The Potomac Flyer

Dec. 2020-Jan. 2021

The Newsletter of the Potomac Division, MER, NMRA

Inside This Issue:

All Inside, So Read On…

Bill of Lading:

Cover Photo: Cam Green at Jerry Stanley's Hobby Barn for the 1st "Build & Take" Clinic

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The Potomac Flyer

Submission Deadlines – Issue

Oct. 15 for Dec.-Jan. **Dec.15 for Feb.-Mar.**

Feb. 15 for April-May **April 15 for June-July**

June 15 for Aug.-Sept. **Aug. 15 for Oct.-Nov.**

Hobby Barn Clinic: Scratch Building a Structure

Article and photos by Jerry Stanley

The Hobby Barn

On August 23, 2014, I married an incredible woman. Our stories started off in tragedy. While pregnant, she lost her husband due to a heart attack. I lost my wife to brain cancer when our two daughters were six and eight years old. One of the many reasons I asked for my current wife's hand in marriage is because she went with me to the Greenberg train show and bought me a $400 steam engine. She has been very supportive of my hobby on so many levels.

Because of her support, I embarked on building what friends and family started calling the "Hobby Barn." Three years ago, with her encouragement, I drew plans, pulled permits, and started construction. After three years of working afternoons, Saturdays, and some holidays, I finally completed the Hobby Barn.

During the weekend of September 26, 2020, we had our inaugural event: A clinic on building a structure given by Cam Green. What a great way to start off the first event, building a building in a building just finished! He did anexcellent job! I cannot praise him enough! His clinic was well thought out. He provided a materials list, a list of tools to bring, and a Power Point Presentation, and he stopped by a week in advance to conduct a dry run. On the day of the clinic, he showed up a little bit early and was fully prepared. Who could ask for more?

The structures were built out of styrene provided by Toy Trains & Collectibles, located at 7216 New Market Court, Manassas, VA 20109 (toytrainsandcollectibles.com.). I thank them for having the order ready and providing a 10% discount.

Cam Green and Jerry Stanley

Cam began by having us cut the sides and front out of styrene with a lap siding finish. He demonstrated how to use the reverse side of the blade to score the plastic, how to scale out the dimensions, and how to glue the box together.

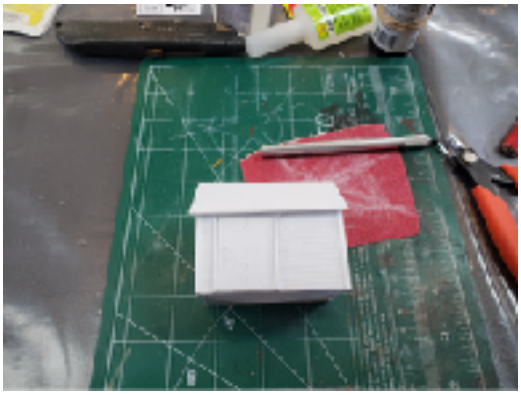
Michael Fleming installing the roof of his building

Next, we proceeded to bracing the ridge and installing the roof.

Then, we worked on cutting and fitting styrene corner boards. The corners are premade. We only had to cut the angle of the roof, fit it to the roof line, and mark and cut it for length.

After the corner boards were installed, we proceeded to install the door on the face. This we did by cutting out rectangles. Cam instructed us to score vertical marks on the face of the door to represent vertical boards. Once we finished this, we glued the doors to the face of the siding.

Ken Wilson gluing corner boards



Trim Boards Installed

The final step for the clinic was to install trim boards around the doors. We did this by measuring and installing two vertical trim boards, one on each side of the door and one across the top.

As we wrapped up details on our trackside building, Cam showed us photos of his “Maine Central Lower Road Railroad.”

After the presentations, we hung out and talked about model railroading, hobby stores, and other railroad-related subjects.

Mike Fleming, Ken Wilson, Patrick Bentz, Mark Gionet relaxing watching Cam go through photos of his Maine Central lower road RR

I enjoyed the fellowship with the guys who attended, and I think they enjoyed this too. I finally broke through my fear of scratch building (thank you so much, Cam!) and now have dreams of great and wonderful buildings to construct. In the future, I plan to hold more clinics and train movie events, and I'd like to recruit a group to build and operate a railroad in the Hobby Barn. If you are interested in conducting clinics, please contact me.

Please keep an eye out for the next event. We are already exploring dates and subject matter.

[Editor's Note: On Saturday, November 14th Potomac Division Clerk Nick Kalis presented a clinic at the "Hobby Barn" on how to build trees using manila rope. ***See late-breaking details on P44****.]*

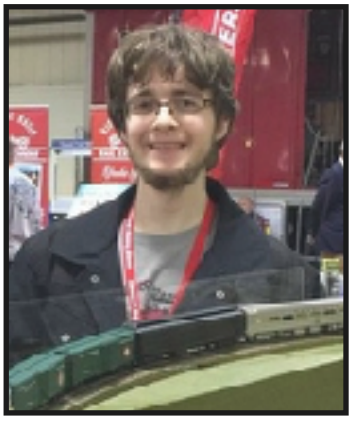
Jerry Stanley is the Potomac Division Paymaster.

Preview: 3D Printing *Zoom* Clinic, Dec. 13 at 3pm

by Zach Pabis

Have you ever seen a hand-lettered model? I have one in my collection. Someone took a tiny brush, and meticulously painted 'READING' on the side of a small tender. I can imagine them hunched over, looking through a magnifying glass, trying to keep their hand from trembling.

I'm no artist, and this process sounds like a nightmare to me. Thank goodness I can just go on eBay and buy a decal set for just about any road for a few dollars, and easily letter my rolling stock in a couple of minutes. Not only that, but they look much better. It's no wonder there aren't that many hand-lettered models around.



Zach Pabis

3D printing is the new decaling. When you scratchbuild a model from wood or styrene, you're effectively 'hand-painting' your entire model. 3D printing helps you build better models easier and faster, all at a lower cost than you might think.

In this clinic, I'll talk about the basics of computer-aided design (CAD), different 3D printing technologies, and how you can apply them to your modeling workflow. I'll also talk about how I was able to build a successful hobby business from 3D design and printing. From detail parts to complete trainsets, the possibilities are almost endless. I'll also mention other digital fabrication methods like CNC (Computer Numerical Control) machining and laser cutters, and their potential applications for model railroading.

Editor's Note: Zach, a student at Case Western Reserve University, has a website where you can see various projects he has completed: firstpersonscalemodels.com

There's another 3PM Zoom Clinic Dec. 6: Tim Barr on Styrofoam as Scenery Base.

Virtual Open House and Layout Tour - Live via *Zoom*

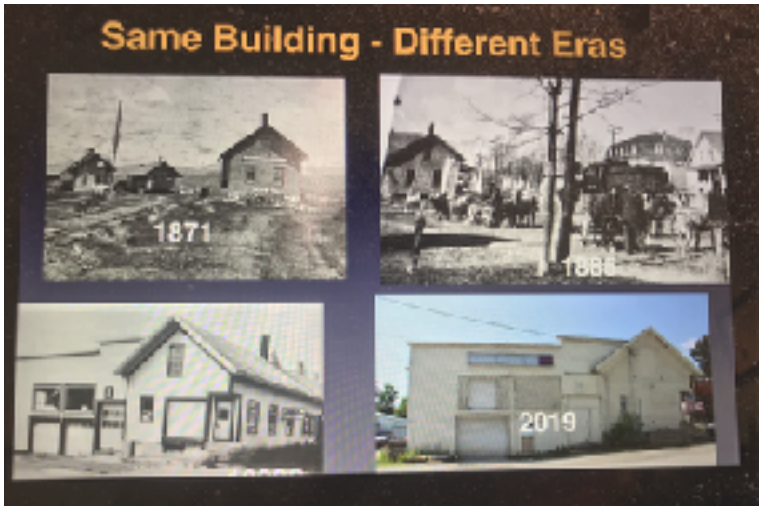
Todd Hermann's Lehigh & New England Railroad Catasauqua Branch
Saturday, December 12, 2020 2:00pm-3:30pm
Zoom Meeting link/ Login: Watch for Information

About the railroad: The layout is an HO scale tribute to the Lehigh & New England Railroad's Catasauqua Branch circa

the summer of 1956. It occupies about two-thirds of my 29'x24' basement in Falls Church, VA. The six mile-long Catasauqua Branch served local industry in its namesake town (located just north of Allentown, PA) and featured key interchanges for the L&NE with the Jersey Central, Lehigh Valley, Ironton, and Reading railroads. My modeling focuses primarily on the western end of the branch as it enters Catasauqua borough and makes its way across the Lehigh River to reach the busy interchange points in West Catasauqua, PA. Along the way, the branch included a tunnel, several extremely sharp curves and crossed three other rail lines at grade. My goal is to capture selected scenes as faithfully as possible and with minimal compression. Virtually all trackwork in place on the layout. Structure-building and scenery work is progressing.

About this presentation: This will be a live presentation conducted via Zoom. The goal is to provide a bit of the "open house experience" that many of us have been missing due to concerns about COVID-19. I'll briefly intro the prototype location that I'm modeling and then we'll take a walkaround tour of the layout from end to end. Along the way, I'll talk about some of the techniques I'm using to build the railroad, the choices and challenges I've encountered along the way, and my goals for the work that remains to be completed. Once we've toured the line, we'll chase a train as it runs eastbound over the branch to wrap-up. Then, we'll open up the floor for Q&A. I expect the tour will last about 45 minutes, with the remaining time for questions, discussion, etc.

Zoom Clinics Roll On…



Marty McGuirk gave the October Zoom clinic on Tips for Researching and Building Prototype Structures. Marty's presentation include information on sources modelers can seek out, including Sanborn insurance maps. His structure building tips touched on use of calipers for transferring measurements from a photo of a prototype to a model. He also mentioned some interesting tools and paints, like the nibler tool and Vallejo model wash and Liquitex Ceramic Stucco. 23 persons attended the online clinic, including three from outside the Division.

In November, Brian Sheron MMR discussed "Constructing an Elevated Railway" – a subject he addressed in detail in the two latest issues of the MER's *The Local* (Sept-Oct and Nov-Dec 2020).

From the Business Car:
Still Here and *Zooming* Right Along.....

by Martin Brechbiel, MMR, Potomac Division Superintendent

It seems that the cancellation of meets and in-person events continues and, regardless of wishful thinking, will not abate any time soon. I still have some glimmers of hope that maybe—just maybe—we could be back at the Surratt House in March of 2021, but reality continues to loom darkly over such hopes.

As I write this in mid-October, an O scale meet in Strasburg, PA is set to take place; and the organizers are trying very hard to make this event happen safely. I'll be looking to see how it works out, and what can be learned from their experience that might be applied to our having events safely. But I hear that venues that were possibly available for free no longer have that attractive price tag. They're passing along cleaning and decontamination costs to whatever organizations might be using the meeting space. I cannot begin to imagine what such costs might be.

Virtual meetings, however, do seem to be gaining acceptability rapidly. Outside of our own Division, I routinely attend James River and Carolina Piedmont meetings and events. The monthly O scale modeler's meeting provides an online get-together to gain valuable socialization time that would otherwise be impossible.

The MER Board meeting and Annual Meeting were held via Zoom. There were hopes that by doing this that not only could the meetings take place, but that these meetings would also be open to the members across the Region. In the past, Board

meetings and the Annual Meeting were effectively limited to those attending the yearly convention in whatever location, with the latter being on a Sunday morning. Nobody really wants to attend a business meeting on Sunday morning! But by meeting via Zoom, the session was thrown open to all members who were interested. In some ways, these virtual meetings and events actually permit attendance by members that might otherwise not make a trip whenever or wherever to see a clinic.

The Potomac Division will continue to hold monthly on-line clinics and will expand that in the near future to encompass our next Board meeting, or Annual Meeting, or that pesky Elections meeting. If you are interested in doing a clinic online, please contact any of the Division Board members and we'll get you on the schedule! See information elsewhere on our website or in this issue for the schedule and topics. This activity provides for (1) having a good clinic on a topic that is of interest and (2) does provide a measure of that socialization aspect that is a key component of the hobby. The Division is also trying to start a limited-attendance series of in-person hands-on clinics. More will follow on those as they develop and are announced.

The Division has also been exceedingly fortunate to be the recipient of the generosity by our members in support of these Zoom meetings. Our Zoom account has been funded now by the following donations of which I am aware:

-The Anachronistic Operating Group (**Tom Brodrick, Bill Demas, Gil Fuchs, Tony Jenkins, Ken Nesper, Dean Ripple and Brian Sheron**) Donated in honor of **Marshall Abrams** $438.50

-**Hobby Barn Clinic** $50

-**John Paganoni** $20

-**William "Buck" Buchanan** $10

The Board and I thank all of the above on the behalf of all of our members for their generous support!

Members of the Potomac Division have also been busy!

***NMRA magazine* October 2020 issue (Mail car):**

-p 9 – Pulse of DCC: Constant contact – **Bill Lyders** comment on Mark Juett Columnist Pulse of DCC

-pp 10 & 11 – Vistas, One more time – **Nicholas Kalis'** clinic at the Railroad Prototype Modelers (RPM) in March of 2019 is referenced throughout the mailbag article by Richard Bradley, MMR

Achievement Program pp. 53 & 54

-Model Railroad Author – **Robert Rodriguez**

-Association Official – **Brian Sheron**, MMR

Division Business Car p. 50

-"How to socially distance an operating session" - The *Potomac Flyer* article written by **Bob Rodriguez** is referenced by Jim Zinser p. 50

Potomac Division website – AP news on the Home page

-Model Railroad Engineer Civil – **Bill Lyders**

-Master Model Railroader – **Bernie Kempinski** MMR No. 654, Master Builder-Cars, Master Prototype AP
-Master Prototype AP, Master Builder-Cars – **Alex Belida**
-Model Railroad Author - **Bryan Kidd**

Lastly, there will be elections for three (3) Board of Directors positions in April 2021. We have a Nominations Committee and Chair of the committee.

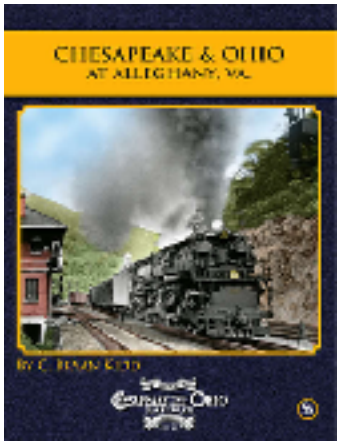
Jerry Stanley	jerry@madisonhomesinc.com
Bill Lyders	blyders@verizon.net
Mark Gionet	mgionet@lsginc.com

John Paganoni MMR will assume the position of consulting Emeritus. If you are interested in serving on the Board, please contact all three of the members of the Nominations Committee (there is strength in redundancy…) as soon as possible.

The future is still every day, so keep busy and build those models!

Achievement Program News

by Mat Thompson, MMR
ocrr@comcast.net



Bryan Kidd has earned the Author's certificate. He got all the points required (42) and then some with his book *Chesapeake & Ohio at Alleghany, Virginia*. This stretch of the railroad is a favorite for modeling as Bryan is doing. You can see an S scale version of the area in the article "Worth the Wait" in *Great Model Railroads 2021*.

If you remember the cover photo of the last *Potomac Flyer* (Oct-Nov 2020), you won't be at all surprised that Alex Belida has earned the Master Builder – Cars Certificate. Besides the Densmore Oil Tank Car, Alex brought eight more cars to my home. We wore masks and practiced social distancing during his brief visit.

To judge the cars, two local modelers joined me at my house. We wore masks and sat

socially distanced around a table in my train room. I also provided rulers, latex gloves, and other items to help keep us safe.

Judging was easy. Alex's paperwork was complete, and all of the models were very well done. The requirement is to submit eight superdetailed models—Alex had nine. At least four of the models must be scratchbuilt—Alex had six. Four of the models must earn Merit Awards. We picked the first four we thought would do well and judged them. All earned well above the 87½ points needed.

After we were done, I let Alex know the results, and a few days later he picked up his models.

It was a pleasure to see Alex's work. It was just as good to know that even in the days of COVID, we can do evaluations when they are needed.

Read On For Our Member's Latest Modeling Projects…

Chopping and Channeling Ewing's Mill

Article and Model Photos by Frank Benenati

The spring issue of the Friends of the East Broad Top "*Timber Transfer"* (Vol. 32, Issue No. 1) included an article written by Lee Rainey rich with historical and photographic information and detailed architectural drawings sufficient to inspire me to build an HO scale model of Ewing's Mill. The mill was located in Mt. Union, Pennsylvania near

With Permission, Mt. Union Area Historical Society

the East Broad Top's coal cleaning plant. Since I have run out of space on my own model railroad, I asked my friends, Pete and Jane Clarke, if there was room for a model of the mill on their East Broad Top model railroad. They welcomed the possibility of adding a foreground model of the mill to their Mt. Union. To determine feasibility, I first built an HO scale mock-up of the mill using balsa wood. Doing this saved a lot of time and effort. It also let the Clarkes and me quickly visualize the finished scene.

BUILDING THE MOCK-UP

Materials: Why balsa? I have a lot of it on hand, thanks to a member of our Tuesday morning train watching crew who was "downsizing." I strive to use no-cost material for constructing mock-ups. Prior to "free balsa," a cereal box would be repurposed for

walls, floors, and roofs, and scrap pine or basswood sawn into 1/8" square lumber for corner bracing.

Construction: The "*Timber Transfer"* published the four elevation drawings at slightly different scales. I used an all-in-one printer to resize and copy the drawings in HO scale. If you don't like doing math, the front elevation was enlarged 126 percent, the left 116 percent, and the right and rear 105 percent. The re-sized "walls" were cut out, glued onto a sheet of balsa, corner-braced, and a balsa floor and roof added. Since the mill had a prominent foundation and was set on a hillside, I also added

"topography" to the mock-up.

On-*Site Modifications:* Several small structures and a cemetery had to be removed from Mt. Union to create the future site for the finished model. Special permits were not required, as there were no bodies in the cemetery, and the existing structures were of no historical significance. The future site, however, was insufficient in size to accommodate the full mock-up. Since I was not to be deterred, the mock-up was quickly modified by slicing off about half of the rear and most of the left side so that it could be positioned at an angle against the backdrop.

Next, the height of the foundation was “lowered” by about a scale 6’ to avoid having to “excavate” the underlying benchwork to accommodate the mock-up’s sloped topography. To match the lower foundation, the water turbine tower had to be shortened and repositioned closer to the front of the structure to remain in the scene. The boiler shed also need to be narrowed by a scale 5’ in width to keep the roofline below the bottom of the second story windows and maintain adequate setback from the railroad right-of-way.

BUILDING THE MILL

Main Structure: The “chopped and channeled” mock-up required constructing a non-symmetrical five-sided box with correctly aligned walls. The list of building materials is in Table 1. The available windows are slightly larger than those in the scaled drawings, but close enough that the eye can’t discern the difference. I removed the mullions to create the single-pane sashes.

Sponge Painting: The clapboard walls were spray painted with grey primer, the windows and trim with a lighter shade of grey primer, and because I ran out of Dullcote, the corrugated aluminum roofing material with “aluminum.” The spray paint was allowed to dry for 24 hours. Next, a thin, mottled coat of lighter and darker shades of grey acrylic paints was applied to the clapboard using a small piece of natural sponge. To get the mottled look, I blotted the sponge on a piece of paper to remove most of the paint before gently dabbing the clapboard surface. The windows and trim received the blotted sponge application of antique-white paint for “weathering” (vs dry brushing). Last, the uncut aluminum sheets were sponged, but with a slightly different technique. On them, I used a fine-pored synthetic sponge to apply various amounts and shades of “rust” (random blends of yellow ochre, burnt umber, and wine-red acrylic paint). A light dragging motion of the blotted sponge moving from top to bottom of the uncut sheets and parallel to the ribs created the effect I was after. A clean edge of the sponge was used to remove excess “rust.” Sponge painting softened the appearance of the model, and the subtle variations in color made the structure look more realistic.

Embossed Stone and Brick Papers: I’m now sold on using sheets of embossed stone and brick paper sheets. The results are both credible and a lot less time-consuming than using either plastic embossed sheets or hand carving plaster. The embossed papers also don’t require painting and weathering—a win-win. However, if I had built the

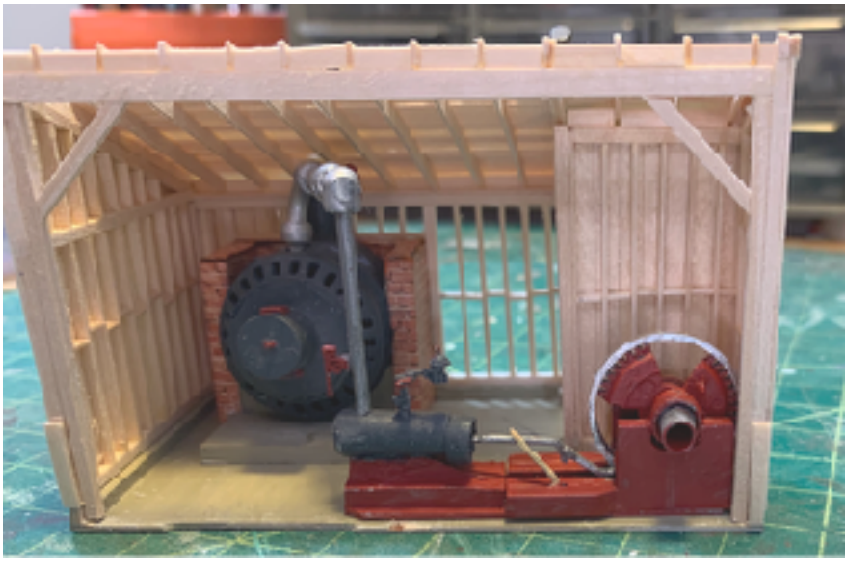
model with the full foundation, I probably would have cast a plaster base and hand-carved the random stone foundation walls for a more dramatic effect.

Peel and Stick Roofing: Applying metal roofing can be a challenge. On prior builds I have used contact cement or Walthers Goo with good results. While these adhesives work well, the associated inhalation exposure to potentially harmful chemicals is of concern. For this build I used a Xyron Model 150 Sticker Maker (https://www.xyron.com/en-us/). The Xyron applicator places a uniform adhesive coating on the underside of thin, flat materials while sandwiching them between peel-off cellophane and non-stick paper. The applicator instantly converts whatever you pass through it to "peel and stick". After trimming the leading edge and the top of the encased strip, I was able to mass produce the "rusty" panels using a Northwest Short Line Chopper. Using the Chopper was much faster, providing consistent sized panels than those obtained with a straight edge and razor blade or X-acto knife. One downside: a few of the panels did not get enough adhesive from the applicator, and the corners or edge of several panels lifted up. A small dab of super glue gel on a pick inserted under these panels quickly resolved the issue. Other workarounds that avoid solvent-based adhesives include using corrugated siding made from paper (Northeastern Scale Lumber Co. and others) and, on background buildings, using photocopied pictures of roofing. Both can be attached with double-sided tape or water-based adhesives.

Board-by-Board Construction: To add interest to the scene, I built the shed as being "under construction," with walls out of scale 2x6's and 2x10's (headers) and the roof out of 2x8's. I started by drawing an HO scale framing plan for each wall, upon which each wall was assembled. Wall boards and roof planks were then ripped from a piece of 1/8" thick basswood using a mini table saw. Next I glued the freshly-cut boards and battens (scale 1x2's) to the assembled framing. This added stability to the walls and simplified construction. The walls were then erected on their foundation. Framing the roof was next. It was built by equally spacing and gluing the rafters between scale 2' long pieces of 2x8's cut using the Chopper. To create the "under construction" appearance, I left the walls and roof partially unclad and the wood neither stained nor painted. The exposed framing provided a view of the inside of the shed, which created a different challenge (described below).

The water turbine tower was also built board-by-board. To simplify construction, an inner veneer plywood carcass was built, which was then covered with pre-stained scale 8" wide boards ripped and chopped from scrap basswood. The tower base was cast from plaster, painted "concrete," and weathered. I would have used Faller's embossed paper "concrete" if I had it on-hand.

Interior Details: The Ewing's Mill boiler and industrial steam engine would most likely have been installed on the shed's "concrete" slab floor before the walls were built. Because you can see inside the shed, the options were either to add a boiler and stream engine to the shed interior, or board up the walls and roof. Boiler and steam engine kits are available but acquiring them would add substantially to the cost of the build. Since they would only be partially visible, they didn't need to be superdetailed. After sorting through my box of scrap styrene and miscellaneous items, I discovered enough "stuff" to cut, file, and assemble them into credible boiler and steam engine stand-ins.



Because this was going to be a foreground structure I decided to add interior LED lighting. By adding 1200 ohm resistors to each LED and a rectifier to the circuit, the LEDs can be powered with either DCC track voltage or a 12 volt transformer. Of special note, I dipped the LEDs in Tamiya X26 clear orange paint so that they would shine as incandescents. I also wrapped the sides of the LEDs in black electrical tape to further reduce the amount of light within the rooms.

Lighted foreground structures call out for interior details. Another member of the Tuesday morning crew sent me a picture of a mill interior and a web address for information on historic mill interiors and equipment. However, having "run out of steam" fabricating the boiler and engine, I simply copied the photo and pasted it on an interior wall. When the lights are on, the "interior" can be viewed through the first and second floor windows. However, I wasn't ready to "throw in the sponge" or towel on this build. When you look through the third floor windows and open door, you can see actual piles of flour sacks, two carts carrying flour sacks, and two millers.

Signage: The Ewings hand-painted the distinctive signage on the mill. To replicate their unique signage, I sized the artwork on Lee Rainey's drawings to HO scale and Charlie Thompson, a model railroader and friend from MARRS, printed the signage on decal

paper for me. He used decal paper from an office supply store and an ink-jet printer. He then sprayed the decals with Krylon crystal clear acrylic to seal the water-soluble ink. The decal film is heavier than that of commercial decals but after applying Walthers Solvaset and gently dabbing the softened decals with a nylon bristled brush, the film settled down nicely on the clapboard siding. (Note: If you want to build your own HO version of this model, extra copies of the decal set were printed and will be available from the Friends of the East Broad Top Company Store. All proceeds will go to the EBT restoration fund).

Adding Life to the Scene: To complete the construction site, the scene needed a carpenter crew (Woodland Scenics), shed doors being worked on, stacked lumber, a ladder, wood scrap and Mrs. Ewing checking the carpenters' work. Future traffic on the Clarke's model railroad will include adding a waybill directing the shipping of a boxcar loaded with sacks of flour and delivering it to freight agents in Robertsdale. Mill workers will transport the sacks of floor between the mill and the Mt. Union freight transfer shed by farm wagon. Future grain-related traffic on the East Broad Top might increase with construction of mills in Shade Gap and Saltillo. (Lee Rainey has been busy, see the summer and fall issues of the "*Timber Transfer*" for inspiration.)

Table 1. Materials List		
Item	**Manufacturer**	**Part No.**
Clapboard Siding (3/32”)	Northeastern Scale Lumber Co.	332CLPP
Scribed Siding).060” spacing (doors)	Mt Albert Scale Lumber Co..	MA721P12
2x6 Lumber (wall studs)	Northeastern Scale Lumber Co.	ST-HO-2x6-16
1x2 Lumber (battens)	Northeastern Scale Lumber Co.	ST-HO1x2-16
2x8 Lumber (rafters)	Northeastern Scale Lumber Co.	ST-HO-2x8-16
2x10 Lumber (Headers)	Northeastern Scale Lumber Co.	ST-HO-2x10-16
6x6 Lumber (corner trim)	Northeastern Scale Lumber Co.	ST-HO-2x16-16
Eaves Moulding 1/4” Crown Cornice	Northeastern Scale Lumber Co.	967
1/32” plywood veneer (roofing, back)	Northeastern Scale Lumber Co.	132ply1224xgr
1/8” plywood (foundation)	Midwest Products Co..	Ace Hardware
1/8”x3”x24” Basswood (Ripped for bracing, siding and roofing boards)	Midwest Products Co..	Ace Hardware
4/4 Double Hung Windows (27” wide x 62” High	Tichy Train Group	8028
Brick Embossed Sheets	Faller Gmbh	272-170607
Stone Embossed Sheets	Faller Gmbh	272-170616
Corrugated Aluminum 10HO	Campbell	#802
Standard 12” 3 Tab Shingles	Bollinger Edgerly Scale Trains	Best-3032 #11640
Chimney	Bar Mills	171-203
Carpenter Crew	Woodland Scenics	785-1947

Decal Paper	Micro Mark	8227C inkjet or 8237M laser
Flour Sacs	Tichy Train Group	293-8175

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Frank Benenati enjoys kit bashing and scratch building. His structures serve as focal points on his Maryland Junction HO scale railroaded. He is a member of the Meade Area Railroad Society modular club and the Tuesday Morning Gaithersburg Station Train Spotting Crew. His layout can be seen at: https://potomac-nmra.org/PDnewsite/LayoutTours_Prior/Frank_Benenati/Frank_Benenate.php Prior to retirement, he was a senior scientist and program manager for the federal government.

JOE PERRINGER'S GARAGE—MONTVILLE, CONNECTICUT, 1953

Article and Photos by John Paganoni, MMR

Joe Perringer's garage was a busy place in Montville, Connecticut, back in the 1940's and 1950's. As a youngster, I spent considerable time there watching the mechanics do wonders keeping a lot of older cars in running order. It was also a good stopping place for a five-cent Coke as I traveled the Central Vermont Palmertown Branch tracks from home to my Aunt and Uncle Boni's house that overlooked the main line of the Central Vermont along the Thames River. When I started planning my layout many years ago, Perringer's Garage was one of the structures that had to be on the layout.

I built the model from a photo I took in 1985, but I didn't have the dimensions for an accurate model of the prototype when I made my construction drawings. The garage,

surprisingly, has not changed much since the 1950's; however, I had to compress the model slightly to fit the small place I had for it on the layout. The model did take a little more time than I expected, but it was a fun project and worth the effort. For those who are working on the Structures Merit Award, an auto garage offers a lot of detail and an opportunity to build a structure with a purpose on your layout.

The basic structure is made of .040" styrene. I glued the "scale" drawings to the sides of the structure with contact cement and then cut out the doors and windows. For some windows and door openings, I drilled 1/16" holes in the drawn windows and used a jeweler's saw to cut out the openings. Be sure to accurately make window openings to fit the specific windows you plan to use before assembling the structure.

I used small angle plates, a machinist's square, and extruded aluminum stock to keep things square while assembling the sides. I then cut a "concrete" floor out of .060" styrene. I glued the detail parts onto the floor, because gluing them in place after the building sides were in position would be very difficult due to the numerous detail parts involved. This pre-assembly allowed easy access for such delicate parts as the auto lift and all the detail parts you'd find in an auto repair shop.

I glued some short 1/8" square styrene pieces onto the edges of the floor so the building shell would slip over them and keep things square. This also allowed removal of the building shell to "fine tune" things in the office and bays.

I made the roof removable because I wanted to light the garage. I used an amber 12V small bulb in the bay area, a clear 12V small bulb in the office, and a Pete LaGuardia 3V goose neck light over the door.

The vast majority of such detail items as gas pumps and toolboxes are from JL Innovative Design. They even had a chest type soda machine and an old type air dispenser.

The vehicles have license plates that are correct for the era and location.

Scratch building can be a challenge, but the reward is having a unique structure that you can be proud of. Try it and chip away at the requirements for becoming Master Builder—Structures!!

BASIC MATERIALS FOR THIS PROJECT

1. Evergreen Scale Models styrene: .040" plain, 040" clapboard (.040 spacing), .060" plain, .005" clear
2. JL Innovative Design: Ultimate Detail Set—Texaco Gas Station, air dispenser, chest type Coke machine, oil high boy, toolboxes

3. Car Lift: Master Creations #774—I also recommend JL #498.
4. Miniatronics Corporation 12V lamps
5. Pete LaGuardia 3V goose neck lamp
6. Grandt Line 5 panel doors #5021 for interior, #5031 Windows, #5139 Factory Front Door
7. Builders-In-Scale Tar Paper Roofing #260
8. Signs: Woodland Scenics, Chooch magazines
9. License plates—Howard's Hobby (bjhrr@aol.com)

———————————————————————————————

John Paganoni's lifetime objective was to try to capture the Central Vermont RR in the days of steam in HO scale. John is in the process of building a very compressed layout to feature the main interest items that recall the CV's "Golden Years."

Keeping Busy During a Pandemic, or Building a Brace of MoW Cars - Part 3

Article and Photos By Martin Brechbiel, MMR, Potomac Division Superintendent

Once again I found myself intrigued by the design of an On3 car, which provided the impetus for my thinking I should make a few copies in full standard gauge. This looked reasonably easy to achieve, and I again decided to build two cars simultaneously. I thought I could pick right up from the gondolas in Part 2 of this series (*see The Flyer for October-November 2020)* and move forward into building the next two cars. But the more I thought about the framing, the more I realized that I could not, and that the entire framing would have to be established *de novo*. This put two of the frames back onto the stack for future projects, so no real loss there.

Photo 1

Building new frames was not a major issue

regarding materials; however, it was very quickly clear to me that a bit more thought was going to be required. Building the basic box and end and side sills was easily done, but these

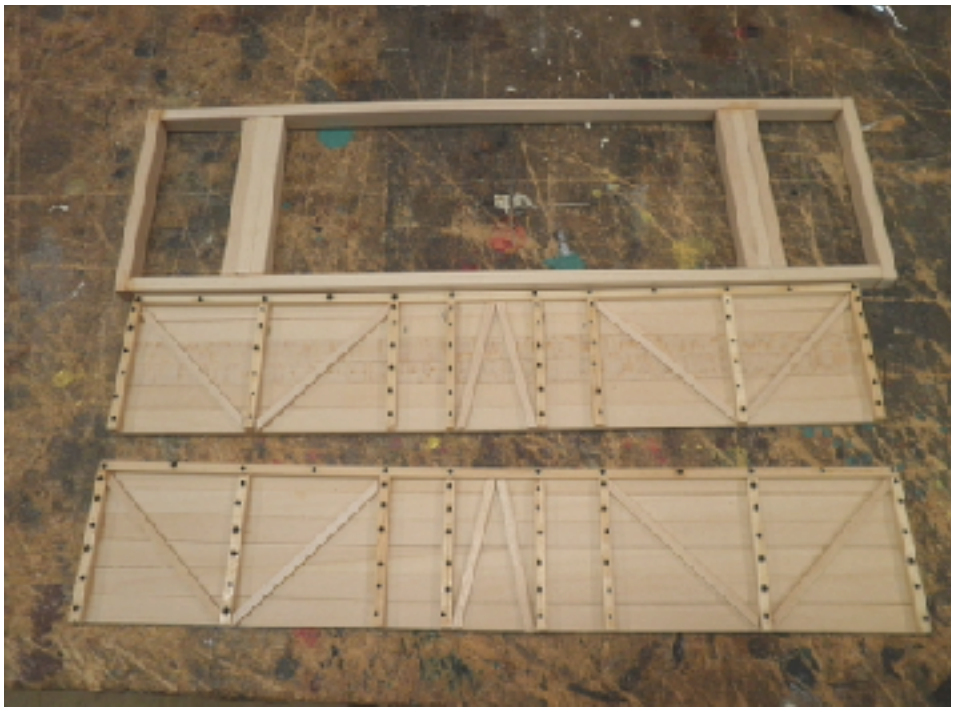


Photo 2

cars were not going to have all of the other framing to support the car bolsters. To address that, I inserted a triple-width crossbeam between the side sills that the car bolsters would be mounted to in order to support the car. I started to rough out the sides using individual boards slightly shorter than the length of the sides. These boards (basswood) were bound together by 4" x 4" uprights and top cap and 2" x 4" diagonal bracing. (Photo 1)

As usual, I added a few nut-bolt-washers (NBWs) (Tichy) to present the appearance of holding every board in place; something has to hold all this together other than glue. Inserting NBW's cut to retain their "bolt" with a bevel tip tends to be a tedious exercise. I find this is best done in small blocks while going off to poke about in other projects. The bevel tip is acquired when cutting the NBW free from the main sprue with a scalpel, and aids in inserting the bolts into their holes. Only one of the two cars is shown here (Photo 2).

Photo 3

With the sides all settled, I glued them into place onto the side sills with the 4" x 4" uprights flush with the outside edge of the sill. Now with the sides firmly in place, the ends were made to fit each end of each car. (Photo 3)

The ends were built up to fit in each end using the same boards as the sides and with four 4" x 4"s to assemble each as a unit. An additional cross member was added under each end for more support of the ends of the car bodies. Once all the glue had set and the car bodies were good and solid, I went back with a long No. 72 drill bit and drilled through the upper railing down through the side sill and that previously added end cross member. A bit of 0.025" phosphor bronze wire was threaded through the upper railing down through the side sill and cut close to the top with sprue cutters (Photo 4). After the glue holding these guy wires was dry, I went back with a fine file and smoothed the tops of the barely-protruding wire flush with the wood.

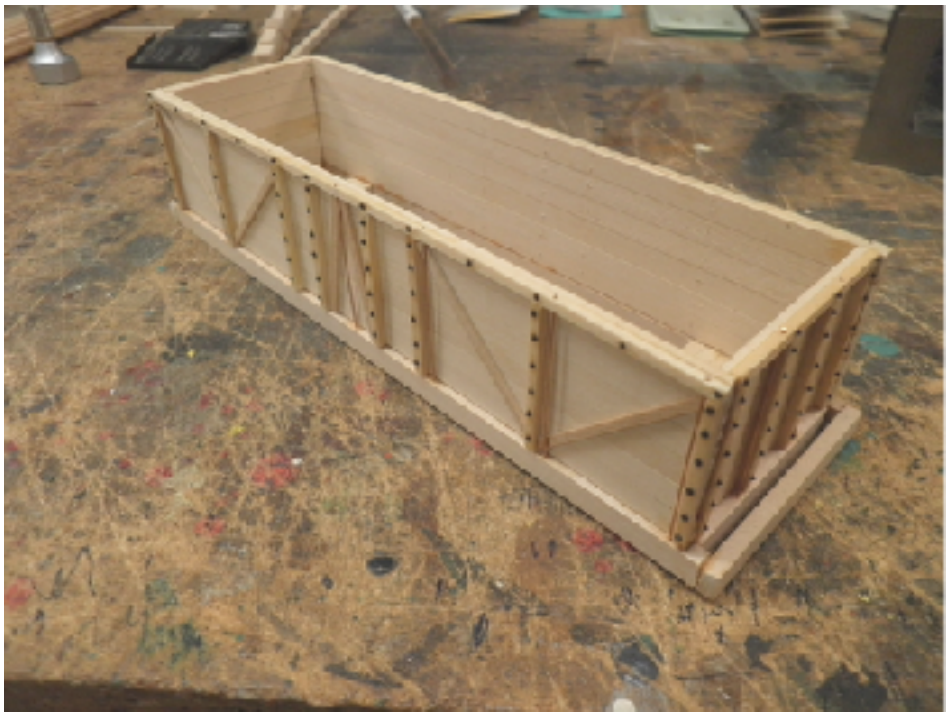


Photo 4

Now is where it started getting a bit tricky. These cars were going to be hopper cars, and so they needed slope sheets from the ends down to where the discharge bays would be installed. I made up the slope sheets per the dimensions of each car edge, gluing together more of the boards that were used for the sides. The top of the slope sheets would rest against the ends, and needed a bevel on the underside to fit neatly. That part was pretty easy to achieve with a sanding block. The other ends of the sheets demanded a bit of thought and planning to install them properly. The sheet had to rest and be supported at the base such that it could not move. That called for another cross member to be installed into the frame with a bevel on one side corresponding to the slope angle of the slope sheet, which in turn would have a complementary bevel on the opposite side resting on that same cross member. Clear as mud that was, but it all came together empirically, working through the four ends of these cars (Photo 5).

This all still left a rather awkward hole in the middle of the car that had to be addressed. In the middle, a large center beam was installed, also beveled on both sides, to direct the load out of the car bottom through the bay. These were fashioned from some larger basswood sections, large enough to be run through the band saw to

Photo 5

put that bevel on them on both sides—all without any need for bandages or medical attention. These can be seen in Photo 6 along with quite a bit more that needs explaining, so I'll get right to that next—well, actually no. We've got to flip the cars over and install the hopper bay doors next, along with a few other bits and bobs.

Photo 6

The hopper bay doors were made from 0.040" styrene. They span the width of the car and overlap the base of the large center beam. A 0.040" styrene strip behind each door was mounted on top of the support beam for the slope sheet. Some styrene angle was added to the door, along with a cross-support channel that will connect to the chain holding it in place. Resin hinges (my castings) were added to the structure along with more NBW castings. A hole was drilled in the center of the cross-support channel of the door for a hook made of 0.060" brass anchored to the floor with a reamed out 0-80 nut reinforced with Goo

and CA (superglue). At this time, NBW's (Tichy) were installed corresponding to the phosphor bronze wire guy wires running along the outside of the sides and the ends. Resin bolsters, drilled and tapped for 4-40 screws, were added. The Kadee couplers were added for convenience (Photo 7). Now we can go back to top side of the car and add a few more details that I skipped over.

Opening and closing the hopper bay doors on these cars was chain driven. Blocks of 0.040" styrene were installed to provide a bearing block for a steel rod for the hopper bay door mechanism on each side of the car. A 0.060" steel wire was installed through the outside of each car, centered over the hook that was installed in the bay door, through the one side and into, but not through, the opposite wood side. A reamed out 0-80 nut reinforced with Goo and CA secured the rod in place on one side of the car. On the other side a ratchet & pawl casting (Precision Scale Company) was applied to the styrene, and then drilled to accept the large white metal brake wheels (Wiseman Model Services). Chains were attached to the floor on the bay doors using that hook that was installed and then looped around the steel wire rod to complete the door operations. More NBW's were added along the top of the car corresponding to the phosphor bronze guy wires. Large NBW castings were applied to the side sills corresponding to the framing cross members. Stirrup steps (U.S. Hobbies) were applied to all four corners, and then pinned into place. (Photo 8).

Photo 7

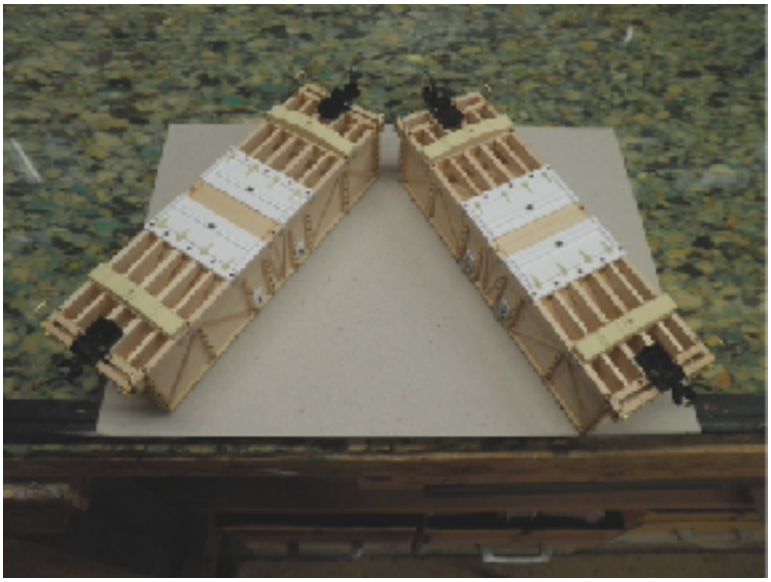
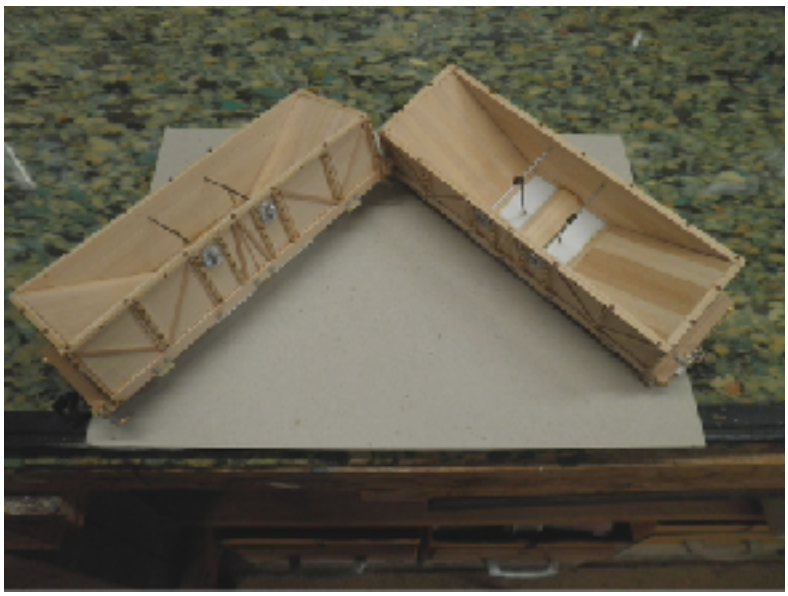


Photo 8



Final details were a brake wheel with a ratchet & pawl

The Completed Model

casting (PSC) mounted at the one end with a bit of styrene angle down through a brake stirrup (PSC). Grab irons were added to the ends and along the ends of the sides. The car was painted inside and outside with Rustoleum Red Primer, with much of the iron works painted Stem Black (Polly Scale). Adding Athearn archbar trucks with InterMountain wheelsets was the final step.

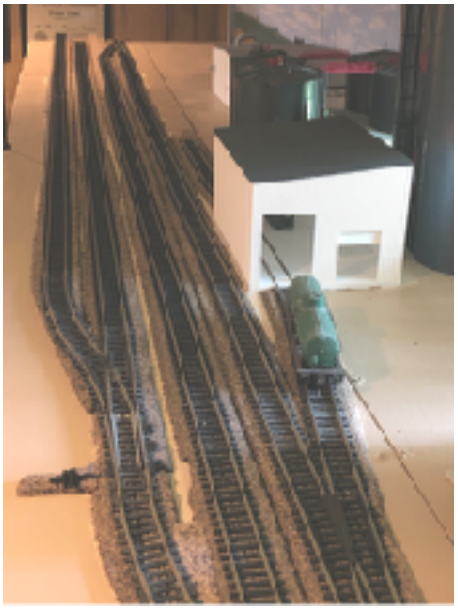
Martin Brechbiel, MMR, is a long-time O scale model railroader who models the South Mountain Branch of the Cumberland Valley Railroad. He also has a strong interest in traction and trolley modeling. In addition to serving as Superintendent of the Potomac Division, he is also Secretary of the Mid-Eastern Region and the Editor of *O Scale Trains* magazine.

[Editor's Note: We'll have another episode in his car building saga in the next issue. So stay tuned!]

Norfolk Southern Connector—Part III

Article and Photos by Ernie Little, MMR

Perhaps the silver lining of COVID restrictions is that I am making a lot of progress on my layout expansion/renovation. My last article ended with the completion of the bench work, the track work, and the start of the wiring for the second level. The power buss for the second level has been installed but is awaiting connection into the existing power buss on the first level, which will take place after one more check on the phasing of the power.



New Yard looking West

Now that the bench work is completed, plan "B" is moving forward, and the layout is taking shape nicely. The switching/storage yard has been added to accommodate intermodal and ethanol plant traffic along with ground throws on the associated switches. The yard has a runaround track to permit locomotives to be moved from one end of a train to the other. This feature also allows switching to take place for the two facilities it services.

With the addition of the second level, I had to relocate some of the structures that were in the space where the helix is now located. The town of Joyceville took quite a hit when the renovation machine came through and built the helix. The police and fire stations, the bus station and a florist shop had to be

relocated and are now on the second level as you come off the helix. In addition, I have been able to add a few more structures that will be associated with future operations that I hope to have on the layout.

The lift-out bridge has been added to carry the second level past the doorway at Furnace Mountain.

***Relocated Joyceville* Structures**

New lift out bridge on second level

A new rail car and locomotive service shop have been added at the crossover location. These structures each hide two tortoise motors that switch the crossover. Twelve-volt LED lighting was added to illuminate the inside of these structures.

Car shop with Tortoise motor in background

Car and Locomotive Service shops with LED lights

A new interlock building has been constructed and finished with Hunterline “concrete” stain. Using the stain was a first for me, but the way it made the brick joints appear proved to be a good enhancement of the kit. 12-volt LED

lighting was added to the interior of the structure, and 3-volt LED lighting will be added to exterior.

An ethanol plant has been added requiring the construction of several kits to provide the energy center, corn unloading and storage, fermentation tanks, and ethanol tanks. The tanks have been painted grimy black and look much better that the aluminum color they were cast in.

Painted Fermentation Tanks

A challenge here for me was the assembly of an exterior stairway system containing several parts. This was a little more complicated than the other kits. The stairway system was painted flat black.

Stairway for Tank access after painting

Finally, I added a digital intermodal crane that I have had for several years. LED lighting of the plant will be added, but as of now it has not been installed.

I still need to run 12- and 3-volt power to the second deck to power the structure LEDs that are or will be installed.

The background of the layout is about 80 percent complete, as I still have two sections of the layout that have not yet been installed. Both are in the

A new background

Another New Background

area of an existing fireplace, and there is some engineering that has to take place when I want to use the pellet stove there—otherwise "Hot Springs" will not be a scenic area, but rather a fire hazard area, and that cannot be permitted to happen! For the backgrounds I used printed scenes I found at Mainline Hobbies in Blue Summit, Pennsylvania, where I buy my supplies.

Progress. That is what we like to see! The signal is Green. Move it up to Notch 8!

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Ernie Little, MMR, is the Potomac Division Assistant Superintendent and webmaster. Ernie's 12' x 20' HO scale model railroad, the Norfolk Southern Connector, is freelanced and represents a connector railroad that runs between two major railroads.

Making a Drawbar

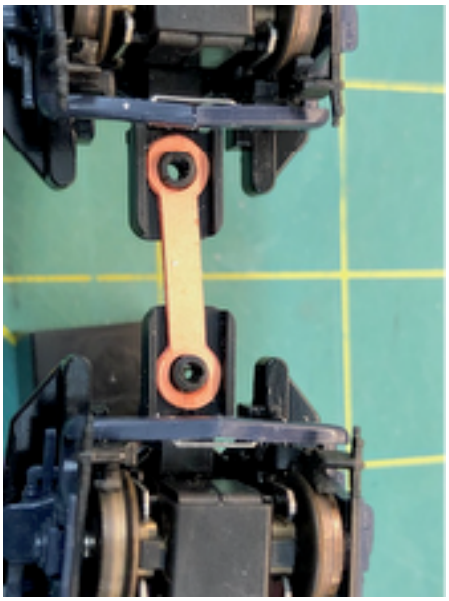
Text and Photos by Bryan Kidd

Cherry color is card stock; white is styrene. I changed the design to correct the length as seen in the styrene version

I wanted to make a drawbar to close the gap on two of my older Proto E-8s, since using Kadee short couplers left a noticeable gap in the diaphragms.

The potential downside to using a drawbar is getting the shell on and off, so I removed the pins on the chassis to make it easier to remove the shell without needing to uncouple the locos.

•The drawbar was cut using both card stock and .010 styrene and then laminated to a thickness of four layers.
•Card stock was easier than styrene to work with and seems to be sufficiently strong.
•The simpler version (the elongated oval) was easier to design, but the circle-on-both-ends version allows for more swing on curve track.
•At this size, the Silhouette can cut with only so much precision—the rounds are a little coarse… but it doesn't matter.
•The holes have a tiny bit of slop, which seems to be mechanically important (rotation and a little bit of back and forth play).



The card stock version… with the corrected length

Right now, I'm using the card stock version and saving the styrene as a backup. I'm curious to see how it holds up.

Nice spacing; diaphragms stay touching even around curves, yet there's still a bit of fore and aft play, and easy rotation as the drawbar swings in the pocket. Time will tell to see how this holds up

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Bryan Kidd is Chief Composer/Arranger (MUCS, USN, Ret.), United States Navy Band, Washington, D.C. and Composer/Arranger-in-Residence, *American Festival Pops Orchestra* under the direction of Anthony Maiello._

The Flyer Tips Sheet: Storing Engines and Rolling Stock

Text and Photos by Alex Belida, *Flyer* Editor

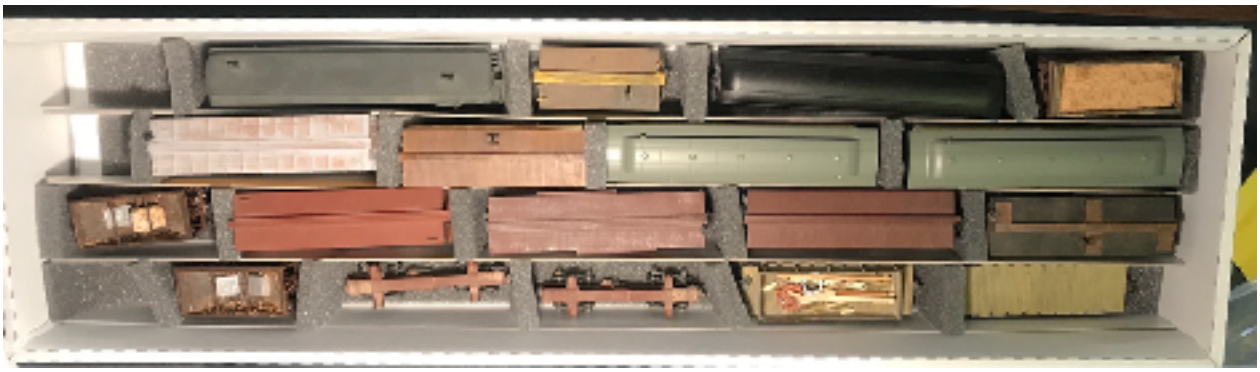
I recently decided it was time to do some long overdue housekeeping on my layout—clean the track, lubricate the engines, dust the cars, structures, and details. But before I could begin, I had to remove all the locomotives and rolling stock and put them somewhere.

"Somewhere" ended up being some empty boxes I lined with acid-free wrapping paper, with bubble wrap added as cushioning. That worked just fine as a temporary

fix. But it got me to thinking: I need a solution that both looks neater and offers more efficient long-term storage.

I looked online for storage solutions for HO scale cars and engines. There were a few possibilities, ranging from single-car containers to multi-car boxes. I ended up settling on a system sold by A-Line Arrow Hobby. https://ppw-aline.com/collections/a-line-hobby-tote-system-ho-n-scales

I purchased their package with four "high" containers. These are made of heavy duty corrugated cardboard, with interior cardboard dividers, foam lining and a top. They need to be assembled – not particularly difficult once you get the hang of it.



Each "high" box has these interior dimensions: 27" long, 7" wide, 3" deep. There is a "low" box that is only 2 ¼" deep. The exterior dimensions are just slightly larger.

These containers can hold up to 16 HO scale 40' box cars or eight 85' passenger cars, sitting upright, not on their sides. The "high" box allows you to store oversized height cars. In N scale, the manufacturer says you can store 98 box cars or 36 passenger cars.

My "high" package of four containers cost $96. For an additional $5.75, I bought a bag of foam spacers to place between the cars I stored. I should have bought at least two more bags. (It was pricey but convenient, and the pandemic has meant less casual spending and more saving.)

If you want, you can also buy a nylon case that will hold four "high" or five "low" boxes for easy transport to a model railroad event.

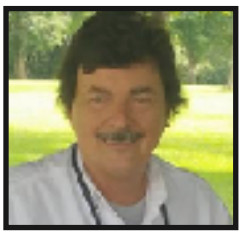
After repacking my cars and engines from their makeshift boxes into these new A-Line containers, I made a note on each to inventory the contents, then slipped them into a closet in my model railroad room where they now sit, neatly stacked, until they're needed again on the tracks.

Another supplier of similar storage containers is Axian: http://www.axiantech.com/ModelRR.html. Their HO scale storage box is smaller, and holds up to 20 cars. It is

foam-lined with foam retainer strips on the inside of the lid. The size is 2 ½" x 12 ½" x 28" and it costs $29.95.

Feldherr, a German firm based in Berlin, also makes a rigid plastic carrying case with foam lining for a limited number of HO cars and engines. The price, not including shipping, is 54.99 Euros, about $70. https://www.feldherr.net/for/railway/h0-gauge/euro-box-container-case-for-model-railway-locomotives-wagons-and-vehicles-lying-5-slots-for-h0-gauge/a-59085

If you go online to look for options, you'll see that the folks from FastTracks made a small car storage box out of laser-cut hardboard for $45. But according to the firm's website, it has been discontinued.



Alex Belida is Editor of *The Potomac Flyer*. He is a retired journalist who worked for the Voice of America and Radio Free Europe, serving in the U.S., Europe and Africa. He and his wife live in Rockville, where his HO scale Eureka and South Pass RR sits in a small bedroom once occupied by one of his sons.

Mark Me Up: The Salt and Pepper of Operations

by Mat Thompson, MMR

In the *Addams Family* movie one scene has Gomez cranking up two Lionel trains to full speed and crashing them head on in a fury of flashing lights and metal-crunching sounds. Hilarious in the movie but not so much on a model railroad. And deadly on the real thing. That's why the dozen or so rules you need to know for operations are important. *The Potomac Flyer* Summer 2016 Mark Me Up column lists them.

The local has been uncoupled at a road crossing during a long wait so vehicle traffic isn't blocked

But in most sessions, you will also hear a lot of chatter about prototype railroad practices – that is things you can do to add realism to running your train. Consider these actions the salt and pepper of operations. They add spice to the process but season to your taste. Experienced operators may routinely do many such things. Newer operators may not, partly because they haven't learned about them yet, and partly because they may be all consumed in trying to avoid a Gomez.

That's fine. One of the good things about operations is that new folks and old heads can coexist easily. As you learn more, you can add prototype practices to the way you run your train without paying much attention to how others run theirs. There is room for people with different knowledge, interest and skill levels to run comfortably on the same layout at the same time. In fact, it happens all the time.

An easy addition to your prototypical skills to is run slow. It makes you look like you know what you are doing and gives you time to plan and time to blow the whistle and ring the bell. Finally, all those expensive sound chips get used! What's slow? I find that

on my HO railroad a train moving at a comfortable walking pace for a layout room is about 20 scale miles per hour. On all but the biggest layouts, that is probably as fast as you will ever want to go.

Running slow and using the bell and whistle are easy things to add to your ops trick bag. Here are just a few other examples of practices on real railroads that you can incorporate into your operations. The only caution is do pay attention to what's happening around you. It's not good manners to get so immersed in your version of playing that you hold up everyone else.

Stopped trains have no rights to block roads for more than a few minutes – five to ten depending on local ordinances. In fact, engineers can get traffic tickets if they exceed that time. If your train is in the hole and you expect a wait, look to see if you are blocking any roads. If you are, break the train as many times as needed to allow vehicle traffic to continue.

Loaded stock cars were placed at the head end of trains to prevent harm to the animals as the slack was pulled up between cars. If you are taking a train out of a yard and loaded stock cars are not on the head end you have several choices:

- Just ignore the car placement, no salt and pepper for me, thanks.
- Ask the yard to reorder the cars in your train. Slim chance but you can ask.
- Ask to use yard tracks to reorder your own train before departure. Most model yards are too busy for that but again, you can ask.
- Reorder the cars yourself at the first available siding.

Any one of the choices is prototypical (well, maybe not ignoring the problem if you want to keep your job) and adds interest to your ops job.

Railroads often had rules placing loaded tank cars, flat cars and gondolas as far as possible from locomotives and cabooses to protect the crew in the event of an accident. If you have a train with these cars not placed that way, you have the same options as you did for the stock cars.

Sometimes on a model railroad there just isn't enough track to juggle car placement too much. Rather than try to figure out the mid-point of the train and figure out if a tank cars is loaded, consider all tank cars loaded and place them at least one house car from the locomotive and caboose. Just looking tells you if flat cars and gondolas are loaded. Providing any house car protection duplicates a prototype procedure.

In my model railroad operations experience, yards don't commonly block departing trains to help the local efficiently switch multiple locations. Again, as in the stock car situation, you have the same options. The one I see used by knowledgeable opertors is to reorder their own trains on the first available siding. Time and available track also

mean you might be smart to just set up for the next stop or two rather than trying to reorder all the cars at one time.

There are other simpler actions you can also practice.

- When coupling up to a car, come to a complete stop five to ten feet from the car, then slowly move forward with just enough speed to engage the couplers.
- Slowdown to run across bridges and trestles or entering a tunnel to avoid having the vibrations weaken them over time. And don't forget to sound a warning – one short and one long.
- Prior to running down a steep hill, stop to turn up the car retainers – figure a scale minute a car. At the bottom of the hill, stop again to let the brakes cool and turn down the retainers. A scale minute a car is good here, too.
- If your passenger train is longer than the station platforms, do a double or even a triple stop so first the RPO and baggage cars are at the platform and then the coaches and sleepers.
- When spotting cars, line them up with doors and platforms so the cars can be loaded or unloaded where you leave them.

The station platform is too short to accommodate all this passenger train at one time. The train will stop with the RPO and baggage car at the platform for unloading. Then the train will pull forward and stop again to allow passengers to detrain at the platform.

Add the spice of prototype actions and add to your operations fun!

More on the late Marshall Abrams

(Editor's Note: The following obituary was shared with us by Marshall's family. For those who did not know him well, it shows Marshall was much more than a model railroader.)

Dr. Marshall David Abrams died at 79 of heart failure. He was a graybeard in the field of computer security (now known as cyber security), a founder of the Annual Computer Security Application Conference, and an avid model railroader. Dr. Abrams was a husband, a father of two daughters, and a friend to many. He was a lover of folk music, sing-a-longs, and jokes – the good, the bad and the pun-y. His many friends and colleagues describe him as the glue – the one who organized lunch, lent a hand, or jumped in to help solve a problem. He was a force pushing others to go further and do better. Marshall freely shared his knowledge and was an egoless collaborator. He delighted in reciting the perfect line or quote to characterize the moment.

Marshall holds two patents and has authored many publications; he is coeditor of *Information Security: An Integrated Collection of Essays,* which has been widely acclaimed as necessary for every security practitioner's library. He has taught information security courses on six continents.

Marshall as a Youth with His American Flyer layout (Family Photo}

Marshall was a contributor to "the Red Book," an essential text in developing computer security networks. The "Red Book" was part of the "Rainbow Series" published by the U.S. Department of Defense Computer Security Center in the 1980s and 1990s.

Dr. Abrams began his career as an Associate Professor of Electrical Engineering at the University of Maryland. Always the teacher, he liked to say that he gave two midterms: the first to teach humility and the second to build confidence.

Dr. Abrams was a principal participant at the National Bureau of Standards (NBS), now known as NIST. He specialized in network performance measurement. As part of this effort, he

wrote Federal Information Processing Guidelines. While at NBS, he received the Department of Commerce Silver Medal Award.

Dr. Abrams joined the MITRE Corporation in McLean, Virginia in 1981 and retired in 2018 as a Principal Scientist. He specialized in creating standards and frameworks for secure computer networks. Most recently, he concentrated on information technology security at the Federal Aviation Administration (FAA), who honored him for developing the National Airspace System (NAS) Protection Profile Template. He led MITRE's team developing Information Technology, computer network security, and database security for the National Security Agency (NSA).

The Annual Computer Security Application Conference was Marshall's third child. It is one of the first conferences in the field of cyber security research. Marshall was instrumental in supporting conference scholarships for students and helped to create a special academic scholarship, the Scholarship for Women Studying Information Security. Just before his passing, he was involved in bringing the conference into the virtual world so that it would continue unstopped by COVID. Marshall insisted on wearing the nametag "curmudgeon" at every conference, but just beneath the curmudgeonly surface was a generous soul who did whatever was needed.

Marshall and his wife Rochelle lived in the Forest Glen Park area of Silver Spring for fifty-one years in a home that he designed.

Marshall was an avid model-railroader. His model railroad layout, the Abrams Railroad Empire (https://abrams-railroad.potomac-nmra.org/) was a labor of love built over 50 years, which grew to encompass 300 square feet. He was an active member of the Potomac Division of the National Model Railroad Association (NMRA), and he served the Division in many capacities, including as Superintendent and Potomac Flyer Publisher. He loved nothing more than to help others and was working, up until his death, to help other members develop an online presence for their layouts.

Marshall grew up in Jersey City, NJ where he was a Boy Scout and an Eagle Scout. He received a BSEE from Carnegie Institute of Technology and an MSEE and Ph.D. from the University of Pittsburgh.

NMRA Potomac Division Paymasters Report

by Jerry M. Stanley II Paymaster

Figures as of 8/31/2020

1.	Checking Account	$5118.86
2.	Cash on Hand	0.00
3.	Total assets as of 8/31/202	$5118.86
4.	Deposits by date	
a)	9/16/2020 NMRA Pay to Potomac Division	$258.50
b)	9/29/2020 Zoom Fund Raiser	$618.50
5	Total Deposits	$877.00
6	Individual Deposits	
a)	Hobby barn fund raiser building a building	$180.00
b)	Zoom Donation	$438.50
c)	NMRA Payment to division	$258.50
7	Total Deposits	$ 877.00
8	Total Payouts	
a)	Direct withdrawal check order	$35.95
b)	Check # 726 To John Paganoni (Plaque)	$75
c)	Check # 727 Ernie Little (Zoom)	$157.40
9	Total Payouts	$268.35
10	Checking account balance as of 10/20/2020	$5727.51
11	Total Cash on hand 10/20/2020	$ 0.00
12	**Total Assets**	**$5727.51**

Signed:

Jerry M Stanley II, Paymaster

The Potomac Division Needs Your Help

Yes, **you!** Not the model railroader down the street; not the other guy, **YOU!** Lend us a hand. A commitment to volunteer is not a lifetime commitment. Help us out and we will be grateful for however long you can assist the Potomac Division.

CURRENT POSITIONS THAT NEED VOLUNTEERS:

Board of Directors: Three positions on the Board of Directors will be up for election in 2021. If you are interested, please contact the Nominations Committee as soon as possible: Jerry Stanley (Chair), jerry@madisonhomesinc.com; Bill Lyders, blyders@verizon.net; Mark Gionet, mgionet@lsginc.com

Newsletter Publisher: ***The Potomac Flyer*** is looking for a volunteer versed in desktop publishing and newsletter production to take over as Publisher. Requirements include preparing, laying out and producing *The Flyer,* helping solicit articles and photographs and working closely with the Editor to provide a quality publication for posting on the Division website. Contact Martin Brechbiel superintendent@potomac-nmra.org or *Flyer* Editor Alex Belida abelida@yahoo.com

Train Show Outreach: The Division is looking for volunteers to represent the Division (and the NMRA) at future train shows. We'd like to have eight people to staff an outreach booth, two to set up the booth, two to pack up the booth, and one person to select photos and print and mount them for an NMRA information board. Contact Jerry Stanley jerry@madisonhomesinc.com

WANTED!


War Department, Washington, April 20, 1865.

$100,000 REWARD!

THE MURDERER

Of our late beloved President, Abraham Lincoln,

IS STILL AT LARGE.

$50,000 REWARD

$25,000 REWARD

$25,000 REWARD

EDWIN M. STANTON, Secretary of War.

NOT DEAD OR ALIVE (and NO Reward) But *The Flyer* Articles Wanted List

We don't like to beg….but here's a list of topics we'd like to have articles and photos about. **If you'd like to see a particular subject covered in *The Flyer* in the future, send your requests to Potomac-Flyer@potomac-nmra.org and we'll add it here.** Then we'll cross fingers and hope one of our distinguished members will offer to step up and share his or her expertise by volunteering to write that article.

Current requests:

1. Hand Laying Track: How do you do it? Was it easy? Hard? Special tools used? (Useful for those pursuing their Civil Engineer AP.)
2. Trucks and Trailers of the 1940s and 50s: where to research and how to make credible models appropriate to the period. (Valuable prototype info for modelers of that era but maybe it could be expanded to cover other periods as well.)
3. Making Terrain for Your Layout: What did you do? How did you do it? (Help for those seeking their Master Builder Scenery AP.)

Late-Breaking News: Hobby Barn Tree and Shrub Clinic

By Jerry Stanley

In November of 2020, we conducted our second Hobby Barn “make-and-take” clinic on tree and shrub making. Unfortunately, it was scheduled the same time COVID started to expand again. But we had a plan in place to deal with this. First my family helped me "COVID clean" or sanitize the Hobby barn in advance. We wore masks, maintained six feet of separation and used hand sanitizer. I take all necessary measures I can to keep visitors safe at the clinics. If you feel comfortable please come join us at future events.

Nick Kalis

Nicholas Kalis, Potomac Division Clerk, conducted the clinic on how to make trees and shrubs out of manila rope. He learned about this from a YouTube video and then had an article on his experience published online in *Model Railroad Hobbyist*.

The Supplies

First step: assemble the supplies. These were SuperLeaf scale leaves SE6123 (Spring Green) and SE6153 (Olive Green) Econo-packs (paper bags with windows), Woodland Scenic static grass FL633 Burnt Grass, Rust-oleum Matte clear, Rust-oleum Flat grey primer, Everbuilt 1/4" Manila rope, Clear Grip Gorilla glue 3oz.
The next step was to determine the length of the rope. We estimated the shrub/tree should be about a scale 20’ tall with a few inches to be stuck in the layout.

We used an HO scale car to help determine the length. Once we had the rope cut to the length desired, we glued one end of the rope to keep it from unraveling. Once the glue dried, we removed the curve in the rope (the rope is sold coiled)

Car as Ruler

Separating the Strands

Next step: we took the unglued end and began to unravel it until the individual strands were separated. (Do this over a trash receptacle as the rope fibers can get everywhere).

We then took a scrap board with a few holes drilled in it to hold the unraveled rope so we could spray it with flat gray paint. (Be sure to use a spray mask.) Before the paint dried, we sprinkled the static grass on the wet paint.

Spraying and Sprinkling

For the final step we poured two different shades of SuperLeaf paper leaves into a container. Then we mixed the leaves thoroughly. Remember nothing in nature is a single shade of color. Choose leaf colors to match the species you are modeling. For the ultimate in realism, try three shades of SuperLeaf well mixed. We then sprayed the static grass covered rope with the clear paint and quickly sprinkled the SuperLeaf over the tree. We gave it a little shake to let the loose SuperLeaf fall back into the container. A second coat of clear paint was sprayed to hold the leaves in place. The finished product looks like one that is a store bought "SuperTree" and this at a fraction of the cost.

Remember the scale you are modeling in and the prototype height of the bush or tree you are depicting will determine the height of your results. Keep scissors on hand to make your results fit the prototype you seek to replicate.

The Finished Trees and Shrubs

Close-Up

I want to thank Nick Kalis for all his work putting this clinic on. I want to thank Ernie Little, MMR, and the team leaders who all helped in one way or another getting the word out about the clinics. Lastly, I want to thank Toy Trains and Collectibles for helping supply materials for the Hobby Barn clinics.
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Jerry Stanley is the Potomac Division Paymaster

Ken Wilson Photos from the 1st Hobby Barn Clinic

Cam Green (L)

Jerry Stanley (R)

Ken Wilson (L)

Mark Gionet (R)

Mike Fleming (L)

Patrick Bentz (R)

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.

The Division Crew:

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***Flyer* Proofreaders: Dan Ebert, Bob Sprague**

Potomac Division Events Calendar

DIVISION EVENTS

December 6, 2021, 3PM VIRTUAL CLINIC: Tim Barr on “Using Styrofoam for a scenery base”

December 12, 2020, 2PM VIRTUAL OPEN HOUSE: Todd Hermann’s HO-Scale Lehigh & New England Railroad’s Catasauqua Branch, Falls Church, VA.

December 13, 2020, 3PM VIRTUAL CLINIC: Zach Pabis on “3D Printing, How to Use It and Other Related Services

January 17, 2021, 3PM VIRTUAL CLINIC: Alex Polimeni on "Painting figures using Citadel Paints”

January 30, 2021, 10AM HOBBY BARN CLINIC: Todd Hermann on “How to Install Static Grass”

February 27, 2021, 10 AM HOBBY BARN CLINIC: Martin Brechbiel on “Building a Flatcar”

March 13, 2021, 10 AM HOBBY BARN CLINIC: Cam Green on “Weathering”

MER CONVENTIONS

MOUNT CLARE JUNCTION
MER 2021 - BALTIMORE, MD

Oct. 21-24, 2021: “Mount Clare Junction” at the Delta Marriott-Hunt Valley, Hunt Valley, MD Hosted by the Chesapeake Division

NATIONAL CONVENTIONS

JULY 4-10, 2021: Santa Clara, California

Hobby Shop Business Cards: