

# The Potomac Flyer

**June-July 2022**

**The Newsletter of the Potomac Division, MER, NMRA**



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**Modeling Your Hometown**

**The Super Builds Another Pair**

**Hiding Detectors & A Layout Update & Much More**

**....And don't forget: In-Person Cars Workshops at Knights of Columbus Hall, Fairfax, June 11 & August 20, 9am**

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**Cover: Morris Plains, N.J. on Rich Steinmann's Erie-Lackawanna layout**

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## The Potomac Flyer

### Submission Deadlines – Issue

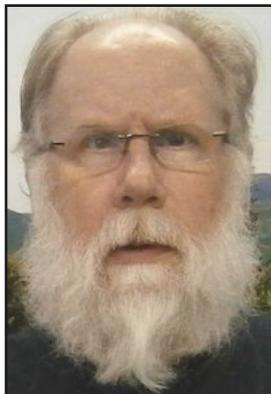
<b>Nov. 1 for Dec.-Jan.</b>	<b>Jan. 1 for Feb.-Mar.</b>
<b>March 1 for April-May</b>	<b>May 1 for June-July</b>
<b>July 1 for Aug.-Sept.</b>	<b>Sept. 1 for Oct.-Nov.</b>



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## From The Business Car

by Martin Brechbiel, MMR, Potomac Division Superintendent



Well, I'm back and still in recovery mode from a hip/back injury of unknown origins. Old age, retirement, overdoing it...probably, since I have no intention of getting old! Nope, not happening!

2022 seems to be marching on and the Division has clinics both virtual and hands-on nearly every month. We're expanding hands-on in-person clinics to a new venue, the Knights of Columbus hall in Fairfax, with three sessions devoted to workshops targeting the Achievement Program (AP) Master Builder-Cars certificate. These will not be the regular clinics with slides, etc. These are dedicated to you, the modeler, for you to bring your model(s) and tools to the hall, get together with others to work out problems, and exchange ideas, tips and hints. These are intended to be real working sessions with the objective of getting your models to obtain the needed Merit Awards in the AP program. We're doing this since our members have asked for help and direction with Master Builder-Cars, and also since it seems that this AP category is all too often the final hurdle in their quest for MMR. I'll be doing at least the first two of these sessions, May 14 and June 11. I've asked Ernie Little, MMR to assist me since his styrene experience is probably greater than my own. So you'll have two MMRs in the room to help get you over the finish line. I hope to see you there!

### Welcome New Members:

#### March:

Phil Bell - Vienna, VA  
Roger Blocker - Forestville, MD

The 2022 Elections are over, and we've re-elected the two unchallenged incumbents, Assistant Superintendent **Ernie Little** and Paymaster **Jerry Stanley**. We've also run elections for the first time electronically. This latter aspect provides a huge cost savings (postage, printing, etc.) – and our thanks go to the MER's Assistant Business Manager for his donation of time and resources to get this done this year. (But we're still mailing out some 30 ballots.)

*"Someone will come forward and all will be fine, but that's not me...."* Sadly, election to the Board is very self-limited by the lack of membership participation and willingness to serve. All too many are willing to duck and run with *"can't be bothered"* or simply "don't care" as it has no impact on their hobby, or so they think. That's all fine and dandy, and it is their privilege to exercise, as they think that they get everything without any cost other than the paltry dues (yes, paltry!), or they are life members coasting right along. I've heard all the excuses for the past 20 years at the Division and Region levels. So, this year our incumbents ran unopposed. We had two out of some 250 members stand up to keep this Division functional and not to fall into

inactive status. That's fewer than 1% of our members. That's not sustainable. If members fail to stand up and serve going forward, that disinterest will result in the dissolution of the Division. Next year at least one position will be open on the Board without an incumbent running for office. Fail to fill that at your own risk.

Of special note, **Kalmbach** has just published *Building What's in a Photo*. It contains 14 construction articles and four are by Potomac Division members:

**Chapter 1: Building a wooden arched truss bridge - Bernard Kempinski, MMR**

**Chapter 5: Modeling an old station - Alex Belida, MMR**

**Chapter 10: Diamonds in the tracks - Todd Hermann**

**Chapter 13: Scratchbuilding a brass locomotive - Andrew Dodge, MMR**

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](mailto:Superintendent@potomac-nmra.org)

Sr.-Asst.-Super Alex Belida, MMR, 301-424-8164. [Sr-Asst-Super@potomac-nmra.org](mailto:Sr-Asst-Super@potomac-nmra.org)

Asst. Superintendent Ernie Little, MMR, 571-383-7316, [Asst-Super@potomac-nmra.org](mailto:Asst-Super@potomac-nmra.org)

Paymaster Jerry Stanley, 540-364-1815, [Paymaster@potomac-nmra.org](mailto:Paymaster@potomac-nmra.org)

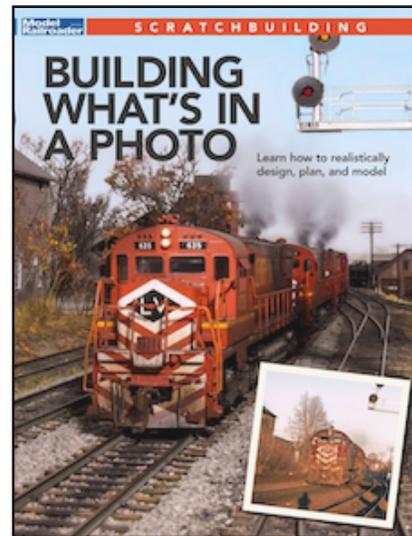
Clerk Lee Stoermer, 928-580-3209, [Clerk@potomac-nmra.org](mailto:Clerk@potomac-nmra.org)

Achievement Program Coordinator Mat Thompson, MMR, 703-743-1895, [Achievement-Program@potomac-nmra.org](mailto:Achievement-Program@potomac-nmra.org)

Webmaster Ernie Little, 571-383-7316, [Webmaster@potomac-nmra.org](mailto:Webmaster@potomac-nmra.org)

Potomac Flyer Editor & Publisher Alex Belida, MMR, 301-424-8164, [Potomac-Flyer@potomac-nmra.org](mailto:Potomac-Flyer@potomac-nmra.org)

Flyer Asst. Editors-Proofreaders: Dan Ebert, Bob Sprague with our thanks!



Congratulate these members the next time you see them!

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Anyone know **Horace Oliver** and his status? Please contact the Superintendent: [superintendent@potomac-nmra.org](mailto:superintendent@potomac-nmra.org)

## Mat Thompson Receives 1st Marshall Abrams Award



Achievement Program Coordinator **Mat Thompson**, MMR, was presented the 1st annual **Marshall Abrams** award for his extraordinary contributions to the Potomac Division, the MER and model railroading at the Division's annual meeting held virtually May 1st. Asst. Superintendent **Ernie Little** is seen here handing over the plaque ([photo below](#)) in person ahead of the meeting.



**In Memoriam:** Ken Van Mechelen's covid-delayed memorial service will be July 16 at 2pm at the River Road Unitarian Universalist Congregation, 6301 River Road (entrance on Whittier Boulevard), Bethesda, MD. Ken was an NMRA life member and member of the Potomac Division.

## Modeling My Hometown

Article and Photos by Richard Steinmann



In my experience, many model railroaders focus on a familiar time and place. And that place often includes their hometown. I am no exception. I grew up in northern New Jersey, in the town of Morris Plains ([photo above](#)), and went to high school in nearby Morristown. It seemed only natural for me to model that area.

The railroad serving Morris Plains and Morristown was originally the Morris and Essex Railroad (M&E), which was chartered in 1835 to run west from Newark, New Jersey. It reached Morristown in 1838 and Morris Plains by 1848. In 1868, the M&E became part of the Delaware, Lackawanna, and Western RR (DL&W). In 1960, the DL&W merged with the Erie Railroad to form the Erie-Lackawanna RR. The line I model became part of Conrail in 1976 and has been owned by NJ Transit since 1980.

With all of that history, there was plenty to choose from, but I ended up modeling the Erie-Lackawanna Morris and Essex Division on May 9, 1965. How I picked that date is another story. The layout is in my 24' x 40' basement and covers the section of the prototype from Madison on the east through Morristown, Morris Plains, Dover, Wharton, and Port Morris to Blairstown, Netcong, and Phillipsburg on the west. "Chatham" staging to the East (beyond Madison) represents Hoboken (just across the river from New York City) and Croxton Yard (in the Meadowlands). "Blairstown"

staging to the West (beyond Port Morris) represents Scranton, Buffalo, and Chicago. The Sussex Branch ends at Sussex staging and the Old Main ends at Phillipsburg staging. I also model a portion of the Morristown and Erie RR, a connecting short line at Morristown.

And now a little confession. I am a bit of a trolley fan. So, I had to include a trolley line on my layout. The Morris County Traction Company ran from Newark to Dover, New Jersey and beyond, more or less parallel to the DL&W RR. And it did run on Speedwell Avenue (US 202), which I model in Morristown and Morris Plains. However, it was abandoned in 1928, long before my chosen era. I am not sure how best to excuse this anachronism except to say that I like trolleys. I did ride the #70 Public Service Coordinated Transport bus, which replaced the trolley service, to and from high school, so maybe that counts for something.

## Overview

So, what to model? For part of my layout, I decided to try and capture some of the signature scenes and buildings in Morristown and Morris Plains. In Morristown, the focal point is the Green, a tree-covered town square surrounded by stores, office buildings and churches. In the middle of the Green stands a monument to local Civil War soldiers. In Morris Plains, I thought I would focus on the “downtown.” The main buildings I wanted to model include the Erie-Lackawanna station and freight house, several of the stores, my middle school and the church I attended. But the main thing I remember, and the thing that distinguishes Morris Plains from other locations, is the US 202 underpass under the E-L tracks. When my family and I would return from car trips to New York, my grandparents’ apartments, or from the lake, we would approach Morris Plains from the north on US 202 and pass under the railroad before turning toward home.

## Morristown



Let's take a trip around the Morristown Green. **Photo left** shows an overview of the model. In the foreground is East Park Place. The Green is essentially

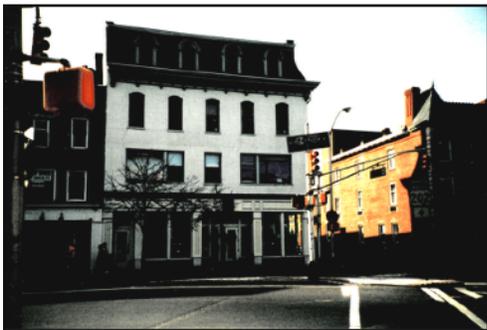
a big one-way traffic circle so coming south on Speedwell Avenue (US 202) you must turn right onto North Park Place (**photo right**). On the corner is Bamberger's Department Store. Bamberger's was a department store chain based in Newark, but



Morristown had one of the first suburban branches.



Bamberger's eventually became part of Macy's and since then the building has had at least two more owners. Further down North Park Place is the distinctive Reynolds Building (prototype shown **left**). The model is halfway down North Park Place in the overview photo.



At the corner, we meet NJ 24, while US 202 continues straight ahead down the hill on Bank Street. **Photo left** shows the prototype scene, and my model is shown in **photo right**. Next we are turning left to continue around the

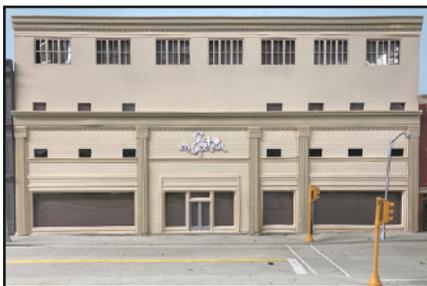


Green on West Park Place (model shown in **photo left**).



At the next corner is the local M. Epstein's department store. **Photo**

**below right** shows the prototype and **photo below left** shows my model. That building is now gone. M. Epstein's was the quintessential home-town department store.



Turning left again we head northeast on South Park Place. Finally, we complete our loop by turning left onto East Park Place.



On our left is Morris County's Civil War Monument ([photo left](#)). Erected in 1870, it commemorates soldiers fighting on the Union side. The monument includes commemorative plaques and has the names of key battles carved in the stone. The model ([photo right](#)) was constructed from styrene with a 1/72<sup>nd</sup> scale Union soldier serving as the statue on the top.



## Morris Plains



Now, let's return north on Speedwell Avenue to Morris Plains. While the scene in Morris Plains is centered on "downtown," it also includes several other key buildings (Morris Plains has a population of just over 5,000 so to call it a "downtown" is a stretch). [Photo above](#) provides an overview of the entire scene.

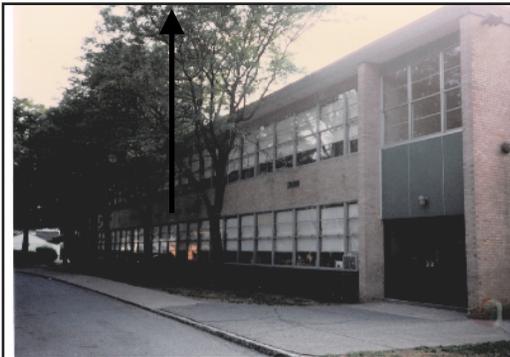


The first landmark we reach is Morris Plains Presbyterian Church. I attended this church until my family



moved away in 1974. **Photo left** shows the prototype. The model (**photo right**) is a background flat focusing on the central façade.

Next is the Morris Plains Borough School. I attended middle school here. **Photo left** shows the prototype and **photo right** is the model, again a background flat focusing on the 1960's era building closest to Speedwell Avenue.



Morris Plains grew up around the DL&W station which was built in 1915 when the line was elevated to eliminate several grade crossings. It shares the brick construction and distinctive Spanish tile roof of suburban stations and buildings on the DL&W that were built around this time. Across the tracks is a small waiting room, connected to the station by a subterranean passageway. **Photo left** shows the prototype and **photo next page** shows the model. The models are scratchbuilt of styrene and I used a series of prototype photos as a guide for their construction.

Note my dad (**blue arrow**) acting as a scale reference point (he was 5' 8" tall).



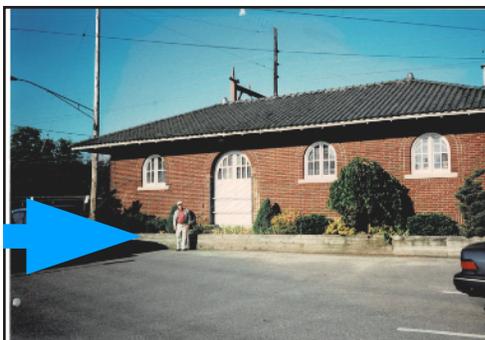
As I noted, a signature feature of downtown Morris Plains is the US 202 (Littleton Road) underpass below the Erie-Lackawanna. **Photo left below** shows the prototype bridge, built of poured concrete, which was the Erie-Lackawanna's specialty. **Photo right** is the model scratchbuilt from styrene. The prototype is notorious for flooding in heavy rainstorms and so had to be included on my model.



**Photo below** provides an overview of “downtown” Morris Plains. Just north of the



underpass is the Morris Plains Freight House (**prototype left, model right**).



The freight house now houses the Morris Plains Model Railroad Club. <https://www.facebook.com/MorrisPlainsModelRailroadClub/>. Across the street are several

stores that were very important to us when we were growing up. On the corner was Botwin's stationery store, which had just about everything you needed in the way of school supplies.



The building ([photo left](#)) now houses Morris Plains Pharmacy, which moved from an earlier location further south on Speedwell Avenue. The model is shown in [photo right](#).

Next door is the Merchant's Building ([prototype below left, model right](#)).



Finally, there is a house on the corner of Jacqui Avenue ([prototype below left, model right](#)).



## Construction Techniques

The layout uses standard L-girder benchwork made of dimensional lumber and is cantilevered from the wall so that there are no legs under the layout. The railroad roadbed consists of  $\frac{3}{4}$  inch plywood covered with  $\frac{1}{2}$  inch Homosote. Streets are built over  $\frac{1}{2}$  inch plywood.

The base of terrain is formed using woven cardboard strips covered with plaster-soaked paper towels. Rocks are formed using plaster in rock molds. Rock faces are colored using washes of India ink and water-based paints. Sculptamold is used to smooth out the plaster surface and is colored with earth-colored paint (usually a brown base from the seconds box at the Home Depot). The painted surface is covered with Green Blend ground foam sprinkled on diluted matte medium or white glue. This base coat is supplemented by various green and brown ground foam, as appropriate. I tried to use a lot of light green foliage to represent the mid-Spring coloring of early May.

Several different kinds of trees are used. Some are Woodland Scenics tree armatures covered with appropriate foliage and ground foam. Most of the trees are Scenic Express Super Trees. These are processed to remove extraneous "leaves" and then painted with inexpensive dark gray paint or primer. Once dry, the tree armatures are dipped in diluted matte medium and sprinkled with ground foam. Again, I tended to use a lot of lighter greens to represent trees just leafing out. Background trees are made of black or green polyfiber stretched out, sprayed with inexpensive hair spray, and sprinkled with ground foam. The foliage covered polyfiber tree mats are attached to the backdrop using 3M Spray Adhesive.

Roads are made of plaster, joint compound, or .040 sheet styrene. Roads are painted with various concrete or asphalt colors. Floquil Concrete mixed 50/50 with white was my preference for concrete until it became unavailable. Floquil SP Lark Light Gray was my preference for asphalt. Roads are striped using yellow and white striping tape ( $\frac{1}{16}$ " is only slightly over the prototypical 4" wide striping). Stop lines use wider tape. Traffic signals are from Walthers. Streetlights are from Plastruct. Where there are poles for the Morris County Traction Company trolley wire, streetlights are attached to the poles.

The overhead for the Morris County Traction Company is modeled using welding rod for the poles and phosphor bronze wire. Insulators are glass beads. Wire switches are fabricated from brass sheet. The catenary supports for the Erie Lackawanna are fabricated from Plastruct styrene shapes. The catenary wire is not modeled to facilitate on-layout operations.

A variety of signage is included. These are made from prototype photos from a variety of internet sources or personally taken photographs. These are then scaled down using photo editing software and printed on card stock. Street signs come from the Federal Manual of Uniform Traffic Control Devices. Station signs come from Broadway posters found on the internet. I was able to find out what was playing on Broadway and what

movies were current for my era using back issues of the New York Times from May 1965.

Bridges are all scratchbuilt or kitbashed from styrene. Rix railings work well to represent typical poured concrete bridge railings, although the railing on the US 202 underpass was built piece by piece from styrene.

The backdrop is Masonite painted a light sky blue. Prototype photos are rescaled using photo-editing software and then pasted in place to mask the transition where roads enter the backdrop. Some of the photos are those I took myself, while others come from Google Street View. Many of the buildings in Morris Plains and Morristown still stand after all these years, so current photos work very well.

Overall layout lighting is provided by 4000K LED tube lights to provide a pleasing overall effect representing a generally sunny day. Since it is a daylight scene, the streetlights are unlit. Traffic signals are included at appropriate locations and are of the correct era.

### Conclusion

Modeling my hometown has been a very satisfying exercise for me. It has given me a chance to recreate a time long gone by that keeps reminding me of my younger days. It has also given me a chance to scratchbuild quite a few interesting structures and find a pleasing arrangement for them.



The best compliment I can get for my modeling is when someone from northern New Jersey comes to visit and says something like “Hey, that looks just like it does in real life.” I think that is the standard many of us try to achieve.

—  
**Richard Steinmann** is particularly interested in operations, prototype research, and building structures for his Erie-Lackawanna layout. His layout can be seen at [http://potomac-nmra.org/PDnewsite/LayoutTours\\_Prior/Rich%20Steinmann/album/index.html](http://potomac-nmra.org/PDnewsite/LayoutTours_Prior/Rich%20Steinmann/album/index.html). He has a new website under construction. Prior to his retirement, Rich was a senior advisor for an agency of the Federal Government.



## Editor's Note: The Hometown Challenge

As Rich Steinmann says in his article, “*many model railroaders focus on a familiar time and place. And that place often includes their hometown.*”

We'd like to know if you have included any tributes to your hometown on your layout. And that's why our Challenge for the August-September issue asks members to send in photos and a description of any element on a layout that pays homage to your roots.

Call it: “The Hometown Challenge.”

We at *The Flyer* have realistic expectations. Unlike Rich, whose entire layout is based on his hometown in New Jersey, others may only have a single “tribute” like a structure or landscape feature or anything reflecting a hometown link. It might even be the name of an old friend that you put on a store or factory or mountain.

And remember this, too. Many of you probably have different hometowns to draw on. I grew up in an Air Force family and never lived in one place for more than four years until well after college and grad school. In fact, my present home in Rockville, Maryland is where I have lived the longest by far. (And no, there's no direct Rockville link on my late 1890s Nevada layout except in the fictional history I have written about its founders who moved west from Maryland. They include my journalist wife and me. We become editors at the *Eureka Gazette*, which does have a tiny office on the layout. Hmmm – I may have to submit that.)

Well, it's now over to you, our loyal Potomac Division members. Let's see what you have to offer. Send your submissions to: [Potomac-Flyer@potomac-nmra.org](mailto:Potomac-Flyer@potomac-nmra.org)

The deadline is July 10<sup>th</sup>, but if you need a bit more time, just drop us a note.

And now, here are our special **Water Features Challenge** submissions. If you like any of them and care to vote for a favorite, send an email with your choice to *The Flyer*. The submissions appear in the order received.

Photos are by the members unless otherwise noted.

The favorite choice of members for our last challenge on landscape features was **Lee Stoermer's Amish Countryside**. Kudos to Lee for great modeling!

Alex Belida, MMR  
*Flyer* Editor and Publisher



## 1. John Paganoni's Dam



This is a very compressed scene of a portion of the Palmertown Branch on the Central Vermont that I spent a lot of time around. It has fond memories for as long as I can remember from my childhood days. My grandmother used to take me for walks, especially after Thanksgiving and other holiday dinners, --always "around the bend" to the Oxoboxo Dam that dumped water into Horton's Cove and that ended up in the Thames River and on to the Atlantic ocean. The small trestle was always the turning point of our walks as my grandmother was afraid I would fall off the trestle. In later years, watching steam engines cross the small trestle up the steep Palmertown Branch was breathtaking! Sadly, it is all gone now, including the entire Branch, but at least I captured the essence of that location through model railroading. *John Paganoni, MMR*

## 2. Martin Brechbiel's Little Stream



Here you see one of the many runs that feed into the West Branch of the Conococheague. This run passes back under the railroad and is resplendent with wildlife of all kinds one might expect to see in such a setting such as frogs, turtles, fish, etc.

*Martin Brechbiel,  
MMR*



### 3. Alex Belida's Creek and Falls



Calum Creek is one of the features on my fictional Nevada-based HO layout named after a grandchild. It is a narrow stream with a waterfall at one end and a shallow spot favored by gold panners at the other. It passes under two trestles, one leading to the Parker's Peak mine (named after another grandchild) and the other supporting the mainline from Eureka town to Carson City.

I used Woodland Scenics Murky Water to make the creek. I planted rocks and fallen pieces of timber in the bed and let the mixture flow around and over them.





The waterfall was made with Woodland Scenics Water Effects. I squeezed several long thin lines of this glue-like material side-by-side on a piece of wax paper, then used a brush to blend the lines together in a random pattern and allowed the combined 1/2" wide strip to dry overnight, changing from gluey white to clear in color. The next day I simply peeled the "water" off the wax paper and placed it over the vertical groove I made in the rock wall, hiding the upper end behind the landscape and blending the lower end into Calum Creek. I used some white Gesso to paint highlights on parts of the waterfall. **Alex Belida, MMR**

## Railroad Photographs



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3 sizes available

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<https://positivepix.net/photos/>

For more information, contact Norman Reid

[cobblermtnpres@gmail.com](mailto:cobblermtnpres@gmail.com)

## 4. Nicholas Kalis' Stream and Trestle



The stream is poured with Envirotex Light. Figure is a Fine Folk Figures painted by Warrior Run Loco Works. This Fn3 model is of a single-track straight low wooden trestle bridge spanning a gulch on the island of Oahu, Hawaii. The caption of the only photo I have found locates this trestle bridge near the Waipahu sugar mill owned by the Oahu Sugar Company.



The prototype was built sometime after 1897 when the Oahu Sugar Company was incorporated and before 1946 - the date of the only available photograph (Cochrane Collection). I have been unable to locate any plans for this trestle bridge. My entire trestle bridge was scratchbuilt of wood except for a resin steel barrel and Preiser *pigeon* 47084 1:25 scale and Nut-Bolt-Washers (NBWs).

*Nicholas Kalis*

## Potomac Division Teams:

### Virginia:

**Arlington County:** VACANT (Please volunteer, contact Jerry Stanley, [paymaster@potomac-nmra.org](mailto:paymaster@potomac-nmra.org))

**Fauquier:** Jerry Stanley, 703-595-8081, [paymaster@potomac-nmra.org](mailto:paymaster@potomac-nmra.org)

**Loudoun:** Lee Stoermer, 928-580-3209, [leetrains@yahoo.com](mailto:leetrains@yahoo.com)

**Prince William:** John Paganoni, 703-791-5055, [john.paganoni@comcast.net](mailto:john.paganoni@comcast.net)

**Fairfax:** Bill Mosteller, 703-272-8190, [wsm@greatdecals.com](mailto:wsm@greatdecals.com)

### Maryland:

**Charles County:** Dale Latham, 301-645-3055, [dale.latham@verizon.net](mailto:dale.latham@verizon.net)

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

## Wanted: Layout Open House Coordinator(s)



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

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

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

## 5. Mat Thompson's Water Scenes



My Oregon Coast Railroad is in Portland where the Columbia and Willamette Rivers meet so I have eight water scenes ranging from harbors with ocean going ships to a log pond, streams and swamps. And, truthfully, I'll add another when I can figure how to do it.



I think they are fun to see, fun to create, and, combined with the hundreds of pine trees on the layout, leave no doubt about the area modeled.

I don't have a favorite but these pictures show a few of them. **Mat Thompson, MMR**



## 6. Richard Steinmann's Lake



This is Lake Estling on my Erie-Lackawanna Morris and Essex Division layout. In reality, Lake Estling is MUCH larger. It is located between Denville and Dover on the prototype, and the railroad crosses it on an embankment.

On my selectively-compressed version, I modeled the southern part of the lake, and protected the Erie-Lackawanna right-of-way with rip rap. I started with a flat bottom and painted it with successively darker colors toward the middle to suggest deeper water. The water itself is two-part Enviro-Tex casting resin. The foliage is various shades of Woodland Scenics ground foam. The foreground trees are Super Trees and background trees are polyfiber balls coated with ground foam. The bridge carries the Morris County Traction Company line over the E-L Mainline and is modeled after a prototype structure. Admittedly, the bridge and trolley line were long gone by the time I am modeling (1965) but I thought it was a neat structure to have on my layout.  
***Rich Steinmann***

## 7. Bernard Kempinski's Mill, Dock and Barge



Pioneer Mills is an N Scale diorama I built for the Lyceum, Alexandria's history Museum. It depicts Alexandria in 1855. The mill, canal dock and locomotive works are the primary structures. The water is poured 2-part resin with gloss medium for waves. The model is on exhibit there if you wish to see it.





The fuel barge, named Alicia after my wife, is a scene from my HO scale Port of Los Angeles Layout. The water is several coats of acrylic gloss medium.

***Bernard Kempinski, MMR***



## 8. Cam Green's Water Effects



Water effects on the Maine Central Lower Road: **Androscoggin River**, Brunswick  
(Photo above) This has a plaster base, painted black with multiple coats of Mod Podge Gloss.



**Lewiston Lower Waterpower canal**  
(Photo left) This has black painted base with multiple layers of Mod Podge. To make the white water, cotton from a cotton ball is embedded in the Mod Podge. The river had a lot of silt, so some very thinned brown acrylic paint was also added to the white water.



**Brunswick yard ditch (Photo left)** I applied the scenery materials including static grass, then dribbled Woodland Scenics Realistic water to simulate the flooded ditch after a gutter washer.

**Creek bed (Photo below)** Scenery for riverbed and river edge applied, then Woodland Scenics Realistic Water poured into the bed. I dammed the edge of the benchwork with tape until the realistic water had dried. *Cam Green*



## 9. Brian Sheron's Water Features



**Photo left** shows the Long Island Rail Road tugboat “Meitowax” docking two loaded car float barges at the docking facility on the East River in Long Island City, Borough of Queens, New York. The Manhattan skyline is in the background. The “water” was made with a base of smooth underlayment plywood painted a dark blue. Then four successive coats of Woodland Scenics “Water Ripples” were dabbed on the surface until the desired “choppy water” effect was achieved.

**Photo next page** is another view of the loaded car float barges being docked

at Long Island City. The backdrop photo shows the 59th Street bridge that is just north of the car float docking facility. The continuous backdrop was made by merging a photo of the Manhattan skyline with a photo looking north up the East River. The water in the photos were made to match by having a mirror image of photo looking north up the East River made, then cutting off the water where it met the shoreline from the mirror image photo and gluing it under the Manhattan skyline photo at the Manhattan shoreline. **Brian Sheron, MMR**



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## 10. Dale Latham's Streams



Here are two photos of water features on my Piedmont Southern. The first (photo above) is of the stream that still supplies power to the flour mill at Shenandoah. The



second (photo below) shows the meandering

stream along the track at Anitasdale. A short

local passes by with PS

RS-3 # 37 in the lead.

**Dale Latham**

## 11. Ernie Little's Cow Pond and Lake



I have two scenes that have water on my layout. Both were created with Woodland Scenics Realistic Water.

The first is a farm scene with a pond. The pond was formed by removing a portion of the homosote bench work with a Dremel tool to the size and shape I wanted. A coating of hydrocal was applied to make the bottom of the pond which was

then painted multiple colors with acrylic paints. Then Woodland Scenics Realistic Water was applied. The fence in the scene was scratch built with styrene plastic and painted brown. The house, barn, and other parts of the scene are commercial items that I purchased to use in the scene.

The second scene is a lake under the girder bridge at Hot Springs which stretches over a pellet stove. The base is a 1/4" thick piece of plywood that has insulation foam glued to it and shaped to make the shore of the lake. The plywood was painted with multiple acrylic colors to simulate the bottom of the lake then the Realistic water was poured over the painted plywood. It took two pours of water to make it look right. The girder bridge is a piece of 1" x 6" pine wood with girders that I cut off of two Atlas girder bridges glued to side facing the front. The HO scale concrete abutments were made from resin that I cut to the necessary size.

*Ernie Little, MMR*



## 12. Bill Lyders' Thunder Gorge, Lake and Falls

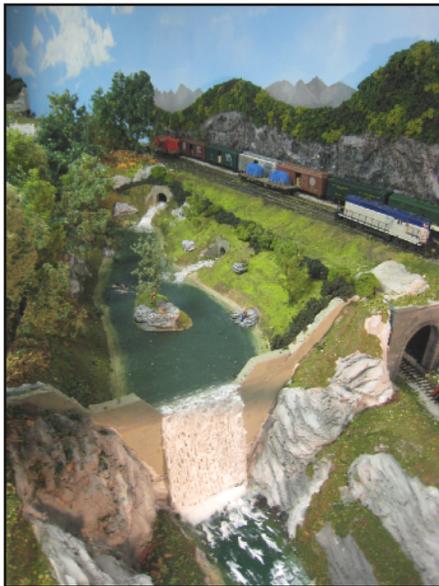


Most of my water scenes did not move totally intact to my new house. I did find some pictures from 2015 and 2017 though for scenes that made the transition.

**Photo left:** A fisherman is fishing in Thunder Gorge adjacent to water coming down a multi-level waterfall in the gorge. The gorge walls are hand carved rock.



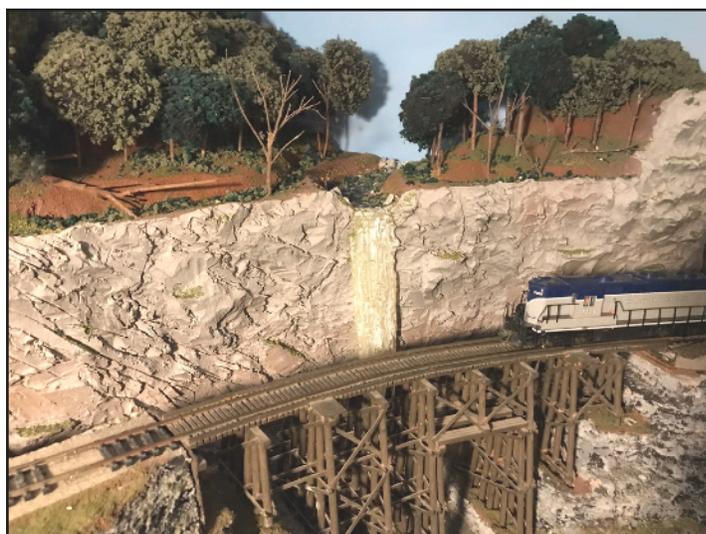
**Photo above right:** Fisherman are active on Lake Barbara next to an island with swimmers swimming from shore out to the island. The lake is fed by water inflow from one of two streams flowing in thru culverts. A female is sitting on the island in her bathing suit waiting for the swimmers. Ripples on the lake water were created with Woodland Scenics Water Effects over a WS Realistic Water base.



**Photo left:** Lake Barbara from a birds eye view shows the mountain lake from above shows with both incoming streams and a waterfall flowing over the dam at the end of the lake into a downstream river with lots of rapids. Trains are passing near by the lake passing in the mountainous region. The waterfall was created with clear acrylic caulk on a thin plastic strip about 4" wide.



**Photo above:** Kayakers and a man in a white water raft are coming down a series of whitewater drop offs below the trestle along a dual mainline.



**Photo left:** W&V 2024 starts across the trestle with the Bear Creek waterfall in the background. This is a corner module with a forest with Bear Creek passing thru it to the waterfall.

**Bill Lyders**

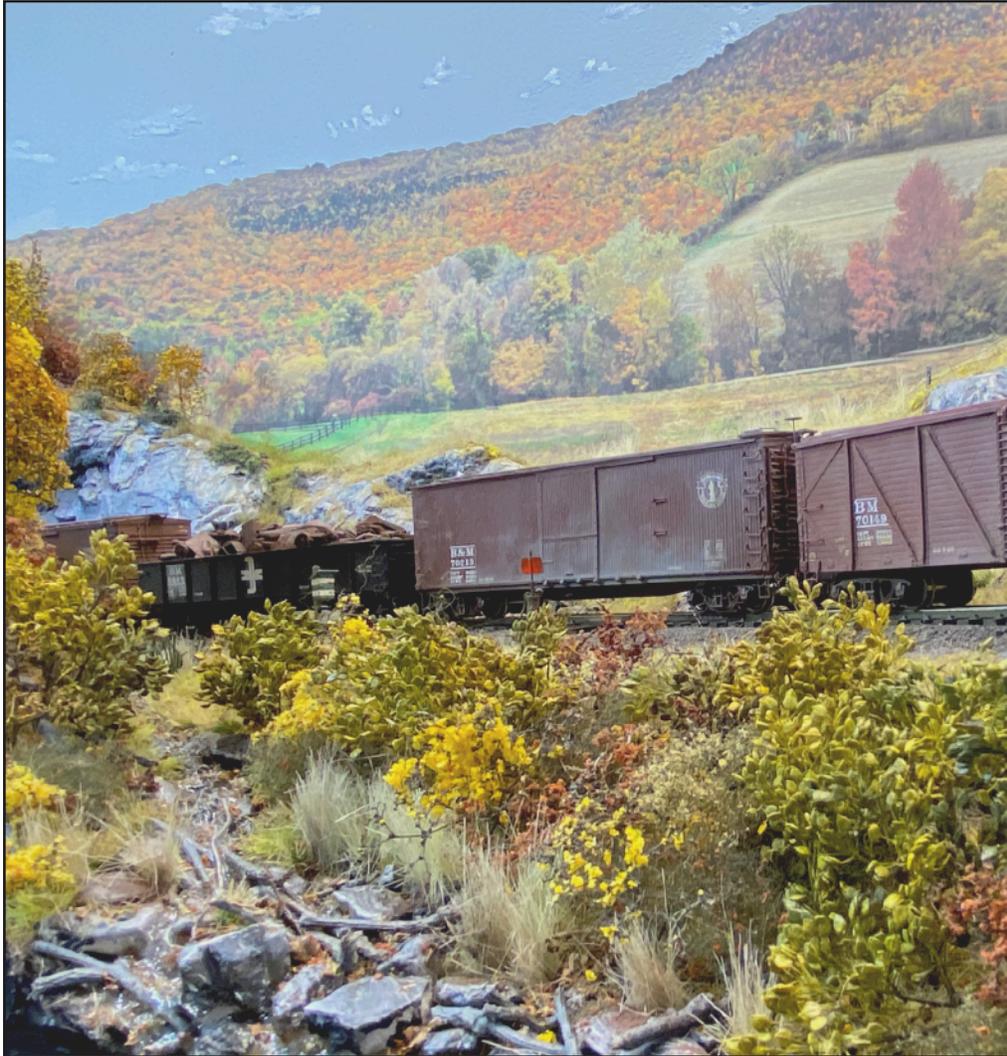
## 13. Stan Knott's Water Scene



This water scene on my HO layout shows a car float and tug boat in front of my scratch built hoist house. Lots of structures in the background. *Stan Knotts*

A promotional graphic for the National Model Railroad Association (NMRA). On the left, the text "Get more from your hobby" is written in a blue, stylized font. To the right of the text are four small images showing different model railroad scenes: a steam locomotive on a bridge, a person sitting on a garden path, a train on a track, and a train on a bridge. On the far right is the NMRA logo, which consists of a blue square with a white circular design and the text "nmra.org" and "National Model Railroad Association" below it.

## 14. Mark Gionet's "Not All Water Is Open"



The railroad roadbed and ballast are designed to drain water away from the track. Usually, this water ends up collected in ditches or swales paralleling the track and directed to adjacent natural waterbodies. I wanted to model this and have included a number of examples on my layout. Here, a local freight has left the town of Proctor,

heading south through a rock cut. The photographer, standing near where an overgrown trackside swale drains into the Salmon Falls River, grabs a quick shot or two before resuming his fishing. The swale draining the area widens as it reaches the river and collects runoff from the slope to the left of the tracks. The water was modeled with artist's gloss medium, along with Vallejo Water Texture Acrylic. Shrubs are Super Tree bits and some stuff found in the floral aisles of Michaels. Now to model that river and the bridge over it. **Mark Gionet**

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## NMRA President Gordy Robinson Speaks at Potomac Division Annual Meeting



NMRA President Gordy Robinson made a virtual appearance at the Potomac Division's Annual Meeting on May 1<sup>st</sup>. He said he is *“working to make things better”* at the organization. The big accomplishment so far has been launching the digital NMRA magazine with access to old issues now available online.

Gordy said that since taking over as President, he has worked to restructure the various NMRA departments, seeking new volunteers to improve productivity and responsiveness. He said the next big project will be upgrading the NMRA website, and work is already underway but might not finish this year. He said another priority is improving the NMRA's education

program. With the growth in use of virtual clinics during COVID, the NMRA is looking to expand and drive activities online – including a feature he described as the “NMRA Interchange” where members from a Division or a region or around the world can come together virtually. It could be up and running in August, he said.

He also said they are increasing NMRA National Board meetings from two to four times a year and department heads will now meet six times a year. The goal, he said, is to develop more of a *“business culture”* so the organization can *“deliver in a transparent way.”*

He concluded by saying that he wants NMRA members *“to be proud of being a part of the NMRA, like people are of the university where they studied, so they will feel it has positively contributed to their lives.”* [[Screenshot of Robinson by Alex Belida](#)]



## Layout Update: Bryan Kidd's Alleghany Subdivision



1. What is the name of your layout?

Chesapeake & Ohio Railway, Alleghany Subdivision **Photo above: Out of the way Alleghany, VA was one of the most important operational locations on the C&O. It was here that helpers off of a parade of coal drags would turn and return to Hinton**

2. What scale is your layout? HO



Photo above: West staging yard representing points west of Hinton. Turntable for turning what will become eastbound trains heading to Hinton and points east

### 3. Does your layout have a specific era and/or location?

1951-ish: like many railroads, C&O was in transition from steam to diesel. Up through 1956 one would find an interesting potpourri of power that, among others included H-8 Allegheny 2-6-6-6s, Greenbrier 4-8-4s and Mountain 4-8-2s along with the newly arrived diesel E-8s and F-7s.

There was also a variety of passenger equipment. The 1949-51 years saw the delivery of new lightweight Pullman-built cars which for a time ran interspersed among green heavyweights. The older headend equipment continued to be used and was never replaced, just repainted to the "Tri-Color" scheme (along with some of the older passenger cars retained for use as needed).



The Allegheny Subdivision was a double-track railroad with relatively little in the way of local operations. On my layout, the operational focus is on changing engines from/to water-level or mountain power at Hinton, WV, helper operations from Hinton to Alleghany, VA, and the extensive passenger service supporting the C&O-owned hotel, the *Greenbrier*, at White Sulphur Springs, WV.

Photo above left: Coal was C&O's raison d'etre. The Greenbrier Hotel in out-of-the-way White Sulphur Springs, WV, though, was their passenger train "crown jewel" that drew patrons arriving in cars from all over the country



**4. What are the overall dimensions of your layout?**

The double-track mainline run is about 130' with staging at both ends, and a short branch into its own short staging representing the Greenbrier Branch to Cass and Durbin.

Photo above: Ronceverte, WV was the division point for the Greenbrier Branch that went to Cass and connected with the Western Maryland at Durbin

**5. How do you control your layout?**

Digitrax DCC and JMRI for detection and loco programming (especially sounds)

**6. When did you start making your layout?**

September 2012

**7. Do you host operating sessions or would you consider doing so?**

I have gotten my “feet wet” with a few sessions, and am working toward hosting on a more frequent basis. Photo right: Todd Hermann and Tom Pothast





**8. What type of track (sectional, flex track or hand laid) and switches are on your layout and what is its code?**

Code 83 flex track. Switches range from No. 8 on the mainline, down to No. 6 and some 5s in the yards. There are a lot of turntables: five of them.

**Photo left: Paul Dolkos and Bill Lyders rounding the curve at East Alleghany, VA**

**9. If you were to brag about your layout what would you describe as its outstanding feature(s)**

First is the help, suggestions, and guidance I've received from Mat Thompson, Bob Rodriguez, Pete LaGuardia, Paul Dolkos and the late Bob Warren.

As for "bragging," I'm very pleased with the dependability of the trackwork and am excited with the scenic results as that evolves. As a musician, I'm also interested in the "sound" of the layout, so I work to get

a "balance" of the sounds one hears coming from an engine. All of that tends to manifest itself in a "perfectionist pace of progress" - meaning, progress is less than, shall we say, quickly achieved. [\[Photos by Bryan Kidd\]](#)



With 26 years of service, **Bryan Kidd** (MUCS, USN, Ret.) retired as the Chief Composer/Arranger for the United States Navy Band, Washington, DC. Currently he is the Arranger-in-Residence for the American Festival Pops Orchestra under the direction of Anthony Maiello. Bryan's clinic presentation on C&O passenger operations and a video tour of his layout are available on the Division's YouTube channel at: <https://www.youtube.com/watch?v=jT2M6YddAsc>



## A Tale of Two Gondolas

Article and Photos by Martin Brechbiel, MMR

Having gotten into a gondola-building frame of mind after building a pair of kits, I thought I would back up and just explore scratchbuilding some gondolas. Herein is the story surrounding the scratchbuilding of a pair of such cars. Their design was an amalgamation of many others, and there was no effort to conform to any specific prototype but rather just an exercise in honing the skills in pursuit of future gondolas.



The starting point for both cars was the same basic flat car body that I have related several times in the past ([photo left](#)). These were comprised of a sill and frame of HO scale 12" x 22" basswood and scribed siding decking with a train line of formed 0.033" brass wire

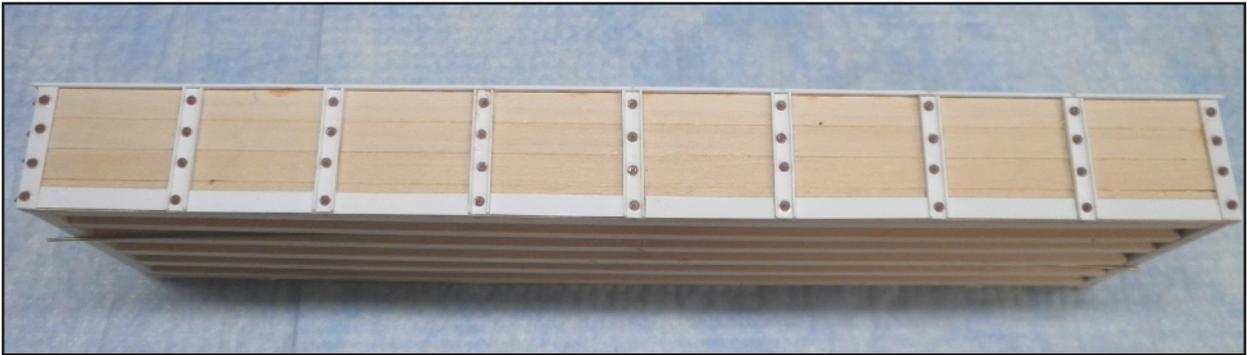
For the first gondola, sides were built up from O scale 3" x 12" basswood stripwood edge glued together and cut to length. These four sides were glued to the side sills of the two bases using Titebond



glue, and clamped until the glue had set ([photos above](#)). Once set, ends were fabricated from more O scale 3" x 12" stripwood to fit tightly between the sides and to be flush at the top with the sides. These parts were secured into place using a mix of Goo and CA.

Styrene angle (5/32"; Evergreen No. 295) was used on the corners. Channel (5/32"; Evergreen No. 265) was added to the sides flush to the top of the sides down to the bottom of the side sill. The top cover strip overhanging the sides, and flush along the inside of the sides and ends, was flat styrene (0.030" x 0.125"; Plastruct No. 90736). The gaps in between the channel parts were filled with flat styrene (O scale 1" x 8"; Evergreen No. 1108). All of the styrene was installed using a mix of Goo and CA. Once

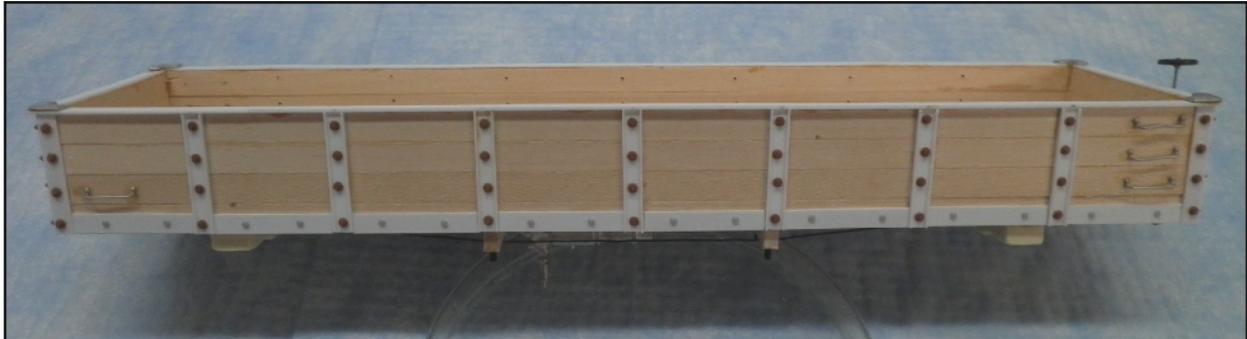
all of these parts were secure, all of the side and end boards were secured to the styrene parts with a host of Nut-Bolt-Washers (NBWs) from Tichy and Grandt Line (Tichy No. 8080; Grandt Line No. 156) ([photos below](#)).



Resin bolsters drilled and tapped for 4/40 screws were applied along with needle beams (3/16" x 1/8"). A white metal K brake casting, drilled out to accept the connecting rod, was mounted into the underbody on two bits of leftover scribed siding. Queen posts (5", Grandt Line, C-68) were mounted into the needle beams. Truss rods were strung though the ends using a single length of No. 0 braided silk thread secured to the end sills using large NBWs (Grandt Line, No. 81). Turnbuckles from Tichy (No. 2004) were added with each passage through the car, leaving the silk thread pulled tight and down off the queen posts ([photo below](#)).



Moving back to the sides, grab irons were added (PSC; No. 5623) along with more NBW castings. Corner plates on the top of the car sides were applied (K-Line Models, No. 482) ([photo below](#)).



Working on the ends included adding grab irons (Wiseman), brake wheel, ratchet & pawl, and brake stirrup (PSC 4669, 40442, 4171), and a brake platform (Athearn?). [Photo below](#) shows the brake end of the car. The other end looks similar, minus the brake system parts.



The rest of the brake system on the underbody was installed. The K brake cylinder casting was connected to the linkage of the one brake lever. The “plumbing” was made up from 0.025” wire (Tichy) fitted with clevises made from cut down turnbuckles (Grandt Line 54) connecting the brake levers (my

resin castings). The brake hangers were brass PSC parts (4037). After all the brake components were in place, the silk truss rods were lifted up onto their queen posts with the turnbuckles positioned in between and then secured with minimal CA. The stirrup steps (USH U-3) were also added at this point along with a pair of air hoses (PSC 4278) onto that brass wire train line ([photo below](#)).



From there, finishing this car was accomplished quickly. The car body was painted a flat red primer (Rustoleum), and trucks and couplers were added. A load was fabricated from a bit of blue foam and some leftover ballast mixture, glued and secured in place with Woodland Scenic matte medium applied directly with a transfer pipette ([finished model photo below](#)).



The second car was nearly the same car with a few small cosmetic differences. But there were larger differences as to the design of the side bracing. The small differences were in the origins of the detail parts, e.g. the K brake casting was a brass casting from Grandt Line and the grab irons were from PSC (5326), etc. The larger difference to the side bracing ([photos next page](#)) was executed using more of the same styrene supplies. Styrene angle (5/32"; Evergreen No. 295) was again used on the corners and then channel (5/32"; Evergreen No. 265) was added but extended



to create a fishbelly style of bracing that was connected and filled in between with flat styrene (O scale 1" x 8"; Evergreen No. 1108). All of the styrene was initially installed using a mix of Goo and CA and then "welded" together with pure Tenax solvent.

Thereafter, the NBWs from Tichy

and Grandt Line (Tichy No. 8080; Grandt Line No. 156) finished securing the bracing to the side boards.

The rest of the build of this car, including painting and adding the load, was essentially the same as the first car. ([Finished model photo below](#))



—  
**Martin Brechbiel, MMR** is the Superintendent of the Potomac Division and a O scale modeler.

## Let's Hide Those Detectors

Article and Photos by Brian W. Sheron, MMR



As model railroading becomes more electronically sophisticated, train detection is becoming an integral part of the electronics. Photocell and infrared detectors are used to detect the location of trains as well as activate such accessories as signals and crossing flashers and gates.

Both photocell and infrared detectors operate on the principle that they detect the presence or absence of light, and that their electrical resistance changes when the light striking them changes.

Photocell detectors are usually mounted between the rails and work on the principle that when a train passes over the photocell, it blocks the light hitting the photocell. This causes the photocell's resistance to change, which can then be detected by electronic circuits. The light used for photocells is usually room lighting, meaning that circuits with photocells likely won't work as desired in a darkened room.

Infrared detectors identify changes in light that are in the infrared frequency spectrum (i.e., frequencies lower than those in the visible light spectrum). Thus, they are usually not affected by changes in light in the visible spectrum and will work in a darkened room as well as a well-lit one. However, infrared detectors need a source of infrared light, so infrared detectors must be paired with infrared emitters.

Similar to photocells, infrared emitters and detectors can be located next to each other between the rails. When located between the rails, they operate on the principle that when a train is absent, the infrared beam from the emitter will shine directly upwards and will not be incident on the detector next to the emitter. However, when a train passes over them, the infrared light from the emitter will bounce off of the bottom of the train and reflect back onto the detector. The detector will then detect this infrared beam and its electrical resistance will change, which can then be detected with an electronic circuit.

While putting photocells and infrared emitters and detectors between the rails has the advantage of not being very noticeable, one drawback is that they can only detect when a train passes on the track on which they are located.

A benefit of infrared emitters and detectors is that if you have multiple tracks and want to detect when a train has crossed a location on any of those tracks, you can locate the infrared emitter on one side of the track and the detector on the other side. In this configuration, the detector will "see" the infrared light from the emitter,

as long as nothing is blocking the infrared light traveling across the tracks between the emitter and the detector. However, as soon as a train traveling on any of the tracks breaks the infrared light beam, the detector resistance will change and trigger an electronic circuit. Thus, one emitter/detector pair located across several tracks can detect a train regardless of which track it is on.

The drawback to his arrangement is that the emitter and detector must be located trackside, where they can be more readily seen. Since trackside infrared emitters and detectors are not prototypical of real railroads, hiding them from view is more desirable.

On my Long Island Rail Road, I use infrared emitters and detectors to activate several of my grade crossing crossbuck flasher circuits. The purpose of this article is to show some ways that trackside infrared emitters and detectors can be disguised so they are minimally noticeable on your layout.



One of the simplest ways to hide an emitter and/or detector is to cover all of it, except the emitter and detector lenses, with foliage ([photo above](#)). However, not all areas where you might locate an emitter/detector pair would likely have foliage. In



these instances, you can cover the emitter and/or detector with a trackside structure, such as a storage shed or large electrical cabinet (photo left).

In more urban areas, where buildings are more likely to be adjacent to the tracks, you can put an emitter or detector inside of a store with a glass front or with just a small hole in the wall to allow the emitter or detector lens to “see” across the tracks (photo below right).



Another option is to locate the emitter or detector inside of a truck that is parked next to the tracks (photo above left). This will likely involve removing the base of the truck and possibly making other modifications to get the emitter or detector to fit inside the truck.

You can construct a tie pile, with the center left hollow and one side open, that will sit on top of an emitter or detector, or even just have a typical piece of equipment located trackside that could hide an emitter or detector (photos below).



Lastly, you might have a situation in which disguising the emitter or detector just won't work. In this case, try to minimize its noticeability by painting it a grimy black color, and putting more brightly colored scenery objects next to or near it. These more brightly colored objects will tend to draw the viewer's eye to them, such that they won't notice the emitter or detector (photo left).

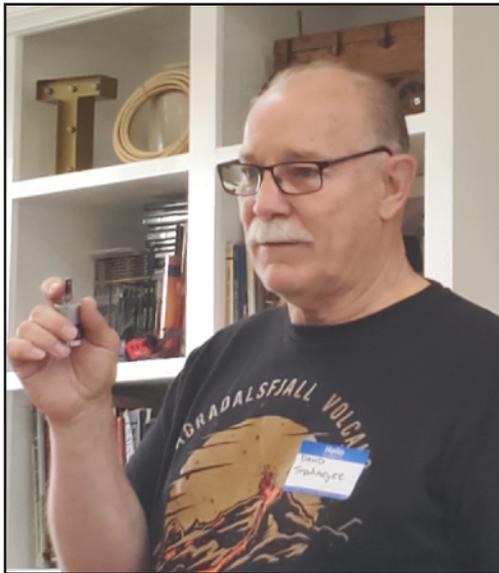
These are just a few suggestions about disguising trackside infrared emitters and detectors.

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

## Hobby Barn Clinic: Engine Maintenance

Article and Photos by Jerry Stanley

Some of the obstacles I have found while tackling certain projects include a lack of knowledge, being intimidated by certain aspects of a project, and just plain old fear of failing and ruining something to which I have an emotional attachment. Sometimes to tackle a daunting project, all that is needed is a mentor nearby to guide you through the project. It is comforting to know that there is someone out there who has the knowledge, has solved this or that problem before, and who, when we get stumped, can lead us through the problem that has stopped us dead in our tracks. Perhaps that person encourages us to keep going and lends the moral support to help us complete the project.

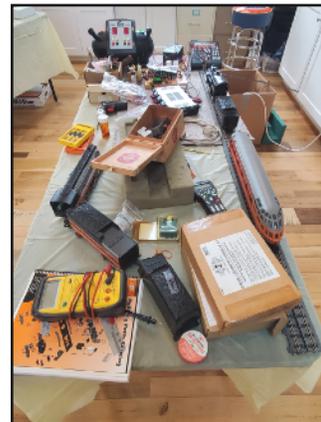


At the last Great Scale Train Show, I ran into what I considered an opportunity of a lifetime. While we were soliciting show attendees to become members of our Division, **David Strohmeier (photo left)** happened to stop by our booth. During our conversation, he mentioned that he repaired locomotives. Eureka! I had been keeping an eye out for someone with such talents. I do not think that David finished a sentence before I asked him if he would be willing to provide a clinic at the Hobby Barn on locomotive repair. I was delighted when he agreed and was ecstatic that he would be able to provide a clinic for our Division on this subject. I felt certain that this clinic would be fully booked! After a few emails back and forth we set a date and time. We added the clinic to our schedule, invitations started going out, and soon

enough we were fully booked at the Hobby Barn.

April 23<sup>rd</sup> arrived. All preparations had been made. The Hobby Barn had been COVID cleaned, tables set up, food bought, and my wife started preparing a meal the night before. My wife is an incredible cook! Ask anyone who has attended the clinics. They will attest to her culinary abilities. Her cooking will make your face smile and taste buds jump for joy! For this clinic, she served pulled pork, with barbeque sauce on the side, and black beans and rice.

David arrived early and set up all his equipment (**Photo right and next page**), railroad tools, test tracks etc.



Shortly after 10am, he started. He went through various tools (did you know there is a



tool to suck up solder?) and—being a tool junkie—I was amazed and thoroughly enjoyed this part of the clinic. He showed us a magnetizer/demagnetizer tool which can make a screwdriver magnetic and then remove the magnetism. He also reviewed lubricants, a shaft puller, and more.

At one point, David explained how to make homemade tools. Did you know you can take stranded wire, dip it in flux, touch it to the solder where you want to remove an excess glob, and it will actually remove the excess solder? Cheap and easy! For O or G gauge engines he recommended Red “N” Tacky #2 grease that you can pick up at your local automotive store.

A common problem on many of the engines he repairs is that the owner has applied too much grease. This causes the engine to get gummed up with dust in the grease, hindering the ability of the engine to move. He also told us to keep the grease away from the electrical contacts.

Do you know how to tell if your engine motor is bad or good? Besides the obvious that it runs poorly or not at all, look at the motor windings. If the wiring is black, your motor



is probably burned out and needs to be replaced. If the motor winding is brown, it is about to die or is very near death. What causes a motor to go bad? Grease and dust can short out the motor. Adding more cars than the engine is designed to pull can also be fatal. For instance, if your engine is designed for three cars and you add forty cars, the chance



of burning up your motor is high. A motor in good condition should have bright shiny copper windings. [\[Photos above: Roger Buchholz \(L\) and Jack Riegel \(R\)\]](#)

David also showed us a tool to pull off shafts and flywheels. This is helpful if a motor is no longer made with the gears for a certain locomotive. You can use this tool to remove the shaft and gears and install in a new motor from a different manufacturer.

After David went through all of the tools, motors, and lubricants, it was time for the hands-on portion of the clinic. All of the attendees brought engines that needed work of some sort. A wide variety of engines needed attention. There was an O gauge diesel, O gauge steam, multiple HO gauge steam, and an HO diesel. Each member worked on their own engine and, as needed, David would stop by and offer instructions and guidance. Once the engines were reassembled, David tested them. One person brought a steam engine that had not run in a very long time. This one proved to be a tougher challenge than all the other engines; but with the perseverance of the owner and David's guidance it finally ran again at the end of the clinic! If we had held this clinic for no other reason than to get this engine running again, I would have considered the event well worth the effort.

It is so satisfying to take something that most people would trash and restore it to grace the rails once again. With David's guidance, every engine that was brought to the Hobby Barn was running by the end of the session. What a powerful testimony to his knowledge, teaching ability, and patience with us and our equipment. I am proud to announce that David Strohmeyer has joined the Potomac Division. We are adding his business card to *The Potomac Flyer*. Be sure you welcome him to the NMRA, and if you have a problem with a locomotive, you can hire David to help you solve it.

— — —  
**Jerry Stanley** is the Potomac Division Paymaster and owner of the Hobby Barn.

## Achievement Program News

by Mat Thompson, MMR, Potomac Division AP Coordinator



Bill Mosteller has earned the Author Certificate. Besides Author, Bill has earned Certificates for Chief Dispatcher and Volunteer. He is now working on documenting his efforts to add the Electrical Certificate to his stash of accomplishments.

Bill's articles have ranged from stories about decals (he owns Great Decals), to proper installation of Kadee-type couplers, to electrifying a traction engine, to stories of his operating session experiences. He has been published in *The Flyer* and the *MER Local*, plus the N&W Historical Society's magazine, *The Arrow*, the now defunct *Scale Model Traction* and *Trolley Quarterly* magazine, and the e-zine *Model Railroad Hobbyist*.

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## PARTNERSHIP PROGRAM

NMRA members can log in and click on the **Benefits** tab to view the **NMRA Partnership Program**. Please patronize all of our partners for some fantastic discounts as an NMRA member!

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[ **New Partners in RED \*\*\*** ]

Sept 2021

## MER Convention News

Article and photos supplied by Bob Halsey, Carolina Southern Division

The next MER convention will be the Carolina Special Look South 2022 on October 20-23. The Carolina Southern Division is well into planning and ensuring that your trip to Charlotte, North Carolina, will be worthwhile and memorable!



We have already planned several tours, first: on Oct. 20 to the North Carolina Transportation Museum (NCTM) in Spencer (the former main maintenance facility of the Southern Railway, including the huge backshop, large roundhouse and turntable, many historic locomotives, railcars, automobiles, firetrucks, and airplanes. You can get a ride on one of NCTM's own passenger trains (pulled by one of their ex-Southern diesels), and if we are lucky we may get to see an impressive visitor – the N&W 611 4-8-4 steam locomotive, which comes to Spencer from Roanoke for regular maintenance. We will also offer a tour of the National Narrow Gauge Museum and Restoration Facility in Newton, where they have several old and not-so-old railcars and locomotives (steam and diesel). The museum not only has the original fully-restored passenger/freight station, but a separate building with several large O, HO, and N gauge layouts. We are also arranging a tour of the Lionel Corporation's development center in Concord to see their latest projects (O and HO).

Of course, we are going to have the usual elements for a successful convention: many clinics (including some you have not seen before!), a company store (formerly "white elephant" room), and the contest room.

We will have many layout tours available to visit including Jack Parker's Piedmont &





Western (HO mountain railroad) and Seth Gartner's NYC Piney Fork Branch (with its large detailed steel mill). Both of these were subjects of 2018 cover articles in Model Railroader magazine. Also Ed Smith's Erie Railroad (with its amazing 10-arch viaduct bridge), Neal Anderson's basement-filling KKL Railroad, and a number of excellent N gauge layouts.

This spectacular convention will be held at the University Hilton in north Charlotte

(just off I-485), with a reduced room rate for convention attendees. Our website <http://www.carolinasouthern.org/MER2022.html> will contain convention details. We have a very interesting Saturday evening banquet speaker lined up - again, more details soon!

You don't want to miss this one!

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

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

# Paymaster's Report

by Jerry Stanley



- 1. Checking account (beginning balance)  
\$5788.45
- 2. Cash on Hand \$25 coffee  
\$25.00
- 3. Total assets as of 3/31/2022 (end balance)  
\$5813.45

4. Deposits by date  
a) no deposits made

5. Total Deposits \$0.00

6. Individual Deposits  
a) no deposits made

7. Total Deposits \$0.00

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8. Total payouts  
a) check # 742 \$67.85 Ernie Little (Award)  
b) check # 743 \$216.00 ( Ionos/Web )

9. Total Payouts \$283.85

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10. Checking account balance as of 1/31/2022 (Lines [1+5]-9) = \$5504.60  
 11. Total Cash on hand 9/30/2021 \$25.00  
 12. Total Assets (lines 10+11) \$5529.60

**Business Ads:**

If you are interested in advertising in *The Flyer*, please contact the editor at: [Potomac-Flyer@potomac-nmra.org](mailto:Potomac-Flyer@potomac-nmra.org)

Advertising rates for one year (6 issues) are as follows, and must include camera ready art (text, doc/docx, jpeg, pdf, bmp, tiff formats):

Business Card size ....Free for Local Hobby Shops

Quarter Page ad.....\$65

Half Page ad .....\$115

## Coming in the August-September Issue:

We'll have the submissions for our "Hometown Challenge" and we're hopeful our members will be sending in many examples of how they integrated their roots into layouts. Send yours to: [Potomac-Flyer@potomac-nmra.org](mailto:Potomac-Flyer@potomac-nmra.org)

But that's not all! **Martin Brechbiel, MMR**, our Superintendent, will take us on a tour of Lemasters, a town on his O scale layout. Plus *Flyer* editor **Alex Belida, MMR**, will explain how he revived an ancient and unfinished Ambroid snowplow kit with help from an empty tube of French hand cream!



And we hope to hear details about our Master Builder-Cars workshops. **Ken Wilson (photo left)** attended the first cars workshop on May 14 and tells us what he is working on:

*"I'm working on scratch building two Santa Fe express reefers in HO scale. The Santa Fe ordered 42 wood sheathed reefers in 1923 from General American Car Co. In 1934 they decided to modernize these cars by adding steel sheathing to the sides (the ends were always steel). The Depression delayed completion of this project, so the final 17 were updated in 1936. There are subtle differences between the two batches (number of ladder rungs), so I'm doing both versions. I figured it doesn't add much time to build them together, but I might change my mind once I start positioning and gluing*

*48 Tichy ladder rungs. I'm using styrene for everything except the running boards will be wood. Plenty of Archer rivet decals will be spread all over as well. I only just started the project... I've been thinking, planning, gathering parts, and procrastinating for years on this one. Thanks to this workshop, I'm now measuring and cutting parts!"*

Superintendent Brechbiel says if you missed the first workshop, then be sure to get out to the second session scheduled on June 11 at the Knights of Columbus Hall in Fairfax – "great venue, good access & parking."

## Calendar of Coming Events

**Saturday June 11th, 2022, Clinic 9AM**

**In Person** - Martin Brechbiel AP Master Builder - Cars Workshop  
Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

**Sunday June 19th, 2022, Virtual Clinic 3PM**

Bob Sprague - Prototype Track Planning

**Saturday July 16th, 2022, Clinic 10AM**

**In Person** - John Swanson - Layout Problem solving  
6910 Birkenhead Pl., Gainesville, Va.

**Sunday August 21st, 2022, Virtual Clinic 3 PM**

Bob Sprague - Deconstructing a Track Plan

**Saturday August 20th, 2022, Clinic 9AM**

**In Person** - Martin Brechbiel Master Builder - Cars Workshop  
Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

**Saturday Sept. 17th, 2022, Make and Take Clinic 10AM**

**In Person** - Nicholas Kalis, Gary Eames - Turning Plastic into Wood in All Scales  
inexpensively  
Jerry Stanleys Hobby Barn, Hume, Va.

**Sunday Sept. 18th, 2022, Virtual Clinic 3 PM**

Ernie Little - Building a programming track

**Saturday October 15th, 2022, Make and Take Clinic 10AM**

**In Person** - Kate Kalis - Painting a back drop in a train room  
Jerry Stanleys Hobby Barn, Hume, Va.

**Sunday October 16th, 2022, Virtual Clinic 3PM**

Bob Sprague - The Ma & Pa in HO, design of my layout related to the prototype

**November (5th or 19th), 2022, Joint MiniCon with James River Division,  
Battlefield Baptist, Warrenton, Va.**

**Sunday December 4th, 2022, Virtual clinic 3PM**

Virtual - George Gaige - Adding working headlights to HO scale vehicles

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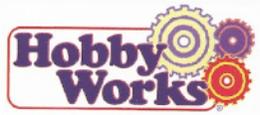
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