

The Potomac Flyer

February-March 2022

The Newsletter of the Potomac Division, MER, NMRA



Inside This Issue:

**The Motive Power Challenge
The Super Builds Another Pair
Operating at Tony Koester's
Brunswick MD: Railroad Town
Obstacles? Know Thyself!**



All Inside So Read On...

Bill of Lading:



- P 3 From the Business Car**
- P 5 Donation News**
- P 6 Board Election Reminder**
- P 7 The Great Motive Power Challenge**
- P 31 The Superintendent Builds Yet Another Pair by **Martin Brechbiel****
- P 37 Another Session at Tony's by **Mat Thompson****
- P 42 Potomac Division at Greenberg by **Mike Powers****
- P 44 Overcoming Modeling Obstacles by **Nicholas Kalis****
- P 46 Brunswick, Maryland: Railroad Town by **Alex Belida****
- P 48 Product Reviews and Tips by **Nicholas Kalis****
- P 51 **Achievement Program Report****
- P 54 Calendar**
- P 55 **Paymaster's Report****
- P 56 What's Coming in the **Next Issue** of The Flyer?**

Cover: Rick Wright's 4-8-8-2 Cab Forward and Mat Thompson's ALCO 660

The Potomac Flyer

Submission Deadlines – Issue

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



From the Business Car: Winter Is Here

by Martin Brechbiel, MMR, Potomac Division Superintendent

I'm again late writing this so it's apparently a chronic affliction now. We've had real snow this year, amounts that required a real shovel (not that forecast scare stuff.) Yes, the snow blower failed to start...sigh. But this really encourages staying warm and being productive building models or working on one's layout. It's model train time.

November saw the Division meeting jointly with the James River Division out at Battlefield Baptist Church, with considerable success. Attendance might have been down a bit, but maybe some were recovering from the MER convention in Hunt Valley, and maybe some were COVID shy. But this event and location is going to be a focus as we look toward November 2022, expand all the elements of a joint meet, and invite other Divisions to attend. That's ongoing, so keep your eyes and ears open for calls for clinicians and volunteers of all sorts. And yes, I'd love to see a similar event held on the Maryland side of the Division. We just need a member to step forward with a suitable venue.

In parallel, I will also note that the Potomac Division continued to participate at local train shows with its latest presence at the Greenberg show in December 2021. Plans are to reprise the Potomac Division participation at the Great Scale Train Show at the Timonium Fair Grounds in February. The Division plans on having a table, booth, clowns and balloons -- okay, no clowns and balloons -- at all future train shows in our area. You can volunteer to help out (and maybe score a free pass for admission... really!) by signing up for a block of time to be at the table representing your Division. This earns some time units for those working on their AP Volunteer certificate while also enabling you to attend a train show. Contact our Paymaster, Jerry Stanley, for more details!

Welcome New Members

December:

Kimball Carpentier of Poolesville, MD.

Chris Pigott of Clifton, VA

Michael Zazzero of Clifton, VA

January:

Jack Riegel of Alexandria, Virginia

The 2022 Potomac Division elections loom not so far off. Two specific positions are up for consideration, Assistant Superintendent and Paymaster. We will be using electronic voting (saves time, money, and it's just too easy not to use...) so look for that in your e-mail inbox! I have to emphasize the critical importance of having candidates for election to the Board as this impacts

the viability of the Potomac Division. If you fail to step forward, and we lack adequate officials on the Board, then the Division fails too. Expecting a small core of people to shoulder all of the work for the other 250+ members of this Division is not sustainable and is unrealistic. This is your opportunity, so contact me directly, or the

members of the Nominations/Election committee, if you are interested in running for either position. This also scores some time units for those working on their AP Volunteer certificate. More information regarding this is elsewhere in The Flyer ([see page 6](#)) and on our [website](#). Have I mentioned that **we need volunteers to help out** yet? And, you might also notice a change in personnel for the Potomac Division Board. Nicholas Kalis resigned as the Potomac Division Clerk. Per the Division's Bylaws, Lee Stoermer was appointed to fill out the remaining Clerk's term through early 2023. The members of the Board approved this action.

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:

Superintendent Martin Brechbiel, MMR, 703-309-3082, Superintendent@potomac-nmra.org

Sr.-Asst.-Super Alex Belida, MMR, 301-424-8164. Sr-Asst-Super@potomac-nmra.org

Asst. Superintendent Ernie Little, MMR, 571-383-7316, Asst-Super@potomac-nmra.org

Paymaster Jerry Stanley, 540-364-1815, Paymaster@potomac-nmra.org

Clerk Lee Stoermer, 928-580-3209, Clerk@potomac-nmra.org

Achievement Program Coordinator Mat Thompson, MMR, 703-743-1895, Achievement-Program@potomac-nmra.org

Webmaster Ernie Little, 571-383-7316, Webmaster@potomac-nmra.org

Potomac Flyer Editor & Publisher Alex Belida, MMR, 301-424-8164, Potomac-Flyer@potomac-nmra.org

Flyer Asst. Editors-Proofreaders: Dan Ebert, Bob Sprague

So back to model train season... we have a Great Scale Train show February 5 and 6 as noted above; we have a monthly clinic on Zoom (check your e-mail, register and attend!); and we are planning more in person clinics as available and permitted.

I've got cars and structures to build once I'm off the keyboard. But then I have articles to write. Join me on that latter exercise and contribute to *The Flyer*. Just remember to take lots of good photos and send it all to the Editor of *The Flyer*, Alex Belida, MMR, and share your fun with the rest of the Potomac Division!

Looking Ahead: Our November Joint Meet with James River (and others) will have a "Popular Vote" contest: the subject chosen by James River will be MOW car of any type or scale. It must be able to roll on a track. It can only be one car. The reason behind this is to limit the space required to display the cars. There will also be door prizes. **PLAN AHEAD NOW!**

Potomac Division Teams:

Virginia:

Arlington County: Brad Stanford, 703-559-1166, stanford@smart.net

Fauquier: Jerry Stanley, 703-595-8081, paymaster@potomac-nmra.org

Loudoun: Lee Stoermer, 928-580-3209, leetrains@yahoo.com

Prince William: John Paganoni, 703-791-5055, john.paganoni@comcast.net

Fairfax: Bill Mosteller, 703-272-8190, wsm@greatdecals.com

Maryland:

Charles County: Dale Latham, 301-645-3055, dale.latham@verizon.net

Montgomery: VACANT (Please volunteer, contact Alex Belida, Sr-Asst-Super@potomac-nmra.org)



Donation News: Dr. Arnold Friedman and Carol Friedman of Potomac, Maryland have donated a Woodland Scenics “Grand Valley” HO scale layout kit to the Potomac Division. The valuable kit includes all the ingredients for making a fully scenicked 4’ x 8’ layout ready for trains, track and structures. Superintendent Martin Brechbiel, MMR, is seen **(above)** accepting the box from Senior Asst. Superintendent and *Flyer* Editor Alex Belida, MMR, who picked up the gift from the Friedman home last Fall. The Board will turn the kit over to the hosts of our James River Joint Meet, Battlefield Baptist Church, for its youth program in hopes of promoting model railroading. The Board will be providing track and structures for the layout and is asking members to consider donating HO scale rolling stock for the youth project. If you want to donate, contact our Paymaster, Jerry Stanley, at: paymaster@potomac-nmra.org. Thank you.

Potomac Division Board Election Reminder

Two positions are up for election: Assistant Superintendent and Paymaster. It's not too late to register as a candidate! We need volunteers to step up.

February 4, 2022 (Midnight) - Deadline for candidates to notify the Nominations Committee of their intent to run for office and provide a current picture, biography, and statement as to why they are running for office.

April 1, 2022 - the *Potomac Flyer* and emails from the Division will provide a list of candidates for office for the membership to consider. Mailed ballots to those members without email addresses on record will be mailed out.

April 15, 2022 - eVoting will commence

April 22, 2022 - eVoting will conclude; deadline for receipt of mailed ballots by the Nominations Committee.

April 25, 2022 - Candidates will be notified of election results.

May 17, 2022 - The new Board of Directors will meet. The new Board of Directors will be announced to the membership by a posting on the Division's [Groups.io](#), in emails from the Division sent to the membership, and posting on the Division's website. The new Board of Directors will be announced to the membership in the next available issue of the *Potomac Flyer*.

The following individuals are the Nominations Committee for the 2022 elections: Mark Gionet (Chair), Bill Demas and Brian Sheron. These members are available to answer any questions concerning the duties and activities associated with service on the Board. The following are email addresses for the committee members:

1. Mark Gionet - mgionet@lsginc.com
2. Brian Sheron, MMR - bwsheron@me.com
3. 3. Bill Demas - wsdemas@verizon.net



The Flyer Motive Power Challenge

Wow! What an array of engines! Potomac Division members have submitted an impressive display of their favorite motive power. Their roundhouses are so rich that some sent in photos of two, even three different engines to share. Feast your eyes on these beauties and then, if you want, tell us which is your favorite by sending an email to *The Flyer* at: Potomac-Flyer@potomac-nmra.org

The deadline for any votes you might want to cast will be March 10th.



Alas, there were no votes cast for the **Trackside Structure Challenge** so we won't be awarding the Star for Top Pick. It seems that even our members had a tough time choosing a favorite among the examples we published.

So what's next in our series of challenges?

For our **April-May** issue we will be looking for your favorite modeled **LANDSCAPE FEATURE (NON-WATER)**. These could be mountains, trees or forests, fields, cliffs, rocks, gardens, roads, fault lines, mudslides, debris piles, etc. Then for **June-July**, let's see your **WATER FEATURES**: rivers, streams, ponds, oceans, waterfalls, waves, glaciers etc.

The deadline for submitting your Landscape Features (non-water) is March 10th. For your Water Features, it will be May 10th. Send them to to *The Flyer* at: Potomac-Flyer@potomac-nmra.org

The *Flyer* editorial squad is pretty flexible in the way it interprets these categories, so don't hesitate to send in something that doesn't exactly fit any of the examples cited above. And, if you choose to send something for both categories at the same time, that's fine. We'll keep them safely stored until it's time to use them.

Remember, the goal here is to showcase modeling within our division. By doing so, we hope you might get an idea or two or three for something you might want to try on your layout or diorama. *Please don't hesitate to send in something to share.*

Thank you!
Alex Belida, Editor

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



1. Martin Brechbiel's Double End Tank Motor



This is an O scale double end tank motor that was scratchbuilt upon a generic flat blank that I cast in resin.

Ends are wood with working doors and interior controls in place. Tank is plastic conduit tubing with brass parts (dome & ends) anchored in place by the bands through the floor. There's a full underbody installed of Q-car and Wagner detail parts, and this is powered by a Q-car power truck with two Magic Carpet drives all wired for 8-wheel track pick-up. This could also be modified for overhead wire power as well. Lots of good fun working in resin, brass, styrene, and of course, wood!

Martin Brechbiel, MMR



2. Cam Green's GP-7



A Maine Central GP-7, 580 spent the longest time in its original paint to the point that it became so worn that it was kept far from management eyes. This is my HO Atlas model custom painted and weathered to match it. *Cam Green*



3. Mat Thompson's ALCO 660



Northern Pacific 602, an ALCO 660, is typical of the grimy, first-generation locomotives that switch the industrial areas of my Oregon Coast Railroad.

It's one of three HH660s the NP acquired in 1940. The color scheme was black with white stripping. It was renumbered 602 and repainted in 1950 and survived until the Burlington Northern merger in 1968. The other two engines were both sold to the Walla Walla Valley in Washington State but were often leased back to the NP when not needed during the potato and onion harvest. season.

Atlas offered it in HO in the original delivery white and black scheme as well as the 1950 NP scheme and lettered for the WWV. I bought the WWV, then found the NP body on EBay and swapped it out. I installed a Soundtraxx Economi decoder with a Current Keeper and did the weathering. **Mat Thompson, MMR**



4. Alex Belida's Climax



Years ago I acquired an MDC Roundhouse HO Climax Kit with its noisy power chassis that barely moved. I loved the body of the Climax, but, oh, that motor! So following a tip, I got a Bachmann 44-ton switcher, removed the

body, did some

serious trimming and planted the Climax body atop the Bachmann chassis. I then did some more customizing of the Climax body -- cutting away the fake plastic wood load and substituting real "logs" trimmed from branches from my yard. I added canvas curtains and a tarp made from dried tea bags, popped a couple barrels, a box, tools and some chain onto the body, then did some weathering. It now runs like a dream, smooth, fairly quiet and always reliable. **Alex Belida, MMR**



5. Nicholas Kalis' 0-4-0T



Model:

Engine: kit-bashed Fn3 with custom transfers applied and headlight and bell replaced with more prototypical brass replacements

Tender: kit-bashed substructure from HLW Hartland Locomotive Works 15100 Gondola with the gondola discarded and flat car and wheels retained. The HLW raised logo was removed. The superstructure was scratchbuilt using styrene sheet and styrene tubing and brass castings. Custom transfers were applied.

Prototype:

Railroad: Oahu Sugar Company

Gauge: 36 inch

Number: 9

Name: *Waikane*

Type: 0-4-0T + Tender

Builder and No. Porter # 4030

Year Built: January 1908

Acquired Year : Unknown

Acquired From: U.S. Army Corps of Engineers

Nicholas Kalis

6. Ron King's 2-8-0



This is Sandy River #2 coasting down a gentle grade across the Rockies on my new Misty Creek layout. I built this locomotive in 1984. It was scratchbuilt in On30 scale from brass using the valve gear and frame from an old Hallmark HO scale 2-8-0 import. I used a set of modified drivers from Bowser and a Swiss micromotor for power. It also has the old PFM sound system installed. The domes were turned on a lathe; the cab and tender were built from brass sheet and stock shapes. All rivets were hand-punched. It took over 400 hours of work to build this loco.

The loco runs great and has won several awards, including a Merit Award. It took First Place at a Quad-Region meet (MER-NER-MCR-NFR) in May 1985 along with the Karl Parshall Memorial Award for Steam Locomotives. Later that summer, it took Third Place at the NMRA National Meet in Portland, Oregon.

I scratchbuilt three brass locomotives for my On30 Sandy River System layout and even though they are now retired (like me), they still bring a smile to my face when I look at them in the display case. **Ron King**

7. Mike Fleming's UP Fairbanks-Morse Erie Built



These were the first post WW2 6 axle passenger units. F-M built these until the late 40s. They were used on secondary passenger trains with green, grey, and yellow cars in the 1940s and 50s. They are not sleek like the ALCO PAs but have that unique F-M character. This is a Proto 1000 HO model converted to DCC. *Mike Fleming*



8. Bernard Kempinski's Pair: C&O H-8 Allegheny 2-6-6-6 & D&RGW SD40T-2



The C&O H-8 Allegheny 2-6-6-6 is one of the mightiest locomotives ever made. This scene is taken on my NTRAK Quinnimont modules. The engine 1659 is a Key Imports H-8 that has DCC and sound. The inside track has a C&O K-4 2-8-4 Kanawha (called Berkshire on other railroads). That is another of my favorites, but the H-8 rules my roost.



As a bonus, I'm adding a diesel -- not a particular engine but the paint scheme. The D&RGW black with Aspen Gold end stripes that appeared in 1962 and was used as the standard for road switcher locomotives is my favorite. The dirtier the locomotive, the

better in my eyes. Add bonus points if it is a SD40T-2 Tunnel motor. The photos are on my former N Scale Tennessee Pass layout.

Bernard Kempinski, MMR

9. Bill Mosteller's Boston Subway Car



This is a Boston MBTA 1200 series subway car used on their Orange Line from Forest Hills, Boston, to Oak Grove, Malden. The HO car body was made by Island Modelworks with a Bowser drive installed by John Hauser who added the windows and did the painting and lettering. **Bill Mosteller**



10. Ernie Little's Norfolk & Western J-Class 4-8-4



Of all of the locomotives I have, my HO scale Norfolk and Western J-Class locomotive number 611 is my favorite. Made by Broadway Limited Imports, the locomotive is a highly detailed model of N&W 611, the last and sole survivor of fourteen J-class prototype steam locomotives. These locomotives were constructed between 1941 and 1950 at their Roanoke, Virginia shops. N&W 611 was completed at the shops May 29, 1950.

It is DCC equipped, has QSI sound, and runs very smoothly. As with the prototype, the locomotive is painted black with Tuscan red and gold stripes and lettering. My layout, the Norfolk Southern Connector, is based in the Shenandoah Valley where the N&W J-series locomotives may have been seen pulling the Powhatan Arrow, the Pocahontas, or the Cavalier 15-car passenger trains on runs between Norfolk, Virginia and Cincinnati, Ohio. The prototype locomotive has been restored and has been displayed at the Strasburg Railroad in Pennsylvania where it is undergoing an inspection and maintenance. It is then scheduled to be moved back to the Virginia Transportation Museum in 2022. The locomotive was given the name *Spirit of Roanoke* by the Roanoke, Virginia City Council in 2011. **Ernie Little, MMR**

11. Bob Sprague's Pair: 2-8-0 & 0-6-0



#23 ([above](#)) is a brass United/PFM decapod custom re-motored with DCC, sound, and lights, painted and weathered by Dennis Barthalow of ELS Train Service. It is pulling a manifest freight through the Baltimore countryside on my HO Ma & Pa Roland Park Division layout. #29 ([below](#)) is a brass Samhonga 0-6-0 custom re-motored with DCC, sound, and lights, also painted and weathered by Dennis Barthalow, sitting in what will be the town of Bel Air, Maryland on the Ma & Pa Roland Park Division layout. *Bob Sprague*

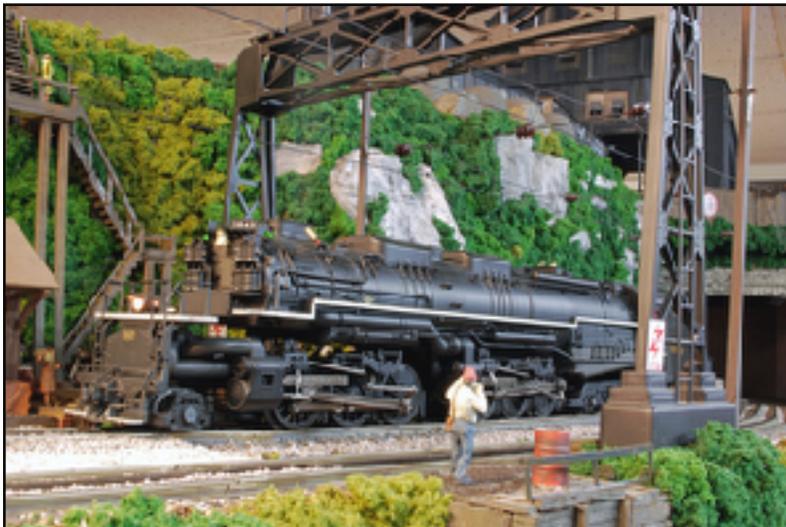


12. Rick Wright's Pair: Cab Forward and Allegheny



This Southern Pacific Class AC-6 4-8-8-2 Cab Forward #4138 is a 1998 O Scale product from Mike's Train House. It was converted to Proto-Sound 2 by the expert technician at Engine House Hobbies in Gaithersburg, Maryland seven years after I purchased it. Heavily weathered to reflect the smokey confines of snowsheds over Donner Pass where the prototype earned its keep, it has a superb sound system that accurately reflects the unique motive power of SP's cab forwards. Put a 25-car reefer block

behind its Vanderbilt tender, put smoke on "high" and sound on "labor" and it doesn't get any better than this! Here #4138 storms through Cumberland beginning the climb upgrade to Armstrong.



This Chesapeake & Ohio Class H-8 2-6-6-6 Allegheny #1647 is a 1996 O Scale product of Mike's Train House. This engine has been

hauling black diamonds on the 2.1% grades of my layout for a quarter century. Converted to the Proto Sound 2 Digital Control System by the technician at Engine House Hobbies in 2002, the engine is largely “as delivered” with the exception of light weathering on the drive wheels and the 6- and 8-wheel tender trucks. A 32 inch long die cast engine weighing almost 18 pounds, this early MTH Product is a favorite of mine. Here #1647 works upgrade through McClelland with a clear stack. Trailing are 25 hoppers of West Virginia black gold. **Rick Wright**

13. Bernie Halloran's ALCO PA



The first New York, Kittatinny and Western paint job on a re-motored HO scale Athearn ALCO PA locomotive seen on my layout near Tuxedo NY using Champ decals over Scalecoat EL maroon paint. The river was done with latex gloss.

Bernie Halloran

14. John Paganoni's "Fire Engine"



I had all my favorite locomotives that I needed for my layout, but when it came to doing a scratchbuilt locomotive for my AP, I was at a standstill. I hate to build



a model just to build a model as I don't have much free time, so I needed an incentive to make this one. I have a very small logging section (most of it imaginary) and I found this to be an incentive because many prototype logging railroads, and others that traveled through the woods, built "fire engines". There is a prototype out in the California Railroad Museum in Sacramento that I saw many years ago, so I was able to make a model steam-powered "fire engine" that had prototype counterparts, though

the model is not patterned after any specific prototype.

For logging operations, railroad equipment was often made up of "cannibalized" parts from any cheap source possible. Usually the equipment was found in a major railroad scrap yard or equipment taken out of revenue service. This engine, #991, (I thought appropriate for a "fire engine") is such a hybrid made of parts that would have gone to the scrappers torch. If you look close at the tender side road marking, you will see a faded background Central Vermont logo under the "PAG RR" logo-- since I model the Central Vermont when steam was king, and my logging "operation" is in the New England location, the CV was the logical place to find a tender. Take a close look at all the pumps, hoses, tools, the red marker lamps, etc., as they closely replicate, in HO scale, the equipment I found on the prototype engines in my research. *John Paganoni, MMR*



15. Tim Barr's MLW DL-535 & K-28



My favorite diesel locomotive is an HOn3 MLW DL-535 by Precision Scale with a custom D&RGW paint job by Brian Boyles. In back of it is parked a standard gauge SD-60. The picture doesn't show it well, but the SD-60 is huge in comparison, approaching three times the volume of the DL-535.

The photo **below** shows the DL-535 alongside my favorite steam locomotive, a factory painted HOn3 D&RGW K-28 by Sunset. The real one was much beloved by its engineers



for its smooth running and was dubbed the "Sports Model." The army commandeered seven of the ten K-28's during WW2, and sent them to the White Pass & Yukon in Canada to help move troops and supplies. At the end of the war it was too much trouble to bring them back so they scrapped them in place, leaving the other three back in the U.S. as the only surviving members of the class. All three have been restored and are running on the Durango & Silverton Narrow Gauge in CO. The DL-535's were originally purchased by the WP&Y. I bought

the model and had it painted D&RGW so I could run it and say that it was "reparations" for the K-28's "stolen" during the war. The D&SNG has since purchased several DL-535's from the WP&Y, turning my joke into reality. **Tim Barr**

16. Richard Steinmann's MU 745



In the photo, Erie-Lackawanna Multiple Unit 745 is leaving Madison station en route to Hoboken. The model is a kit-bashed HO scale Athearn passenger car with added details including pantographs and prototypical electrical work and front cow-catcher and headlight. It uses a cut-down Life-Like (if I recall correctly) RDC chassis for power. *Richard Steinmann*



17. Andrew Dodge's Ten-Wheeler & Mogul



The Ten-Wheeler is a scratchbuilt, O Scale Proto48 model of one of the six Colorado Midland Ten-Wheelers built by Schenectady Locomotive Works in 1884 with 60-inch drivers instead of the more common 52-inch driver engines used on the Midland. It has been totally constructed of sheet and bar stock brass and steel used for the tires. All the parts are individually made except some of the small cast parts such as the bell, whistle, sniffer valves, headlight, and air pump.



The live steam engine is an Allen Model based on the Wabash Mogul. It is a 1.5-inch scale model and operates on 7.5-inch gauge track. It has just come out of the shop with a complete overhaul and a brand-new boiler. The locomotive, weighing approximately 500 pounds loaded and six feet long, can pull the engineer plus four cars

on a 4% grade. It has operated in Ohio, Pennsylvania, Virginia, Oregon, Maryland, and now runs in Arizona. **Andrew Dodge, MMR**

18. Douglas Kirkpatrick's W&OD Freight Motor #26



One of the unique aspects of being a member of the Northern Virginia Model Railroaders, Inc. club is the club's location in the Vienna, Virginia depot where at one time the Washington and Old Dominion (W&OD) railroad ran outside its door. The railroad is long gone but the memories are captured in various publications. The railroad began in late 1847 and ended in 1968. The right-of-way has been turned into a hiking-biking trail by the Northern Virginia Regional Park Authority. The club's HO scale West Northern Carolina Railroad includes a traction segment for the enjoyment of both interurban and trolley enthusiasts. Paging through various W&OD publications, I came across the picture of freight motor number 26 resurrected from an old wood sheathed boxcar and spare parts. Some would say that it looks like an ugly duckling while others would say that it is unique and has definite character. I believe that the porthole windows make it a one of a kind so I decided to scratch build the unit for the club's traction members. **Douglas Kirkpatrick, MMR**

19. Deane Melander's Shay



This is a Kemtron Shay in On3, from the kit they once produced. It took me about four years to build it, including a little help from my friends. The late Charlie Eckstein counter-bored the crankshaft bearings casting for a smooth run. Bill Day had machined an aluminium bending form to make the tank, which was a great help. There is full cab detail, a Grandt Line Micro-mo drive, a speaker in the firebox, and I scratched the cinder screen for the stack. This was more than 30 years ago, and it still runs like a watch. **Deane Mellander, MMR**



20. Todd Hermann's ALCO RS-2



The American Locomotive Company's RS-2 often gets overshadowed by the similar and more numerous RS-3 model, but I've always liked the cleaner lines of the RS-2. The Lehigh and New England took delivery of 13 RS-2 locos in 1949. These 1500hp units went to work as the primary diesel power on the branch I model, which further cements their status as favorites on my layout.

I built my version of L&NE #656 using Kato's HO scale RS-2 model. Kato released these models some 20 years ago, but they feature a drive that still rivals anything out there today. The main modification I made to the stock model involved (carefully!) cutting down the frame with a hacksaw and Dremel tool to remove the large underframe fuel tank. I also added an assortment of detail parts, including separate brake details on the trucks to upgrade the original cast-on details. Kato did not offer these decorated for the L&NE so I stripped the factory paint with a long soak in 91% isopropyl alcohol and repainted with Scalecoat II Loco Black. Decals are from Microscale's L&NE diesel set. I used gouache, Testor's Dullcote, and Pan Pastels for weathering. Internally, I equipped the 656 with a Tsunami sound decoder and the biggest speaker I could fit under the long hood. I mounted a TCS Keep Alive capacitor in the short hood to improve performance over turnout frogs and dirty track. Fitting all that under the shell meant discarding the extra weights that came with the stock model, but I've seen no loss of traction/pulling power as 656 earns its keep hauling freight with its fellow RS-2s on my Catasauqua Branch layout. **Todd Hermann**

21. John Hooper's H9 Consolidation



This is my HO kitbashed Northern Central (Pennsy) H9 consolidation. The base kit is a Bowser H9 consolidation kit with a Helix-Humper motor, Tsunami 2 sound decoder, a Bowser USRA tender, bidirectional headlights, and an MDC Pennsy cab. Numerous additional details were added to this model, the most important being the Kemtron USRA smokebox front. The engine was one of my first attempts at kitbashing a steam locomotive and is one of my favorites. Even with flaws it was a joy to build and she runs like a Swiss watch. **John Hooper**



22. Bryan Kidd's Three Favorites



C&O 493 is one of five F-19 Pacifics rebuilt as “streamlined” Hudsons. They were intended to power the Newport News and Louisville sections of never-run “Chessie.” Best suited to a water-level route, they

probably didn’t run on the Allegheny Subdivision. My HO 493 is a beautiful BLI in which I replaced the factory decoder with a Tsunami TSU-2200 Steam-2.

C&O 9052 is a Bachmann “representation” of the C&O’s Gas-Electric cars. Ordered from Brill in 1929, the last one was retired in 1959. As on the C&O, my HO Gas-Electric runs the Greenbrier Branch (Ronceverte to Durbin). I painted and lettered the car in the as-delivered scheme. The decoder is a Tsunami TSU-1100; of necessity (split gears) it is repowered with NWSL repower kit.

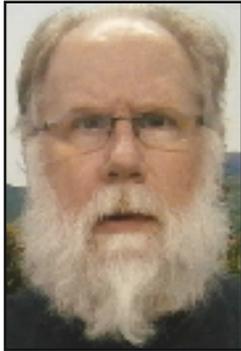


If one locomotive says “C&O” it is the H-8 Allegheny (with an ‘e’). 1630 is one of the first-run HO models by Rivarossi, and one of four on my Allegheny (with an ‘a’) Subdivision. The H-8s are especially remembered for the coal they pulled and shoved (one on the front and one on the rear) up to the railroad’s summit at Allegheny, VA on their journey from Hinton, WVA to Clifton Forge, VA. At

Allegheny, the rear engine came off, turned on the turntable and retuned to Hinton to do it again. 1630 is controlled with a Tsunami TSU-2200 Steam decoder. **Bryan Kidd**

Keeping Busy During a Pandemic, or Building Another Pair of Cars

by Martin Brechbiel, MMR



The starting point for these two side-door gondola cars resides squarely with Bill Davis of the Carolina Piedmont Division, who sent me some photos of his completed version. It may or may not have been a 3' gauge prototype, or an On3 model, or full scale; but I was struck by it and decided I wanted one. No wait, I wanted two. If I was going to go to the trouble of scratchbuilding one, I might as well go all in and build a pair, odds being that if I built the one and wanted a second, I would never get the second to match up right; so building two at the same time was the order of the day. Let's get started.

First up was to build a pair of rectangular boxes with the width set by the length of the bolsters and needle beams cut to the same length. Adding some flooring, board by board, gets construction of the basic flat car underway. Adding the rest of the beams and train line gets the basic underframe for these cars set. While the flat car underneath is needed as a solid foundation, it's also a bit boring at this stage. I've related in good detail how I build the basic flat car several times, so I'm going to fast forward a bit to describe the build of the rest of the car ([Photo 1](#)).

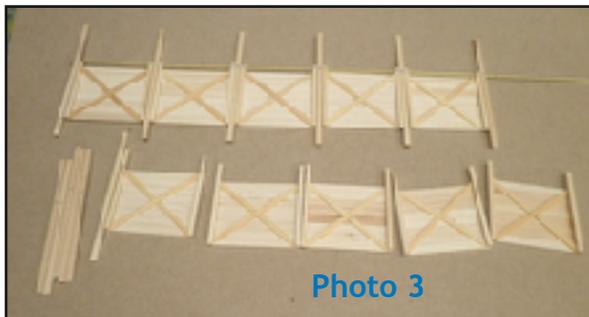


These two cars called for 20 side doors. These were built up from stripwood (3" x 3", 2" x 6", and 1.5" x 4"). The stakes that were planned to go in between the doors were determined to be 3" x 4", as those would fit neatly into the Keil-line stake pockets (now Scale City Designs, 48-689). To the left

of the photo you might spot one of the stakes with two black marks. The lower one

corresponded with the top of the floor of the car body. The upper one marked where a hole was to be drilled for a wire on which the doors were to be hung to pivot and open on the sides of the car (**Photo 2**).

From this point on it was a simple matter of drilling holes through the end posts of each door on each side, and then through six stakes per car side. I say that lightly, since these holes are going through either scale 3" or 4" boards; and doing this, even slowly with a pin vise, gets very boring very quickly. As a result, this took me a good bit of time to accomplish. One completed, then all the parts have to be threaded onto a single length of 0.020" wire, retaining a bit extra at each end (**Photo 3**). This was done four times, and these assemblies were quite floppy with all of the parts able to move independently. But the next step did address part of that issue.



Across the top of each door assembly, three 3" x 8" boards were added—equally spaced, yet leaving clearance from the lower board for the doors to operate freely (**Photo 4**). The six stakes of each door assembly were now glued to a car side and clamped in place, positioning this so that all of the doors opened freely (**Photo 5**). Once both sides were glued in place, the ends were assembled to fit the openings for

each car using more 3" x 8" boards with 3" x 3" bracing posts (**Photo 6**). The excess wire from the side was clipped off flush, thereby burying the wire inside the car body.

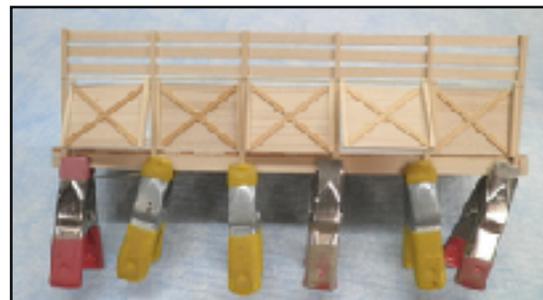
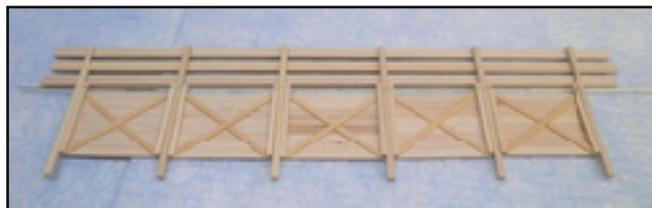
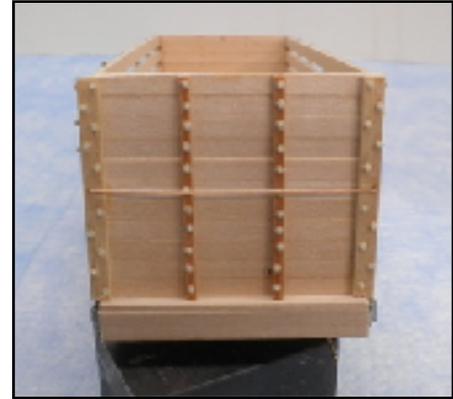


Photo 4 (above)
Photo 5 (right)
Photo 6 (left)

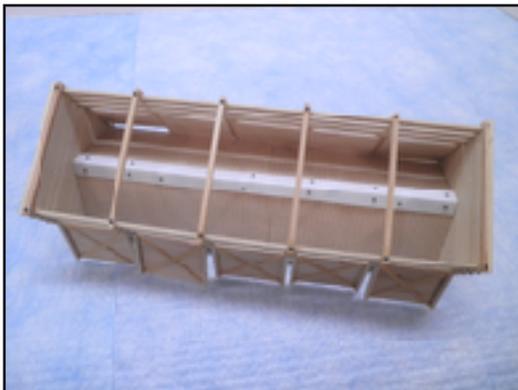
The stake pockets were applied over the stakes and secured with CA. Thereafter, a host of nut-bolt-washer (NBW) castings were applied into holes drilled to accept them in the sides and ends ([Photos 7, 8 below](#)).



The interior of the cars was attended to next. A center ridge post and supports at each end were installed (3/16" square stock). The ridge post was rotated so that a corner faced up and the ends were mortised away to rest squarely on the support posts. Scribed siding (1/32" thick x 3/32" wide) was added to the ridge post at an angle down to the inside of the side walls and doors. The doors as set do rest just flush with the car sides when closed, so this slanted angled floor addition butts up against the doors, preventing them from opening inwards now ([Photos 9, 10 below](#)).



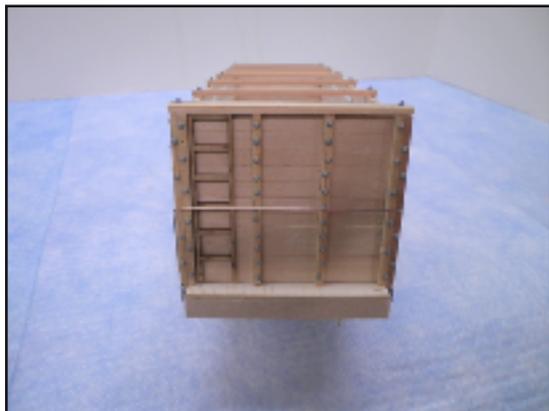
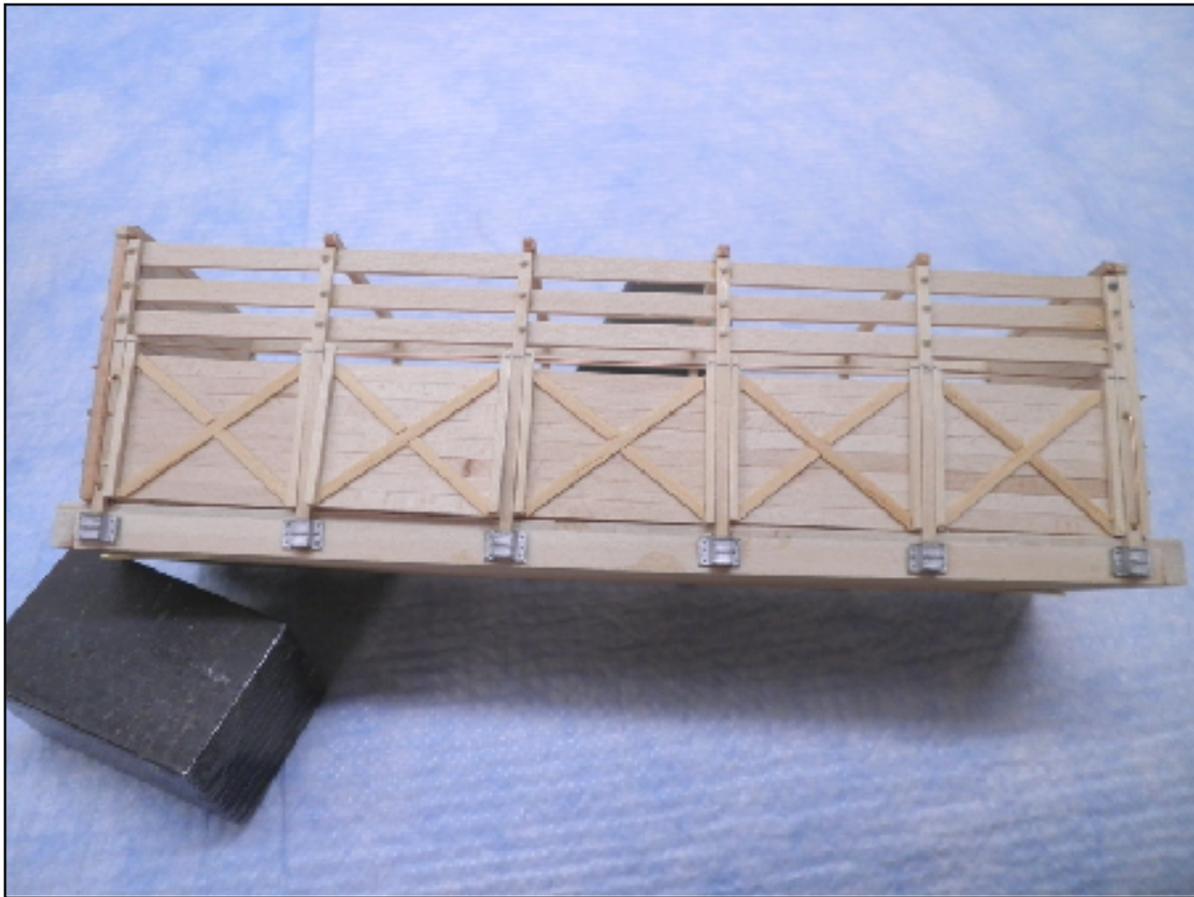
Crossbeams were added, spanning the width of the car and tying the sides together. These were first glued into place, and then drilled down to accept a steel pin into the stake below. This was later covered over with an NBW casting, making



these into functional structural reinforcements to the car. After the angled floor installation was completed, some 0.010" styrene was cut to 0.05", folded in half, and applied to cap the ridge of the floor. Additional NBW castings were applied to anchor this in place.

Various grabs were added to the sides

and across the ends (0.020 wire) (**Photos 11, 12 below**). A length of laser-cut ladder was added to the ends. A full underbody was installed with a K-brake system with all the truss rods and hardware (Grandt Line 10" queenposts, #70; Berkshire Valley brake levers, #310; Grandt Line turnbuckles to make clevises, # 54; Tichy turnbuckles, #2204; Grandt Line NBWs, # 81; #0 surgical silk; PSC airhoses; and a K-brake casting from unknown) (**Photo 13 bottom right**). Additional parts include a brake wheel (PSC, #4664) and platform (Athearn or All-Nation) with the shaft connecting through to a brake saddle (Berkshire Valley, #312) that in turn is tied to the brake shaft and the brake lines in the underbody. Stirrup steps were mounted at the corners of the cars as well.



Door latches were fabricated from 1/64" x 3/32" brass that had a short bit of 0.033" brass wire soldered into them as a handle. A notch was then cut in the brass flat stock to latch against another length of 0.033" brass wire anchored in the center of the bottom of each door. The latches were then drilled through and attached to the car sides, and mounted with pins so that they would freely pivot and engage the wire in the doors ([Photo 14 below](#)).



To finish these cars, they were painted Southern Freight Car Brown (Floquil) with a CN Grey interior (Floquil). The underbody was stained with Dark Walnut (MinWax). All the ironwork was then painted Steam Power Black (Polly Scale). Trucks and couplers complete the build of these cars.



That wraps up these cars for now. Maybe a load and weathering will get done in the future, but for now I'm off to the next project.

— —
Martin Brechbiel, MMR, is the Superintendent of the Potomac Division and an O Scale modeler.

[\[More Photos of the Final Model Next Page\]](#)



Additional photos of Martin Brechbiel's finished side door gondola.



Operating at Tony's

A Photo Essay by Mat Thompson, MMR

Tony Koester's HO scale Nickel Plate may be the best-known model railroad in America. In addition to good modeling, the layout is built for prototype operations. I was one of several Potomac Division area operators who visited Tony just before Thanksgiving. Join us in this photo essay of our day.



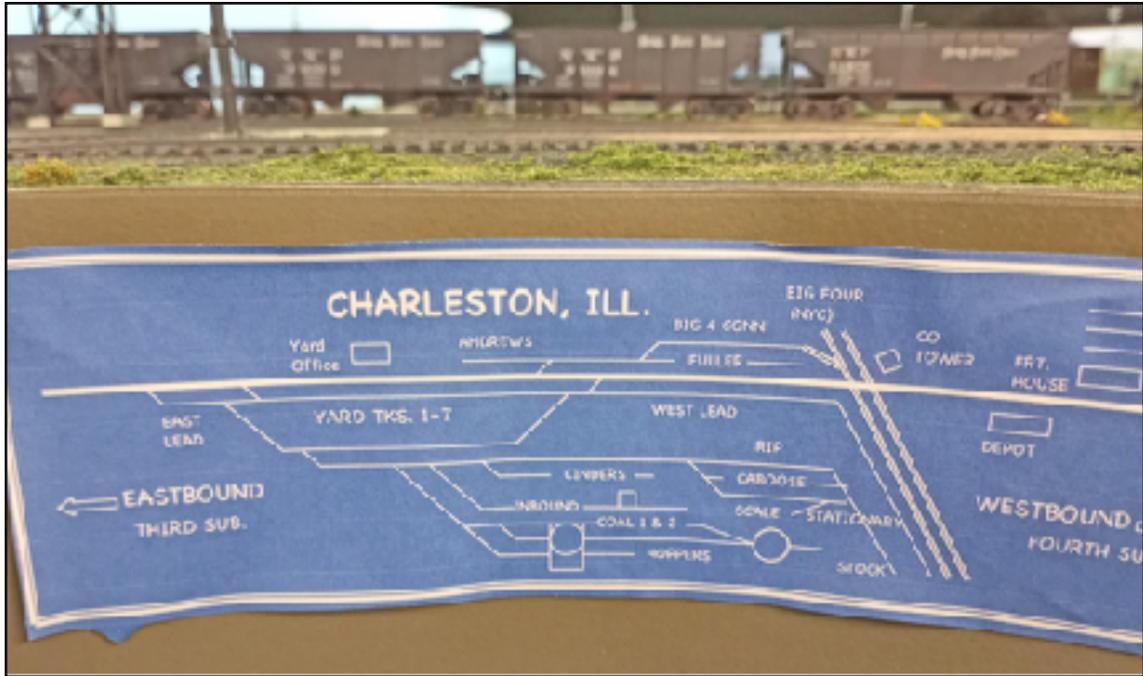
Coming down to the basement you are immediately surrounded – trains to the left, trains to the right, trains up high, and trains down low. Here, at Oakland, ([photo above](#)) there are only two levels; but most of the layout has a third level of staging. At first glance, it can be a bit overwhelming, even for experienced operators.



The trick is to step close and view one scene (photo above) at a time. Then, Tony's modeling of 1950's Indiana comes to life.



I have operated here before, but to reorient myself, I grabbed a timetable and went to the west end of the railroad, the top deck labeled Charleston (photo above). Then I walked the railroad in town order, Charleston to Fair Grange to Oakland to Metcalf to Humrick to Cayuga (Tony's hometown) to Veedersburg to Linden and finally to the east end of the line at Frankfort Yard. Since there was time, I then turned around and followed the line back to Charleston. Now I was ready to run a train.



Every town and industry has a track diagram (photo above) like this one at Charleston. Between these and a layout walk, the mystery of the basement has evolved into a clear picture of the Nickel Plate.



Cam Green, one of our group, had volunteered to run the west end of Frankfort Yard. The job is a bit more complicated than running a train so, as most hosts would do, Tony spent a few minutes one-on-one with Cam to explain the job. (Photo above)



Later in the session, Cam (photo left) is directing Roger Sekera (another one of our group) as Roger brings his train into Frankfort. As big as the yard is, you can see that with just a few minutes of instruction, Cam is comfortable in his new job.

Operators who visit other layouts soon find that the rules and techniques of operations are

constants. The only things to learn are the track layout and place names – and then only for the area you are working.



Rich Taylor, one of Tony's usual operators, and John Swanson (photo left) from our group are filling the two positions at the east end of Frankfort Yard and at the roundhouse. Putting visitors and old hands together keeps the railroad running smoothly. Better yet, by the end of the session, all are friends sharing the hobby we all enjoy.

On layouts hosting out of town operators, owners often fill some positions with friends familiar with the



railroad. Here Dave Barazza is manning the West End Operator position. (Photo left) Besides helping to keep the railroad running, Dave was a ready resource for visiting operator questions. Also, again not at all uncommon, many of us already knew Dave because he has joined in many of Bob Rodriguez' virtual ops sessions

from his Long Island home. Not long after this session, Dave was scheduled to visit some of our layouts in Virginia, strengthening friendships that are a big part of model railroad operations.

Jane Clarke (photo right) was the conductor of the second section of Train 148 and I was her engineer. With our operating experience, clear train instructions, helpful aids along the fascia, and layout knowledgeable people in the room, our run was fun and interesting. Our group is looking forward to a return trip to the Nickel Plate.



Next Stopppp...Dul-LES!

by Mike Powers



The Dulles Expo Center Greenberg's Train & Toy Show, held over the weekend of December 18 and 19, was the Potomac Division's second "meet and greet" with the public. Fifteen members staffed a presentation table complete with advertising banners, National Model Railroad Association (NMRA) magazines, and membership forms.

According to Jerry Stanley, who volunteered on Saturday, the show was very popular with the local public—sufficiently so that our volunteers handed out all of the NMRA magazines and handouts by Saturday afternoon! By the time Sunday rolled around we only had membership forms to hand out!

But fear not! Those of us at the Sunday show found it easy to engage with a lot of potential new members! It was as easy as saying "Hi, have you ever heard of us?" Yep, it was as easy as that to get a conversation going and tell the public who we are and what we do.

Our table location was in the middle of the show venue. As our location was on a major aisle, there were a lot of people passing by whom we engaged with about our hobby! We discussed what the NMRA is, what it does, and how it can help



members get more enjoyment from the hobby. This includes hands-on clinics, video clinics, the NMRA and other model railroad magazines, fellow members who live in a

geographic area, local modeling conventions/meetings, and websites on the local, regional and national level.

This was my first time at a Greenberg show in several years. The visitors on both days were plentiful and really glad to get out, see a great model train show, and engage with all vendors. We were well received by all who talked with us, and our efforts resulted in more than 14 sign-ups and potential new members! Those who provided their names on the sign-up sheet were informed that our Division would be sending them our latest issue of the *Potomac Flyer* newsletter.

A big thanks goes out to all who volunteered their time to make this show a success! All volunteers earned credits towards the NMRA Association Volunteer certificate.

—
Mike Powers is a retired Federal Employee originally from R.I. His interests are HO scale across various locations with a bit of a focus on the New Haven Railroad. He enjoys periodic train travel in the states and increasingly overseas.

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

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

Overcoming Obstacles: What's Holding You Back?

Article and Photos by Nicholas Kalis



I have written before on the impediments to making progress on a layout. I will share what those impediments are and how I have overcome them. The first thing to bear in mind is something the ancient Greeks taught us: "Know Thyself." This sage bit of advice is inscribed in the forecourt of the Temple of Apollo at Delphi. One might recoil and ask "model railroading and an ancient Greek admonition? Are we not getting a bit into the weeds?" I would posit a resounding "No."

I only make progress on my layout when I take an inventory of my feelings and attitudes.

Am I feeling a bit lazy? Lazy feelings tell me that I just do not want to put much of an effort into my modeling that night. Fine. The solution to making progress on one's layout is to just bite off a tiny bit of work on your layout. Paul Dolkos once said the way he made progress on his layout was to discipline himself to work on the layout almost daily. It did not matter that the amount of work was not huge; it is the accumulation of time spent in small increments that moves the layout ahead. Tracking with Dolkos' advice is that old chestnut: "How do you eat an elephant? Answer: One spoonful at a time."

If you are not going to work on your modeling or layout daily, then perhaps this tip will prove helpful: If your goal, say, is to work on the layout or modeling four times a week, then schedule yourself—in your mind, not on paper necessarily—for five weekly forays to the basement or garage. Same goes for visits to the gym. If you want to work out four times per week, you probably should aim for five visits. This gets you where you want to be when unexpected events get in the way of meeting your goals.

I also took stock of my desire to make some progress on the NMRA Achievement Program. I have three AP certificates so far, but I need quite a few more if I am ever to achieve the MMR designation.

What is really holding me back? In my case recently, I had a hot glue gun that I kept plugging into the wall, but it would not work. I kept telling myself that the outlet was defective or perhaps a circuit breaker had been tripped. Once I got honest with myself and accepted that my treasured glue gun was *kaput*, I went out and bought a better one and work began anew. I also enjoyed working with a hot glue gun that was not





encrusted with glue.

Another way to make progress is to commit to finishing or rehabbing a model for an open house that you are hosting. I hosted an open house for the MER recently, and it was the line in the sand that made me embark on refurbishing my 1:20.3 engine house. Did I make my deadline? No. But the momentum of working toward the open house deadline kept me going once the open house commitment was done and gone.

Just not feeling like doing any actual modeling? Get on the internet and order the supplies you need to move your project(s) along. Buy a new tool if that helps. If your supplies can be found at a local hobby shop, art supply store, or crafts shop, get over there. Not feeling like going there yourself? Ask a buddy to accompany you. Heck. Combine it with a meal at a local food shop.

Feeling discouraged by the mess on your workbench? Just go in and organize it a bit. No need to work on any model. Just clean up your mess! And be sure to have a litter basket, a few liners, a draftsman's brush, and paper towels and dispenser to get it done.

So, there you have it. Want to make progress on your modeling? "Know Thyself."

--

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

Improve your modeling with a few sheets of paper.

That's just what happens when you join the National Model Railroad Association and take part in the Achievement Program.

No, it's not a bunch of contests. It's modelers helping modelers become better modelers, to get the most out of their hobby. It's a way to hone your skills and become the modeler you've always wanted to be.

And it's just one of many benefits of NMRA membership.

It's never too late to start improving your modeling skills. And your hobby.

nmra.org
We make it easy for you.
www.nmra.org

Brunswick, Maryland: Railroad Town

Text and Photos by Alex Belida, MMR, *Flyer Editor*

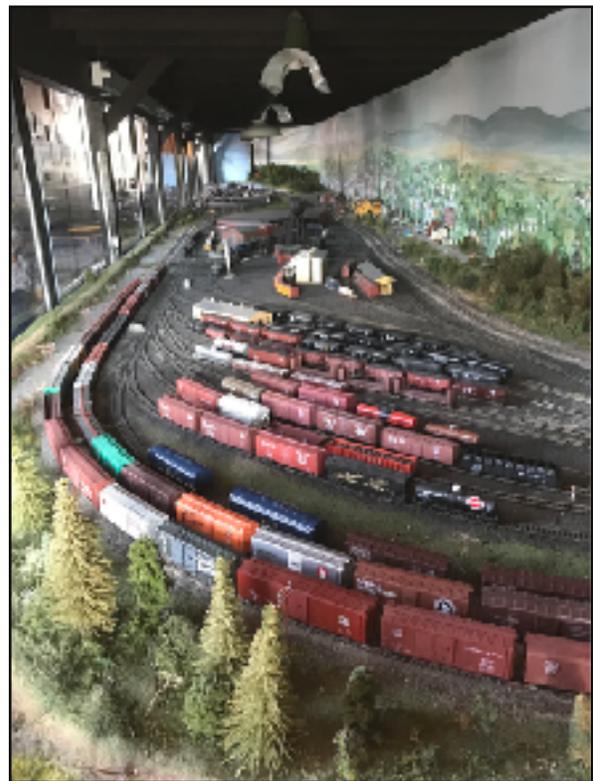


Brunswick was once home to the largest railroad yard owned by a single operator, in this case the Baltimore and Ohio. It was massive, with an east yard and a west yard, and a gigantic roundhouse and huge coal tipple. The whole complex spanned more than five miles!

Remnants of the yard still remain in the small town situated on the banks of the Potomac River, some 45 miles from Washington, D.C., and just six miles from Harpers Ferry, West Virginia.

But railroading history is well preserved in the town's spirit. The high school sports teams are nicknamed the "Railroaders." Brunswick's Heritage Museum, formerly called the Railroad Museum, includes a massive HO scale layout that replicates the rail route from Union Station in Washington, D.C., all the way up to Brunswick. It even models the original B&O yard. [\[Photo right\]](#)

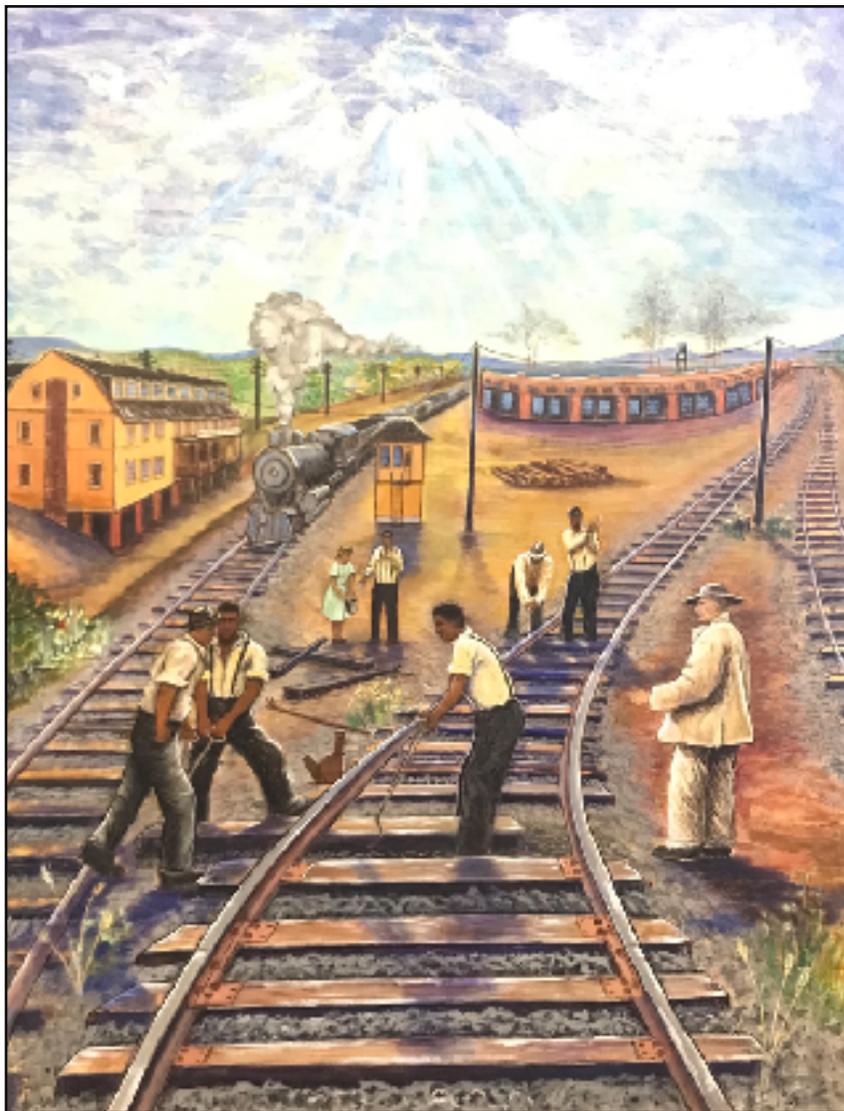
The layout is on the museum's third floor.



The second floor contains photos and other memorabilia about the B&O's presence in Brunswick. [\[Photos left and right\]](#)



There is also a large and colorful painting by Carl Butler depicting African-American rail workers in the freight yards. [\[Photo below\]](#)



The ground floor hosts the Brunswick Visitors Center for the National Park Service's Chesapeake & Ohio National Historic Park. The history of the C&O Canal is depicted in photographs and interactive elements.

If you want to visit the Museum, it is located at 40 West Potomac Street in Brunswick. It is open 10-4 Saturday and 1-4 Sunday, but you should check the website at <http://brunswickmuseum.org> for updated times. Every October the town hosts Brunswick Railroad Days.

You can also call the museum at (301) 834-7100 before visiting to make sure the model railroad display is open.

Alex Belida, MMR, is the Editor of the *Potomac Flyer*. His HO Eureka and South Pass Railroad is set in Nevada in the 1890s but he is now working on a 2' x 18" diorama of the original Drake's Oil Well in Pennsylvania in 1859 so he can find a place for the Densmore tank cars he scratchbuilt.

Alex is also recruiting for the Flyer. If you can help edit, please email him at: Potomac-Flyer@potomac-nmra.org The need is urgent. If no one steps up, the future of the Flyer could be in jeopardy!

Helpful Hints and Product Reviews

Text and Photos by Nicholas Kalis

Tamiya Craft Cotton Swabs

Tamiya 87106 (Triangular, Small, 50 PCS) MSRP \$4.40

Tamiya 87107 (Triangular, Medium, 50 PCS) MSRP \$4.40
50 PCS

Tamiya America Inc.

Irvine, California

www.tamiyausa.com

A review of cotton swabs? You have got to be kidding!

I believe that all too often model railroaders overlook the great products that Japan's Tamiya has to offer. I suppose model railroaders think Tamiya simply caters to military modelers. But these Tamiya swabs are sold for hobby purposes. They can be used for painting in small areas, for cleaning up grease or excess paint, and for applying glue. Tamiya Item 87106 can also be used with some thinner to remove lettering from vehicles or rolling stock. Once you have them on your workbench, you will notice that you are probably using them as often as your hobby knife.

Although their manufacturer claims regular Q-Tips® cotton swabs (made by Unilever) are great for arts and crafts, they are inappropriate for the purposes mentioned above. The tips of Q-Tips® are too fuzzy and leave behind lint when painting. They're just too big and blunt to be of much use for hobby purposes.

Tamiya's offerings are also available as Extra Small Item # 87105 for MSRP \$4.80; and Small Item # 87104 MSRP \$4.40. An extra small round swab is available as Item # 87103 for MSRP \$4.40. Learn more at www.tamiyausa.com.

Keep a supply on your workbench and your modeling results will be much neater. I suggest that you buy twice the number you foresee using. Once you have them on your workbench, you will use them for everything.



Last Cavalry

P.O. Box 1266
 Royal Oak, MI 48068
www.lastcavalry.com
info@lastcavalry.com
 1 855 527-8228 (LASTCAV)



Looking for a great online supplier for your model railroading? Try Last Cavalry (www.lastcavalry.com). Pay no mind to the fact that they are oriented to the military modeling community. Our needs and theirs overlap much more than some realize. In fact, perusing websites oriented to the military modeler exposes us to product lines and specific products that we likely did not even know existed.

The range of items carried includes paints, brushes, weathering products, diorama accessories, model and figure kits, books, magazines, and DVDs. I have purchased from Last Cavalry twice and have been impressed with the products they stock. I was also impressed with the personal service that proprietor David Youngquist provided me. I have my supplies delivered to my office, and given holiday closings, David telephoned me to inquire as to how he should schedule his shipping to accommodate these holiday and weekend closings of my office.

A word about ordering online. Yes, I do believe that we should patronize our local hobby shops first. But the reality is that they often do not carry the product lines we seek from time to time. So, give Last Cavalry a try.

[Your author has neither personal nor business ties with this firm.]

Helpful Hint: Scale Signs

As an admirer of the exhibition model railroad layouts seen in foreign modeling magazines and on the internet, I noticed a feature that I wanted on my layout. Before going forward, I should add that European and British layouts can frequently be in scales that we modelers in the United States might find strange or at least rare. For that reason, some of these layouts will post the scale of their layout somewhere on the valance or elsewhere.



Given that my layout may come off as a bit of an oddball scale, Fn3, and given that some visitors may be reticent to ask what scale I model in, I thought I should display my scale on my valance. I ordered brown vinyl letters from a commercial sign firm that I have done business with for almost two decades, KRT Architectural Signage Inc. of Warrenton, Virginia. The lettering I ordered was six inches tall and bold in brown. KRT also sent me four inch tall letters which I elected to use instead of the six inch tall letters I had initially thought to use.

I used blue tape and a ruler to align my vinyl letters. The next step was to peel away the hard paper backing. Then, I carefully and thoroughly burnished the vinyl letters so they would adhere to my valance. The last step was to remove the thick paper to which the vinyl letters had been adhered.

Open dozens of doors with this one card.

Membership in the National Model Railroad Association is your key to getting more out of your hobby! Become a member and you'll receive benefits like these:

- ▶ Learn in the Achievement Program
- ▶ Attend National and Regional Conventions
- ▶ Receive liability insurance for clubs, meets, and shows
- ▶ Get discounts from manufacturer partners in the Partnership Program
- ▶ Watch our online "How-to" and convention clinic videos
- ▶ Receive the monthly *NMRA Magazine*
- ▶ Shop in the Members Only Company Store
- ▶ Receive the annual model photography calendar
- ▶ Take part in Modeling with the Masters
- ▶ Get a discount on collection insurance
- ▶ Attend events at over 150 local Divisions

And much, much more!



We make it more fun.
www.nmra.org



The person whose name is shown here is a member of the NMRA and is entitled to all the privileges of NMRA membership until the expiration date of this card.

Membership Number
123456 00

Expiration Date
02/28/2024

Bob R. Kabuse

Member since 03/24/1999

Achievement Program Report

by Mat Thompson, MMR, Potomac Division AP Coordinator

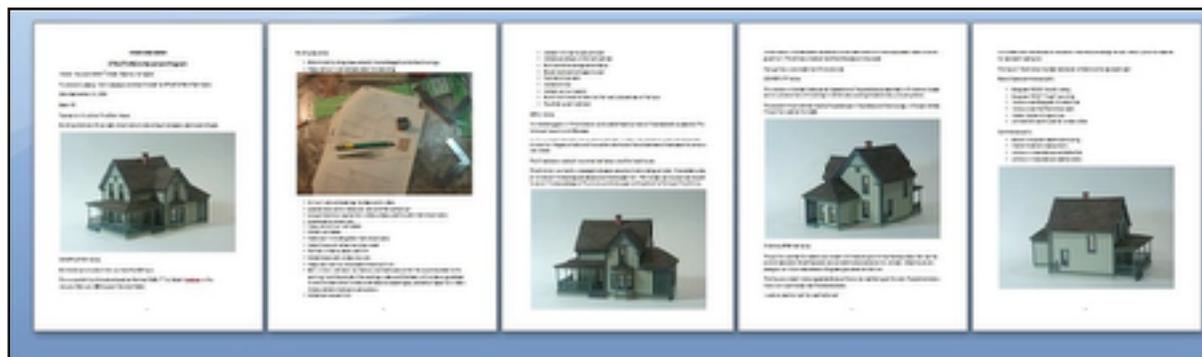


Lee Stoermer has earned the Volunteer Certificate for more than 12 years of leading the NMRA's 100% Clubs Program. Lee is continuing that service to our hobby.

Jerry Stanley has earned the Author Certificate. This is his second award.

A necessary evil of the AP program can be the narratives required for several of the categories. Here's what's needed:

- **MOTIVE POWER:** Descriptions of the three models required for this Certificate to include identification of each model's scratchbuilt features and commercial components, and a list of materials for each model.
- **STRUCTURES:** Descriptions of the 12 models required for this Certificate to include identification of each model's scratchbuilt features and commercial components, and a list of materials for each model.



AP program documents don't have to be long and complicated. This five page description of a scratch built house was enough to support getting a Merit Award for the model. Most of the write up is photographs of the model - after all, that's what the effort is all about. This picture is too small to read the narrative but notice how it is mostly bullet lists, an easy and quick way to explain the model's construction.

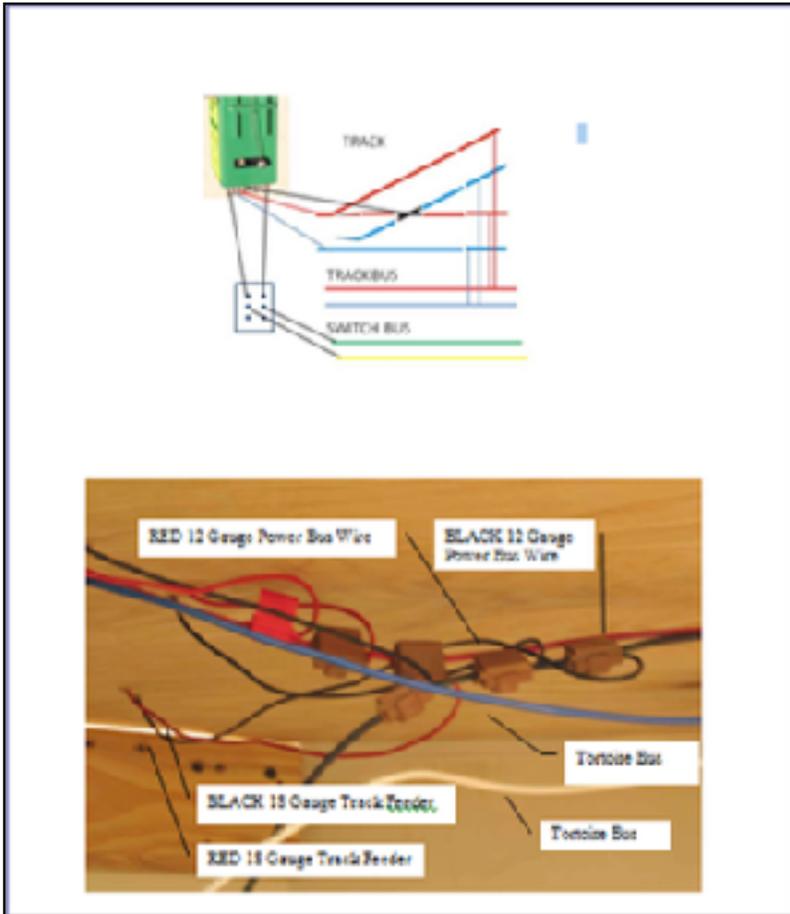
- **CARS:** Descriptions of the eight models required for this Certificate to include identification of each model's scratchbuilt features and commercial components, and a list of materials for each model.
- **SCENERY:** Photographs and a description of the scenery and a description of the materials and methods of construction.

- **PROTOTYPE MODELS:** Color photos and a written description of the scene, and a description of the scenery, materials and methods of construction.
- **ELECTRICAL:** Schematic drawing of a model railroad, schematic drawings of six electrical items and a description of the track work features, methods of construction, and commercial components for the six electrical items.
- **CIVIL:** A scale model railroad track plan. Notice that even though this category requires the construction of three scratchbuilt track components, there is no requirement for narratives describing them.

Phew! How can you simplify the process? Sorry the following is a bit long-winded, but your reward for reading it is that understanding what is needed can save you time and effort.

Consider these things:

- **READ** the documentation requirements critically and only do what is required. For example, as noted above, there is no need for descriptions of the track items for the CIVIL Certificate. The PROTOTPYE MODEL requires a description for the whole project but there is no requirement to write up individual documents for the scratchbuilt models.
- Judges will see your modeling work. Your documents are only additional information. Put your energy into building your models, not writing about them.
- Judges are instructed to evaluate your models as they see them, not your documents or writing ability.
- You are not writing model building instructions or an article for the model press or providing a shopping list for materials:
 - Use photographs, lots of photographs.
 - Use bullet lists.
 - Make material lists generic. For example, “Evergreen styrene strips” rather than Evergreen #8204 HO scale 2x4 or Evergreen #8206 HO scale 2x6, etc.
- Focus the narrative on things you have done and materials you used that demonstrate your craftsmanship. Building a jig and cutting styrene to make windows is worth pictures and words. Cutting an opening in siding and inserting a Tichy window doesn’t need much comment.
- Do explain how you used materials, tools or technologies that the judges may not know. For instance, if you printed 3D parts, explain how you prepared the



Using parts of photographs or taking photographs and labeling the information are both fully acceptable and easy ways to complete diagrams.

drawings, converted scale measurements to the drawing software, tested the drawing for “printability”, selected printing materials and used similar techniques that highlight your modeling skills.

- Prioritize your efforts. Descriptions of models you submit for Merit Awards - as in CARS, STRUCTURES, and MOTIVE POWER - need descriptions that tell the story of your craftsmanship. The other “super-detailed” models, aren’t judged. A brief description with photographs will do.
- Legible pencil drawings are fully satisfactory for track plans and electrical diagrams. Another easy technique is to use photographs and label the components.

- Look for ways to combine your work:
 - Both ELECTRICAL and CIVIL require a track diagram, one noting electrical features and one noting construction features. You can put everything on one diagram and use it for both.
 - Scratchbuilt models used for CARS and STRUCTURES can be included in PROTOTYPE

MODELS and the descriptions of those models can simply be attached to the description of the scene. This is more than required, but since you have already done the work, it is logical and fully acceptable.

There is no getting around the need to document your work for AP certificates. But, if you are in doubt or the writing requirement just seems too demanding, talk to your AP Coordinator. There is no reward for doing too much and the judges, who are required to read all you submit, don’t want to see it.

Potomac Division Calendar

Saturday Feb 12th, 2022, Make and Take clinic 10am

In Person - Ken Montero - Tips for improving car construction
Jerry Stanley's Hobby Barn, Hume, Va.

Sunday Feb 20th, 2022, Virtual clinic 3PM

Virtual - Joe Conley - Tank Cars

Saturday March 12th, 2022, Make and Take clinic 10am

In Person - Cam Green - Landscape scenery techniques
Jerry Stanley's Hobby Barn, Hume, Va.

Sunday March 20th, 2022 Virtual clinic 3PM

Virtual - Brian Sheron, Building an operational crossing

Sunday April 24th, 2022 Virtual clinic 3PM

Virtual - Bryan Kidd the Center of the Chessie Passenger World

Sunday May 15th, 2022, Virtual clinic 3PM

Virtual - Gil Fuchs - Do it yourself Keep alive devices

Sunday June 19th, 2022, Virtual clinic 3PM

Virtual - Bob Sprague - Prototype Track Planning

Saturday July 16th, 2022, Gainesville clinic 10AM at Swanson Home In Person -

John Swanson - Layout Problem solving

August 7th - 14th, 2022, NMRA National Convention and Train show, St Louis Mo.

Paymaster's Report

by Jerry Stanley, Potomac Division Paymaster



1. Checking account (beginning balance)	\$5655.45
2. Cash on Hand \$25 coffee	\$25.00
3. <u>Total assets as of 12/31/2021 (end balance)</u>	<u>\$5680.45</u>
4. Deposits by date	
a) \$0.00	
5. <u>Total Deposits</u>	
\$0.00	
6. Individual Deposits	
a) \$0.00	
7. Total Deposits	
\$0.00	
8. Total payouts	
No payouts	
9. Total Payouts	
\$0.00	
10. Checking account balance as of 12/31/2021 (Lines [1+5]-9) =	\$5655.45
11. Total Cash on hand 9/30/2021	\$25.00
12. Total Assets (lines10+11)	\$5680.00

If anyone is interested in [making a donation](#) to support the activities of the Potomac Division, you can always send a check made out to "Potomac Division NMRA" and mail it to our paymaster, Jerry Stanley, 11552 Hereford Court, Hume Va 22639

What's Coming Up In The April-May Issue?

We know you're curious, so... our next issue won't just focus on Landscape Features for our latest Division Challenge, we also have features scheduled like...

...A Modeler's First Scratchbuild of a Vermont covered bridge by **Bill Schultheiss**. It's not only his first scratchbuild, it's also his first article for the *Flyer*! Author points!



...Our indefatigable **Superintendent Martin Brechbiel** has been at it again...two more gondolas have come off his worktable.

...Plus recreating Drake's oil well in an 1860s diorama that includes Densmore tank cars. *Flyer* Editor **Alex Belida** puts aside his newsletter tasks to actually model!



You won't want to miss it!

And remember, you can always access back issues of the *Flyer* on the Potomac Division website: http://potomac-nmra.org/PDnewsite/Flyer/Flyer_on-line.php

Hobby Shop Business Cards:

Warrenton Hobby Shoppe



540.347.9212
 warrentonhebbby@gmail.com
 Find us on Facebook

www.warrentonhobby.com

Blue Mountain Trains
 Model Train Sales, Custom Model Railroads & Consulting

Patrick Bentz
 Conductor

7708 Battery Road Way
 Montgomery Village
 MD 20886



bluemtrains@gmail.com
 stree.ebay.com/bluemountaintrains

541-782-0411

Toy Trains & Collectibles



7216 New Market Court
 Manassas VA 20109
 toytrainsandcollectibles.com
 571-379-5497

Hope & Dan Danielson
 dandntrains@comcast.net

BUY - SELL - PARTS - SERVICE

Engine House Hobbies
 enginehousehobbies.net

Trains and more serving your creative needs
 A Releasing Your Unlimited Creativity Application

301-520-0816
 1-A East Diamond Ave

ken@enginehousehobbies.net
 Gaithersburg, MD 20877

Train Depot
 ALL SCALES SALES & SERVICE

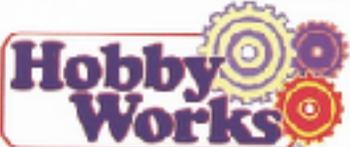
Trains Bought & Sold
 New & Used Trains

13944 Wilard Rd
 Suite I
 Chantilly, VA 20151
 www.traindepot.biz
 EBAY STORE: traindepotonline



703-953-3767

Hobby Works



www.hobbyworks.com
 info@hobbyworks.com

Hobby Works
Federal Plaza
 12274 G Rockville Pike
 Rockville, MD 20852
 (301) 468-0300



END OF THE LINE