native Roye England decided to make it his mission to create an institution where threatened architecture of Britain's countryside could be preserved in miniature. Pendon's Vale Scene based on Oxfordshire's Vale of White Horse takes up most of this museum's second floor. This operational 1:76 scale model may be what Pendon is most famous for.

Pendon's Dartmoor Scene is located the museum's first floor. The model is not set in the Vale of White Horse but rather "portrays a typical but imaginary Great Western branch line" that runs into Cornwall. Dartmoor features a spectacular bridge scene.



*Pendon's Vale Scene based on Oxfordshire's Vale of White Horse*



*Detail from Dartmoor Scene*

Also on the first floor (near the gift/book shop) Guy Williams modeled The Seawall Scene depicting this famous stretch of Great Western Railway mainline from Dawlish to Teignmouth which Dave Nicholls modeled using a 1:76 seawall nearly 3 meters long. Airline pilot Dave Nicholls did much of his modeling while on rest stops abroad — once again proving that in model railroading, where there is a will there is a way.

Also on display is John Ahern's Madder

Valley Railway. Descendants donated it to Pendon where it is on display behind glass walls—It is run regularly for visitors. Ahern's layout—dating from the 1930s and 1940s — could be equated to Frank Ellison's O scale Delta Lines or the HO scale Gorre and Daphetid of John W. Allen, in that all these three layouts were early pioneers in accurate scenery in a home setting.

If one is interested in modeling accurate rural scenes, this museum will provide a treasure trove of inspiration. Anyone vacationing in the United Kingdom should consider a visit to Pendon by making the trip to Long Wittenham, the village where Pendon is located. Visitors without a rented automobile face no problem, as taxis are abundant at the nearest railroad station—Didcot Parkway (which incidentally serves visitors to Didcot Railway Centre—a museum honoring the Great Western Railway). In 2018, a taxi ride was thirteen British pounds each way.

To learn more, purchase *Bringing The Past To Life* by Nick Channer, Andy Jones, Martin Roy, Ian Smith, and Chris Webber. Softcover. 38 pages. Color and black and white illustrations. Copyright 2014. Published by Pendon Museum Sales Ltd. Price £5.00 (about \$ 7.50 US Dollars). To both learn more about Pendon and order this book, visit [www.pendonmuseum.com](http://www.pendonmuseum.com) or write to Pendon Museum Trust Ltd, Long Wittenham, Abingdon, Oxfordshire OX14 4QD. ☒

Nick Kalis writes: "My love of model trains came from seeing them on television. That led to the proverbial Lionel set under the Christmas Tree at about the age of eight or nine. I loved my Lionel set. My brother Michael and I would set the train up in our basement on what was either a sheet of plywood or an old ping pong table (memory on this score is a bit fuzzy). All the kids in my neighborhood seemed to have Lionel. My Christmas present was distinguished by being perhaps the cheapest set made by Lionel — though my dad added to my layout



*The Seawall Scene by Guy Williams depicting famous stretch of Great Western Railway mainline from Dawlish to Teignmouth which Dave Nicholls modeled using a 1:76 sea wall nearly 3 meters long.*



by buying a box of used trains from a merchant who had a shop down the block from my dad's luncheonette in Manhattan. I always admired our neighbor, Ray Santoro, for he had bought his son Paul a wonderful Lionel passenger set with a great big dual control transformer. My adult layout experience has been a never-completed HO Sunnyside Yard, then on to the Lower Montauk Branch LIRR featured on the cover of RMC. This summer, my current Oahu Sugar Company in Fn3 graced the cover of *Narrow Gauge Downunder* and was the feature story of that issue."

## Allegheny Plateau Division Car

The Allegheny Plateau Division, Division 11 of the NMRA Mid-Central Region, is now selling their first ever Division Car. This Bowser HO scale 100-ton coal hopper kit is custom printed by Netzlof Design with the Division's logo.



Cars are individually numbered, no two alike, and sell for \$26.50, which includes 1st class shipping via USPS. For ordering information please go to the following link:

[http://www.div11-mcr-nmra.info/car\\_project.htm](http://www.div11-mcr-nmra.info/car_project.htm) 

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## Estate Planning for Model Railroaders

by Marshall Abrams

From time to time, the officers of Potomac Division receive a request for assistance in disposing of someone's model railroad. The request typically comes from a survivor or executor who doesn't know much about our hobby and who has many other things on his or her mind at the time. We use the term "executor" to refer to the person whom this report is designed to help. It also applies to model railroaders who are uninterested or unable to continue.

Potomac Division has a new, extensive 32-page report "[Estate Planning for Model Railroaders](#)." This report includes narratives, under the heading Voice of Experience, that describe real-life experiences in order to share a wide range of situations and experiences. The report contains a lot of really useful information.

This report collects advice on terminating a model railroad. A model railroader may decide that he or she is no longer interested or able to continue owning and operating a model railroad. Alternatively, the model railroader may be including the model railroad in estate planning. This report addresses the tangible assets — the collection — accumulated while enjoying the hobby. Some people may have turned their hobby into an investment or business. While this report may be useful to them, they are not the principal audience. This report is not legal advice nor tax advice. Talk to your lawyer, accountant or financial advisor.

One of the first questions is "What is it worth?" In most cases the answer is "less than anticipated." A good way to temper expectations is to think of the model railroad as used toys. The value of used model railroad equipment (engines, structures, cars, etc.) is primarily determined by supply and demand. The marketplace determines value. The advent of Internet markets, such as eBay, have provided a way to estimate the market value of a collection. Most modern-era trains (from every manufacturer) devalue like a new car: they depreciate as soon as you take possession. There is an Appendix 'Using eBay' and an anonymous warning about getting cheated.

Model railroad layouts are unique in the hobby world. Layouts may be large, filling "a whole basement," are typically built to fill the available space, and may be physically attached to walls and floors. Although a great deal of skill and effort went into their construction, they often have negative residual value. That is, a considerable effort is required to cut the layout into manageable sized scrap, remove and dispose of it. Restoration of the space for family use is often required.

Some collections may have significant value, while others are more like used toys. The value of the collection is but one of the considerations in determining how to dispose of the model railroad. Even value is not absolute, but is relative to the survivors' financial condition. The value of a model railroad may seem large to one survivor and small to another. The length of available time is another consideration. If the decision is made to sell the collection, the priorities of the seller are important. If the objective is to maximize the revenue, then it will be important to make a thorough inventory and research the best methods for selling it. If selling the collection quickly is a priority, then working with local business owners may be the best option. However, this will generally mean getting a lower return on the collection. Some items may have a much higher value, and it may be worth disposing of them individually. Often, the items in a collection are common and will only have value to those buyers who are interested in that particular item.

Model railroad assets can generally be divided into two classes. First, there is the layout, which could either be custom-built to fit a particular room or the desires of the owner, or could be built as a set of modules. The second class of assets are all of the unattached items such as engines, rolling stock, removable scenery, buildings, tools, and supplies.

Let's consider the layout first. A custom built layout is most often attached to walls and floor, and is built on a wooden frame. Under the layout "ground level," usually accessible by getting down

on the floor and working overhead, is a maze of electrical components. While the general purpose of these components is easily understood, the specifics of each layout are barely understandable, even to the model railroader who built it. Moving and re-using a custom layout requires a great deal of work. Most layouts are not worth the effort. Layouts built using a modular approach are far more salvageable. Consideration of the physical plant (benchwork, track, permanent scenery) is unique to the estate planning guidance for model railroading as compared to many other hobbies. Other hobbies may have collections, but none that have to be dismantled and the space restored to a typical residential setting. If demolition becomes necessary, the cost of having a contractor remove the layout and restore the room can run to a few thousand dollars.

The unattached items, also called "the collection," includes anything that is removable from the layout along with other railroad related items. These items may have some financial value. These items may be disposed of through several different approaches. Some businesses will buy the entire collection for a negotiated amount. Other businesses are willing to auction the collection, either in total or by dividing the collection into lots. The amount recovered through this approach will depend on the fees charged by the auctioneer and the interest of possible buyers. It may be advantageous to donate the collection to a 501(c)3 tax-deductible organization.

Somebody should make an inventory and determine current market value, preferably the model railroader while still alive. Digital is more convenient than paper. It easily updated, copied, shared, and stored in multiple locations. The inventory should everything related to the hobby, such as kits, supplies, parts, and tools. Digital pictures are easy to take and include in the inventory. Leave copy(ies) with friend(s), relative(s), and/or in the cloud. Make sure the inventory is accessible to the executor. Keeping in mind how much your executor knows about the details of model railroading, the inventory should provide help in identifying items. Itemize what's borrowed and lent out. In addition to the inventory, organize the physical assets. Make it easy for the executor to associate items in the inventory with the physical items. Kits, parts, and similar physical items should be labeled and kept tidy.

Some items can have value. Prices are based on their collectible value, which means the model's condition is important. Having original boxes in good condition and associated paperwork drives up value. Potentially valuable items include: Märklin, Lionel, American Flyer, hardbound railroad picture books in good condition, brass models, collectible kits, boxed equipment, electrical controls, and power tools.

Instructions to the executor can simplify both the legal and personal aspects of settling your estate. Discuss this with your lawyer. You (and your lawyer) may decide to designate a separate executor for the model railroad or an advisor to the executor for the model railroad.

Alternatives for selling the collection include:

- Broker-reseller. A consignment reseller might be appropriate for high value collectible brass locomotives or cars. Typically, resellers will charge a fee to assess the value of the equipment and then collect a percentage of whatever is received from the eventual buyers.
- Auctioning or fixed-price sale.
- Sell the equipment on eBay or any of the other web market places.
- Sell the equipment at a model train show/swap meet.

The seller needs to evaluate trade-offs of time and effort versus money. The seller will get less money if in a hurry. Maximizing return will take time and effort (e.g., schlepping to convention/show).

The report briefly describes suggested contacts for potential disposition. A set of personal experience or viewpoints reinforces the prior abstractions. Each situation is unique. These vignettes and scenarios help the reader figure out how to apply the information to his or her circumstances. Because there are so many different scenarios for each estate, including multiple experiences should help readers find the best 'fit' for their estate challenge. The report includes:

- Planning for Layout Disposition (John Paganoni)
- Advice from A Surviving Spouse (Adapted from article by Arthur Boyd)
- Remember the Fees (Tom Brodrick)
- Everything Must Go! (Jeff & Sue Schmaltz)
- Cost to Build and Remove a Model Railroad (Jerry Stanley)
- A Professional's Viewpoint (Scott Nichols, The Great Scale Model Train Show and Keystone Model Trains)
- A Volunteer's Observations (Walter Reid)
- A Volunteer Sells the Collection (Kenneth Montero)
- Taking Down a Very Large Railroad (Steve Benezra)

The direct link to the report is "[Estate Planning for Model Railroaders](http://potomac-nmra.org/Special_Interest_Reports/index.html)." The report is available on the PD web site Special Interest Reports page [http://potomac-nmra.org/Special\\_Interest\\_Reports/index.html](http://potomac-nmra.org/Special_Interest_Reports/index.html). 



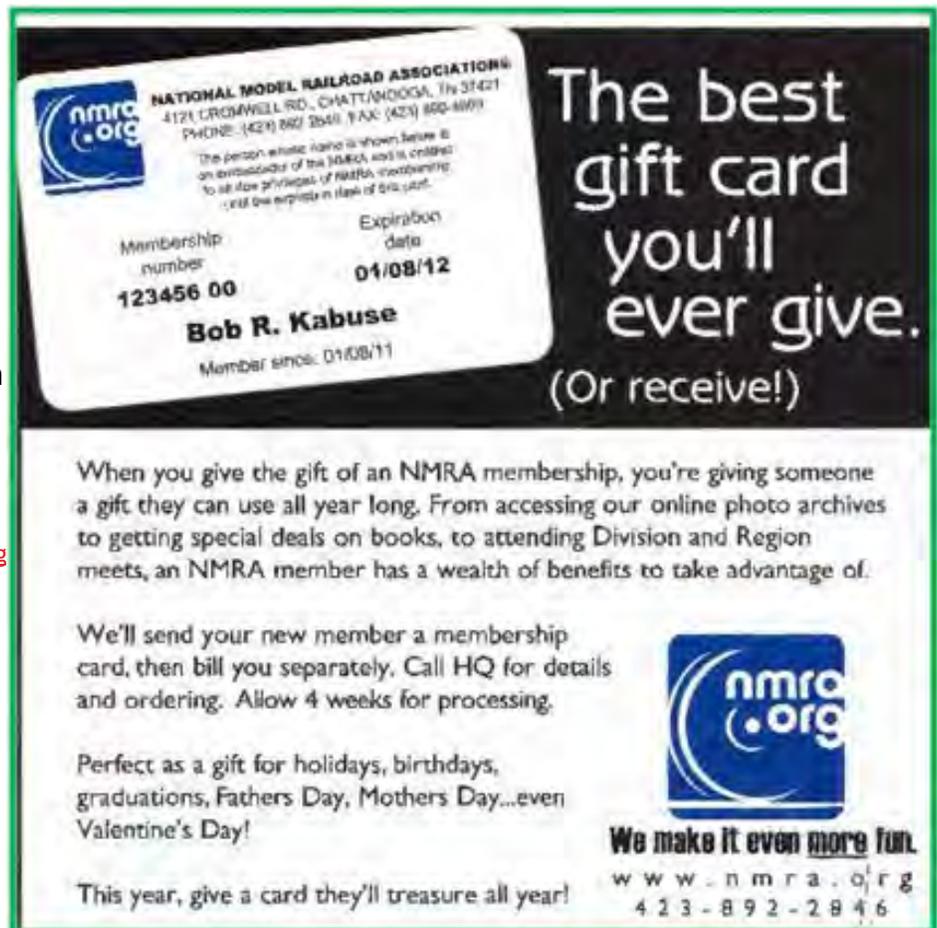
Marshall Abrams' first train was an American Flyer set that he operated until his teen years. His first adult exposure to model railroading came when he was invited to a group that operated the Central Potomac Union (CPU) railroad. Most of the crew worked nearby at IBM Federal Systems Division. When the CPU ceased operations, Marshall decided to build his first Abrams Railroad Empire (ARE) layout to host operations. That layout lasted about 25 years. Operations were guided by car cards from a panel at the edge of the 5' x 13' layout.

Feeling the need for more space, Marshall asserted that when the kids grew up and left home, he was taking over the game room. When that eventually

happened, Marshall designed the second ARE using Cadrail. The layout was built exactly as designed and is still in operation. Marshall is part of a round-robin group, the Anachronistic Region, that has been operating for about 43 years.

Marshall has served the Potomac Division in one position or another since 2003. He is currently Senior Assistant Superintendent and Editor of the *Potomac Flyer*.

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## Layout Tour Report: Stan Burroughs's V&T (Virginia & Truckee) Division of the Norfolk & Western Railway



by John Paganoni, MMR Photos by the Mat Thompson  
Stan Burroughs's V&T (Virginia & Truckee) Division of the Norfolk & Western Railway takes you on a journey from Nevada, in a bygone era, to Virginia in the days of steam. The genesis of this unique "across America" venture was the result of a flood in his basement layout room. His first layout was focused on the Virginia and Truckee Railroad with vintage locomotives and cars, including well done "varnish" passenger cars. When the "flood" virtually destroyed this layout in 2011, Stan decided to rebuild his V&T as a Division under the management of the N&W. Stan grew up with many memories of trips he took between Norfolk and Richmond

behind a Class J locomotive, thus the incentive to merge the two railroads. He is able to do continuous running of one train while doing local switching at the same time.

His industries are well thought out and focused on the textile industry. He moves cotton on the N&W to the S&B Textiles plant in Carson City; then the fabric is shipped to the Reno Fabric & Quilt Factory Outlet. This was a very wise choice of industries, since his wife is an avid and professional quilter! He also runs excursions on the V&T behind a factory painted Key Imports brass 4-6-0. A scenic highlight for passengers is the view as they cross a wonderfully done high wooden trestle.

Now that the trackwork is done and the trains are operating extremely well, Stan plans to get busy doing scenery work.

The layout tour was very successful, and all who attended had a wonderful time with many visitors staying a long period of time enjoying the layout, Stan's innovations, such as his unique homemade manual turnout controls, and just plain enjoying the greatness of model railroading. 

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## Layout Tour Report: Jim La Baugh's Northern Virginia Nn3

Article and Photos by John Paganoni, MMR

The layout is a modular/sectional representation of the Colorado high country in the early 1950s. The intent of the modular/sectional approach in Nn3 is to show narrow-gauge railroading as it was in real-life—one track of narrow gauge crossing the countryside between towns and rural areas.

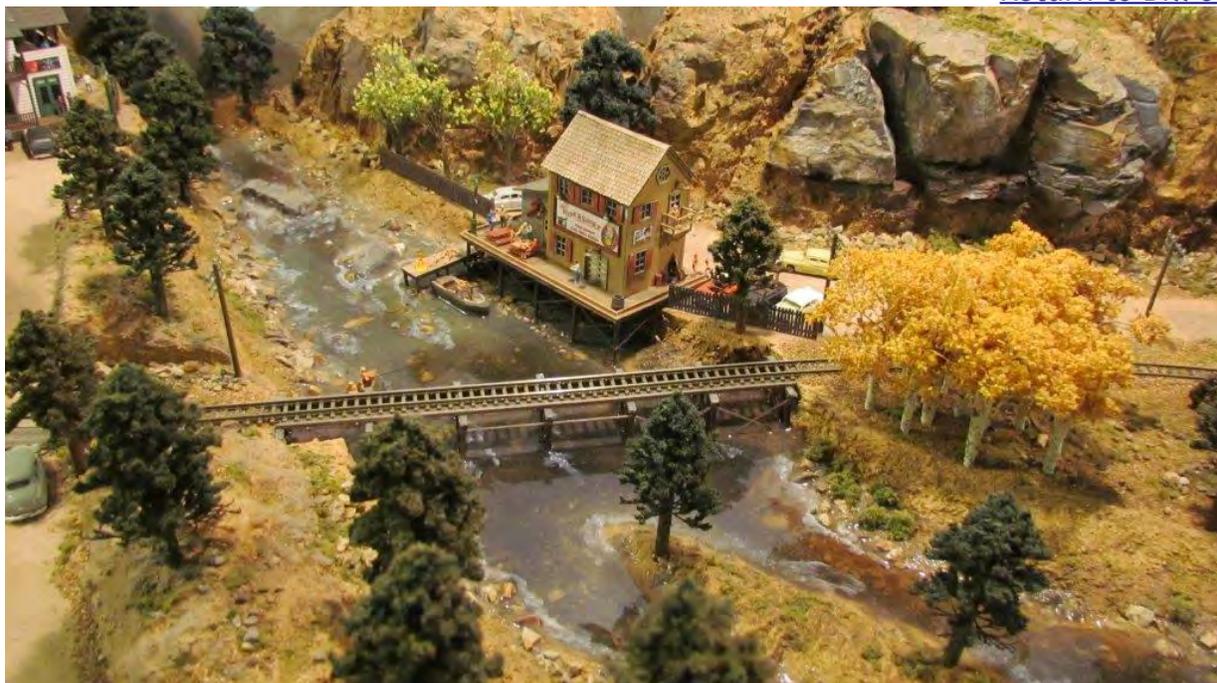
The narrow-gauge railroad line provides a whistle stop to people living in the vicinity of Rocky Flats, and serves the Denver and Rio Grande freight house in Thompson Valley, and the Silver King Consolidation Mine in the town of Silver Springs. These are not real locations, but create the feel of the narrow-gauge country in the Colorado mountains traversed by the Denver & Rio Grande and the Rio Grande Southern in the mid-20th century. The river meandering on one side of the layout, with the railroad following its curves, shows how such features add interest in the linear world of portable model railroads, something also enhanced by viewing trains cross three bridges over the river. The scale also enables the addition of grades, such as to the mine, within a reasonable distance.

This layout truly captures the essence of the Colorado High Country, both in the spectacular rocky terrain and the sparse high desert vegetation. Looking down on this modular model railroad allows one to visualize what it would be like flying over this part of the country at about 400 feet in the early 1950's! The use of Nn3 trackage and small scale period steam locomotives pulling passenger and freight cars of the same era makes this comparison possible. Everything blends together just as the prototype would in the golden years of railroading.

Modules on display were built by Marc Sisk, John Drye, and Jim LaBaugh. This portable layout is part of the Nn3 Division of Northern Virginia NTRAK.

If you have not seen this layout and get another opportunity to do so, do not pass it up! 

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## Layout Tour: Thomas Washburn's Miss Katy's Forreton Yard (circa 1974)

**When:** Saturday, October 20, 2018, 1:00 PM to 4:00 PM

**Where:**

**Handicapped access:** Technically no, although layout is located in a walkout basement with bathroom located on same level. Doorways and aisles are not in compliance with ADA.

Forreton, Texas, lies some 40 miles south of Dallas on US Highway 77. Back in 1974 the M-K-T had an active mainline

running through Forreton. Forreton Yard, a fictional yard, was established for the purpose of receiving and shipping rail cars that provide transportation for the grain elevator in Forreton and the industries in nearby Waxahachie. It is also used as a transfer point for the Cotton Belt (St. Louis and Southwestern) and Texas & Pacific Railroads that have leased trackage rights on the M-K-T mainline. The M-K-T discontinued passenger service in 1965, but runs passenger excursions using diesels and cars from the Texas Special on special occasions.

Prototype: Missouri-Kansas-Texas as I remember from my younger days.

Layout Scale: HO

This is our first visit to this railroad. ☒



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## Layout Tour: Charlie Young's Chesapeake Crossing

**When:** Saturday, November 24, 2018, 1:00 PM to 4:00 PM

**Where:**

**Handicapped accessible:** No. Front door entrance then down one flight of stairs. Aisle width/ 3ft+; however, with two short 30 inch areas



This N scale railroad is a freelance model loosely reminiscent of the Norfolk & Western diesel era. Utilizing N&W rolling stock, the primary operation consist of hauling coal east to the ports of Norfolk, with ample freight and passenger service as well.

This railroad is under construction with very little scenery to date. With all of the mainline and yard track laid (minus the harbor area), I am presently installing the remainder of the over 125 tortoise motors, and track feeders. Approximate size of layout (ft.); approx. 30x30. Control system; Digitrax DCC

Trains will be running! ☒

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