

The

POTOMAC FLYER

Oct-Dec 2012

Fall Quarter

**Cooler Weather is Here ...
Model Railroad Season is in Full Swing!!!
That means ...**

Some Great Open Houses!

and ...

White Flag Clinics!



Plus: Looking Ahead to 2013 MER Convention!

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The Potomac Division, Mid-Eastern Region, National Model Railroad Association includes the District of Columbia; Calvert, Charles, Montgomery, Prince George's and St Mary's Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

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The Potomac Flyer

Potomac Division's Quarterly Newsletter

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From the Business Car

Marshall Abrams, Division Superintendent

When you read this column, C&P Junction 2013 at the Crowne Plaza in Rockville (the MER Convention that Potomac and Chesapeake Divisions are hosting) will be 12 months away. By starting planning early the Local Convention Committee (LCC) gets to work in a measured manner with lots of opportunity for inputs from division members, and region officers. I'd like to give you a peek at what went on at planning meetings in August and September.

We thought that we had completed the convention budget at the August meeting, but we found ourselves still working on the budget in September. The budget is conservatively designed to break even based on attendance of 85% of the average of the last three conventions. Of course, we expect many more than that to attend! Mark your calendars now for October 10-13, 2013.

The world is moving away from printing on paper. We're going to produce a CD of clinic presentations that will be included in the registration package. That way, everyone will have the notes from every clinic that they wished they could attend but couldn't fit into their schedule. If there's sufficient interest, we could provide a package of all the notes with an advance order and/or get some print-on-demand at the convention. Let me know if this is important to you. The Convention and Layout Guide will be printed in hard copy and also included on the CD. The CD will be available for sale after the convention.

Brian Sheron is planning layout tours and operating sessions on Thursday evening. The Registrar would confirm advance reservation and send a package of recommended layout tours for Thursday evening preceding the Convention. The package will include maps, suggested sequences for visitation, and a preliminary badge used to identify the registrant with the convention. This way, people can go directly to these activities without going to the hotel first.

Our publicity chair, Bill Day, recommended one-page flyers and business-card size reminder be distributed in Suffolk. The business-cards were successfully used by Princeton Junction. He will man a "Rockville Information" table at the 2012 MER Convention in Suffolk. Marty McGuirk will make a presentation about C&P Junction during the dinner. Another innovation will be a monthly newsletter containing updates and expanded

descriptions of features and highlights of the convention. The newsletter will be distributed by email.

Prototype tours were discussed. Kurt Thompson has arranged a private tour of the Baltimore Light Rail Maintenance facility. Carpooling from Convention site to Cromwell Station, Glen Burnie MD. Private/personal Light Rail Vehicle to and from Cromwell Station to North Ave. Operations Center. Our group will be met at the Cromwell Station of the Baltimore Light Rail system by the Asst. Director of Operations and we will board a single light rail vehicle which will operate direct from Cromwell to North Avenue. We will be given a rolling narrative about the system as we travel up to Baltimore and through downtown. We will tour the maintenance facility and the Operations Center. The most recently overhauled vehicles will be in service and available for inspection at the maintenance facility.

We're also investigating the Baltimore and Ohio Museum Branch in Ellicott City and a behind-the-scenes tour of the B&O Museum Restoration facility.

A clinics discussion noted that make-and-take clinics are well attended; Marty McGuirk has set aside several double-length sessions with that in mind. Clinic timing was set (Thursday Evening, All day Friday, and Daytime Saturday. No clinics will be scheduled on Sunday.). There are still clinic slots available - if you're interested in presenting a clinic please contact Marty McGuirk. An extra effort will be made to encourage members to attend the Business Meeting; to that end, it was decided that an extra special Door Prize would be identified for the Business Meeting. Layout tours will be scheduled to start at a convenient time after the end of the Business Meeting.

Bill Demas is organizing the Operations Call Board, We're going to provide a sign-up easel with carpooling forms.

PD activities continue while we work on the convention. Brian Sheron has scheduled open houses for September, November, December, and



Continued on Next Page

Achievement News

Brian W. Sheron, MMR



Over the summer we had a couple of members receive achievement certificates. Ron King received his Golden Spike and his Electrical Achievement certificates, and Bill Lyders also received his Electrical certificate. Please join me in congratulating Ron and Bill.

I was thinking about what to write for this column. One area I thought might be of interest is the Master Builder-Cars AP certificate.

Most modelers that are trying to earn their Master Model Railroader (MMR) Certificate will chose the Cars category. In previous article, I talked about selecting a car to build, and how the relative complexity of the car can affect the judging and point totals awarded.

However, regardless of the type of car you model, there are several areas that are common and will have the same impact on your judging score. Conformity is one area. Your model should either follow a prototype exactly, which means you should provide a photo or drawing of your car that shows sufficient detail to allow the judges to compare the model to the prototype. If you are building a free-lance car, you should provide photos of similar cars from the era you are modeling so the judges can conclude it is prototypical of similar cars of that era and is likely to have existed.

Structural detail is also important. Cars are typically held together with various fasteners, depending on the era. Wooden cars were likely to have been held together with bolts or threaded rods. If the prototype photo shows bolt heads protruding from a beam, make sure you include them. If it is a steel car, it is likely to have rivets. Again, check the prototype photo, and if there are rivets, be sure to model them.

Brake systems and trucks are also areas you cannot overlook. Modeling underbody detail on a car is important. However, make sure it is correct for the type of car you are modeling and the era. Make sure the type of trucks you put on the car match the type of trucks in the prototype photos.

Finally, weathering requires a lot of attention. Specifically, make sure the weathering is both typical and realistic. For example, weathering a car with a gray or tan to represent road dirt, and then not putting the same weathering on the trucks would not be considered prototypical.

In summary, judges look at detail and prototypicality. Building models that focus on these two areas should help insure you will get sufficient points.

From the Business Car

Continued from previous page

January. See the details in this issue. He will be contacting people for open houses in 2013.

We're thinking about the 2014 Minicon, which will be in Virginia. We'd like to find a venue to permit a two-track clinics schedule. If you have an idea, please let me know.

White Flag Extras in the form of seminars are being tried as an experiment. See the article about the one I conducted in September. Two White Flag Extra are scheduled: John Drye and Marty McGuirk on November 17, and Bill Day on January 20, 2013.

The inaugural seminar of the new Seminar Program met at the layout of Andrew Dodge, MMR, who led a discussion the fine points of achieving a merit award in the Master Builder--Prototype Models category. And there are fine points, indeed. Andrew, a holder of the award, told us how judges would react, how research in

depth is necessary, how views of prototype photographs from all angles improved chances for getting the award, and the need for a written descriptions of each model. He gave specific advice on the scene we were modeling: be faithful to the photos, document everything, compress structures if necessary but generate the feeling and context of the scene.

If you know someone in the Potomac Division who doesn't receive this copy of the Flyer, please get in touch with me. We continue to hear from people who think that the Potomac Division has gone inactive because they haven't heard from us in a long time. The other side of the coin is that we continue to get notification of invalid email addresses. When you see your model railroad friends, please ask them if they saw this issue of the Flyer. If not, they should contact Mike White or me and we'll get our database updated. Our contact information is on the masthead.

C & P Junction ROCKVILLE

MER Convention

COLUMBUS DAY WEEKEND
OCTOBER 10-13, 2013



Layout Open House at
Howard Zane's
Piermont Division (HO)



Clinic by Marty McGuirk
on his Central Vermont,
Winooski Subdivision (HO)



Layout Open House at
Monroe Stewart's
Hootch Junction (N)

Email: CandP2013@comcast.net
website: <http://home.comcast.net/~CandP2013/>

C & P Junction ❖ Rockville, MD

Tips and Techniques

Yard Stamps

MIKE WHITE

In a prior Flyer article “More Realistic Waybills at Less Cost”, page 8, (Summer Edition) July-September 2010, I described the process for using an “Excel-type” program for creating waybills in the format described by Tony Thompson in his article entitled “Prototypical waybills for car card operation” in Railroad Model Craftsman (December 2009), pg. 71. Since then, there has been a great deal of new activity in the effort to bring model railroad waybills more in line with the prototype. The biggest change has been to move to a “vertical” format which more closely aligns with the real thing. I have reworked my own waybills to this new format and will be using them to demonstrate the application of yard stamps (see Figures 1 and 2.)

This is a much “cleaner” and easier to read format than originally described in the 2010 article. You can see more examples of these waybills on Tony’s blog at:

<http://modelingthesp.blogspot.com/2010/12/waybills.html> Just follow the links for each month on the right hand side of the page for “Waybills” to see all his posts on the subject.

Whenever a loaded car traversed more than one railroad in getting from Point A to Point B, it necessarily had to stop at a yard, or yards, to be switched from the train of one to the train of another. When this happened, in addition to other written records made by the yard, the waybill was stamped to indicate the receiving railroad and date of arrival. This information was used by the billing clerks of the destination carrier to verify the routing and divide the freight charges between all of the carriers involved in transporting the car.

If you look closely at the Freight Waybill in Figure 1, you will notice a block about halfway down labeled Route. This contains the abbreviations B&O, SM, S&P. These represent the railroads specified in a freight tariff as the routing for which the given rate applies. The B&O is obvious, but SM and S&P are fictional railroads on my layout. Notice that there are two yard stamps and three railroads. The final railroad didn’t necessarily stamp the waybill as it was the terminating point. Prototype documentation detailing the specifics of freight receiving and switching is scarce, so I have followed this

practice throughout my waybills because it seemed the most conservative approach. On the prototype waybill we will use, you will also see a round stamp. Round stamps were almost always “weighing” stamps. Many ladings were billed on the basis of cents/100lbs. and had to be weighed to determine the correct rate. Not all railroads were equipped to do this as track scales were expensive equipment. There were, however, some private scales that were certified by “weighing and inspection bureaus” and

Figure 1

Figure 2



Figure 3

shipments could be sent under a weight agreement wherein the railroad accepted the shipper’s weight for billing purposes. The round stamps verified that the scale had been tested and was accurate.

While yard stamps add a little more authenticity to your waybill, it is also a fun thing to do.

If you are comfortable with a photo editing program such as Photoshop or Paint Shop Pro, by all means, use that for this project. For those who don’t have something like this, you can download and install for free a perfectly adequate program called PaintNET (<http://www.getpaint.net>). In the description which follows, all of my references will be to tools and menu choices in PaintNET, but if you’re using one of the other programs, you shouldn’t have any problem figuring out the equivalent choices.

To get started we need a good image of a waybill containing yard stamps which are not covering too much of the underlying text of the waybill form. This is rather important as underlying text or format must almost always be cleaned up to make the stamp presentable.

Open <http://www.greenbayroute.com/1962ahwaybills.htm> (See Figure 3)

On the right hand side click on the link for “UP(NYC172145 – mineral wool)” or scroll about 5/6ths of the way down the page to Union Pacific waybill #08411

This is the data we’re going to work with. Right-click and select “Save image as”, give it a name, and put it in a folder where it will be easy to find tomorrow.

Start PantNET, and open the file just saved, If PaintNET gives you a message that the image is too large for the canvas, select the Expand Canvas option when offered. You should now have the entire waybill on the screen. On the tool bar at the top of the screen are two magnifying glasses. Left-click on the little down arrow in the box between the magnifying glasses and select 100%.

In the Tools palette, select the Rectangular Select tool (upper left corner of the palette) and, starting above and to the left of the GB&W stamp, drag a selection box around, but not touching it.

On the Menu bar select File>New, and accept the sizing offered by clicking OK.

You now have a new file with just enough space around it to hold it.

From the Tools palette, select the Magic Wand tool and left-click in the space surrounding the stamp, and click Edit>Cut from the Menu bar. The space surrounding the stamp now has a transparent background indicated by the checkerboard pattern.

Using the Rectangular Select tool draw a selection around the entire image.

On the Menu bar, left-click Layers>Rotate. In the dialog box that appears, in the upper-left is a circle with a short dark bar at center right. The bar is a handle for rotating the image. Left-click in the Blue bar at the top of the dialog box and drag it somewhere off of your image. Left-click and hold the mouse button and drag the black bar down (not much – only about 5 degrees or so – look in the dialog box for this information).

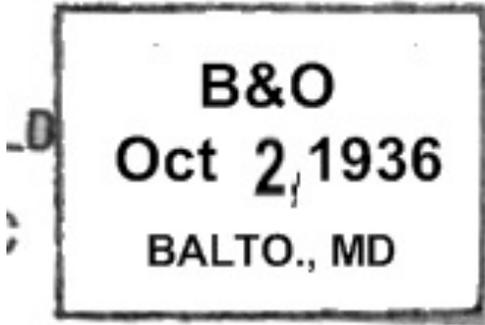


Figure 4

When you are satisfied that the image is horizontal, release the mouse button.

Now, using the Magic Wand again, select the space inside the stamp and click Edit>Cut again. Now the entire image has a transparent background.

Save the file using “Save As” from the File menu and give this file a name different from the original waybill. For now, leave the format with the default .png extension.

Unless you just happen to have a waybill with routing over the Green Bay and Western in August of 1962 at Winona, MN, we’re going to have to change some information.

One line at a time, Rectangular Select the text you want to change and Edit>Erase Selection.

The “A” in the Tools palette is a Text tool. Select it and place a cursor in the stamp box where you would like the text placed. If it is not exact, you can move it later. In the Menu bar is a box that gives you the option of selecting the font you wish to use. Ariel Narrow is a good approximation of the text in the original.

The Font size is also selectable – I used 14 for the railroad and date, and 11 for the City, State (each line is an individual selection).

If you want to reposition a line, in the Tools palette use Rectangular Select to surround the text, then the Move Selected Pixels tool (Tools palette, upper right) to move selection box and contents. See Figure 4 for my result.

OK, so I messed with the 2. Some yard stamps had larger “day” numbers for emphasis.

There is an easier way to do this, but we’re going to erase the extraneous data just to learn how it’s done.

Back at the image, select the Eraser tool from the Tool palette and, very carefully, remove the extraneous data from the left of the background

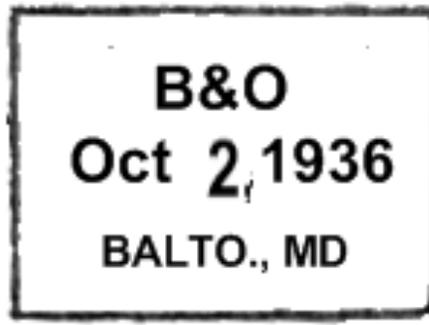


Figure 5

you back to the condition just prior to the last click and hold. When done, Save the file, then select Edit>Deselect (see Figure 5 for the result).

Variability can be achieved by using Rectangle Select on the entire image, then Layers>Rotate to change the angle, then saving the result with a distinctive name.

If you want to age the text, and simulate the shifting of the stamp, try Effects>Blurs>ZoomBlur> slider to suit (it helps to move the dialog box out of the way first). You can see the result as you do it.

Save the file again.

The same process is used for extracting and cleaning up a round stamp. The difference is that it really isn’t necessary to change the data. Figure 6 is an example of a reduced to waybill-sized round stamp.

Take a break. When you come back we’ll begin the yard stamp overlay sheet, again using PaintNET

Start PaintNET and click on File>New. In the dialog box that comes up, in the lower half under “Print Size”, set the Width equal to 11.00, the units to inches and the Height to 8.5.

On the Tools tool bar, select the “Magic Wand” tool and click once inside the sheet. Then Left-click Edit>Cut from the Menu bar. You now have an 8.5” x 11.0” sheet in landscape mode with a transparent background to work with. Save this sheet with an appropriate name.

The idea is to place the yard stamps on this sheet positioned such, that when this is used as an overlay for an already printed sheet of waybills, it will appear as though the yard and weight stamp data were actually stamped on the waybill.

In order to do this we need some way of establishing eight different x-y points for placement of the stamps. The answer is to activate



Figure 6

Edit>Rulers if they are not already selected. This gives both horizontal and vertical rulers which will simultaneously show the horizontal and vertical position of the cursor when it moves about the sheet.

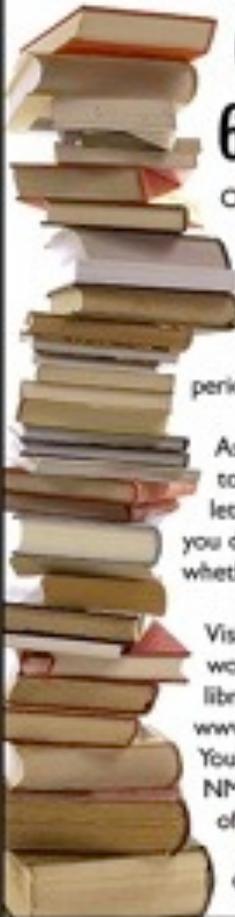
Before proceeding however, the yard stamps and weigh stamps will have to be resized to look appropriate on the waybills. Open the Yard Stamp file you recently made (Figure 5). Click on Image>Resize. In the dialog box which appears, click the “By absolute size” and “Maintain aspect ratio” if they are not already selected. Under Print Size set the Width to 50, and the Resolution to 96 and Pixels/Inch. Under Edit on the Menu bar, click on Select all. The entire image is now selected. Click on Edit>Copy. In the upper right of the PaintNET screen there are thumbnails of your open files. Select the 8.5” x 11.0” transparent sheet (if it is not already open, Open it now). On the Menu Bar click on Edit>Paste in to New Layer. Move the cursor over the pasted image until it changes to a black triangle (Move tool). Left-click and hold, then drag the image down and slightly right until the horizontal ruler indicates 2” and the vertical ruler indicates 3¼” at the same time. Release the mouse button.

The eight x-y coordinates are 3¼” down and 2”, 4 1/2”, 7”, and 9¼” horizontal for the first row; and 7” down and 2”, 4 1/2”, 7”, and 9¼” horizontal for the second row. By placing the yard stamps individually like this, you can vary the stamps to match the information on each of your waybills on the uncut waybill sheet. You can put multiple stamps on a single waybill since, with a transparent background, they will not obscure the image underneath them.

When you are finished placing the yard stamps, it will be necessary to “flatten” the sheet as, right now, each placed image is on a different “layer” (see the Layers box in the lower right of the PaintNET screen). This is done by clicking on Image on the Menu bar and then click on Flatten (this places all of the images on a single layer that is ready for printing).

Printing is going to vary depending on what make of printer you use, but the principles are constant. The process is to print the waybill sheet (8.5” x 11”), and then

reinsert it in the printer so that it will print on the same side with the same orientation. You then open the yard stamp overlay sheet on your screen and overprint the waybill sheet you’ve just reinserted. Practice this on plain paper until it comes out right, then write down what you did on a correctly printed sheet and hold on to it for future reference.



**Check out
6,000 train books.**

Or 100,000 train photos. Or 50,000 train magazines. In fact, there are a *lot* of things you should be checking out at the National Model Railroad Association's Kaimbach Memorial Library. You'll find everything from prototype railroad periodicals to vintage model kit instructions.

As an NMRA member, you have easy access to everything – it's all just a phone call, letter, or email away. Our staff will even help you do research about virtually any train topic, whether it's model or prototype.

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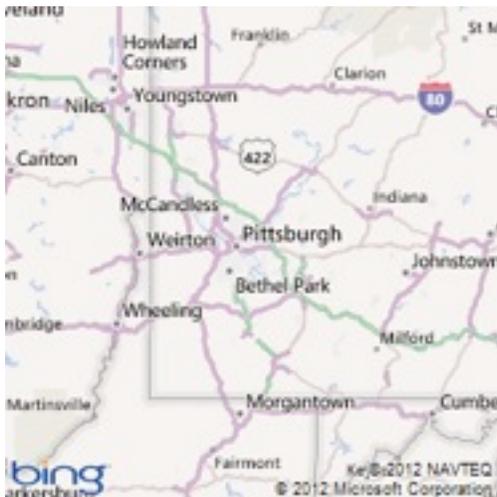
Company Cars 2: H. J. Heinz Company, Pittsburgh, PA

MIKE WHITE, Photo by the author

I thought it would be interesting to know a little about the companies named on some of our modeled freight cars. There are many kits and ready-to-run cars available decorated with the names of companies that use or used the type of car modeled. Some are long gone but others are still in business today. The old billboard reefers are the most familiar example but there are other types as well. This series will look at some of these and provide some background information on the company behind the name.

The H. J. Heinz Company commonly known as Heinz and famous for its "[57 Varieties](#)" slogan (see [this web page](#)) and its ketchup, is a U.S food company with world headquarters in Pittsburgh, Pennsylvania.

Perhaps best known for its [ketchup](#), the H.J. Heinz Company manufactures thousands of food products in plants on six continents and markets these products in more than 200 countries and territories. Heinz ranked first in ketchup in the United States with a market share in excess of 50%. Moreover, its [Ore-Ida](#) label held more than 50% of the frozen-potato sector. Overall, the



company claims to have 150 number one or number two brands worldwide.

Henry John Heinz was born in Sharpsburg, Pennsylvania (just north of Pittsburgh) in 1844. Although Heinz was a bricklayer by profession (starting out in his father's brickyard and then



moving on to operate his own brick factory), he was also a local purveyor of bottled horseradish. In 1869 Heinz opted to forego the brick trade in favor of concentrating exclusively on the food business, expanding the product line to include pickles, vinegar, and celery as he built up the Anchor Pickle and Vinegar Works with partner L. C. Noble. The company grew with a rapidity seldom witnessed, moving to Pittsburgh and becoming Heinz, Noble & Company in 1872 when E.J. Noble joined the fold, and opening branch distribution houses in St. Louis and Chicago. After this promising beginning, however, a combination of financial problems brought about by the [Panic of 1873](#) and a price-depressing surplus of agricultural products drove the firm into bankruptcy by 1875.

With financial assistance from his brother, John, and his cousin, Frederick, Henry Heinz was back in business as F. & J. Heinz in 1876, the landmark year in which they introduced the product now most famously associated with Heinz: tomato ketchup. The Heinz product line continued to expand, adding products such as apple butter, pepper sauce, and mince meat, and in 1890 H. J. Heinz (as the company was known after Heinz acquired controlling interest from his brother in 1888) opened a plant in Allegheny City (now Pittsburgh's North Side).

Division Calendar

October 18-21, 2012

MER Regional Convention, Milepost 40

Suffolk, VA

<http://www.nmra-mer-tidewater.org/Convention/convention.html>

November 10, 2012, 1-4 pm

Layout Open House

Dan Vandermouse, Ellicott City, MD

November 17, 2012, 2-4 pm

White Flag Extra Clinic

John Drye - Weathering

Marty McGuirk - Modeling Fall Trees

George Mason Library, Arlington, VA

December 8, 2012, 1-4 pm

Layout Open House

Paul Dolkos, Alexandria, VA

January 5, 2013

Layout Open House

Howard Zane, Columbia, MD

January 20, 2013, 10 am and 2 pm*

White Flag Extra Clinic

Bill Day - Easy Animation

Potomac Falls, VA

(*Two sessions, limited to 6 people each)

WE WANT TO SEE YOUR LAYOUT!

Do you have a layout? It doesn't matter if it is complete, just in the benchwork phase, or somewhere in between. As long as you have some track laid and can run a train, many members would like to see it. Visiting a layout that is under construction is very informative, since members planning a layout can actually see the benchwork, how you are attaching scenery, roadbed, trackwork, etc.

Hosting an open house is also a great way to meet other model railroaders in the Potomac Division area. And it is not a big deal! The Potomac Division sponsors tours of members layouts approximately once every month. They are held on a Saturday from 1 pm to 4 pm.

The Division can:

1) Provide you with pointers for preparing your layout for the open house,

2) Advertise it on the Division web page

3) Remind the membership about it a week before it is scheduled, and

4) Provide a greeter to greet visitors, have them sign a guest register, and show them the way to your layout.

So if you have a layout, don't be shy! Show it off! Contact Brian Sheron at BWSheron@mac.com or give him a call at 301-349-5754 to schedule your layout for a Potomac Division layout tour.

Around the Division – White Flag Clinic Report

BILL DAY

Marshall Abrams, Superintendent of the Potomac Division, volunteered to experiment with an alternate format for White Flag Extras: a clinic in a small-group setting, using a PowerPoint presentation and a home layout as focal points. An expert at modeling backgrounds from photos, Marshall began by describing the (many) kinds of scenic background approaches available to modelers, then discussed background materials, urban and rural background settings, and resources specific to background images. He illustrated how he selected images, in his case, urban buildings, and how to photo-edit seascapes, mountains and buildings. Marshall uses picture postcards, among other available art, to show distant buildings and horizons. He discussed sways to seamlessly join photos to make successful panoramas.

He covered modeling of cloud formations, again using illustrations from his own layout to show rain clouds, fair-weather cumulus clouds and other formations. He discussed templates, spraying, and painting the sky behind them.

The presentation also reviewed articles by John Pryke and Paul Dolkos, among others, outlining traditional and newer methods of using photos in backgrounds.

Following the presentation, modelers assembled around Marshall's layout, the Abrams Railroad Empire, to view backgrounds produced from Walther's lithographic collection, post cards, and photos of specific urban settings, all deftly integrated behind tracks and buildings.

As a regular at National NMRA conventions, I have seen dozens of clinics, but never one with so many online resources, textbook references and magazine resources. The clinic's PowerPoint presentation bristled with references to websites, some from Model Railroader magazine, the NMRA magazine and a division newsletter, some from manufacturers of backgrounds, some from sources one doesn't usually regard as railroad-specific. One can download the presentation at

http://www.trainweb.org/BackdropFigures/making_backdrops.pdf. The file contains internet addresses for much more information.

The small-group, informal setting in Marshall's home restricted attendance to an even dozen but, speaking as a veteran modeler, I can say that those who attended came away with more information, more practical, useful, information, than we had any right to expect. If I were a chef, or the Zagat organization, I would give this one cinq etoiles, five stars.

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Around the Division – Layout Open House Report

John Glaab’s C&O Peach Creek Division

BRIAN W. SHERON, MMR

Saturday, September 15th was an ideal day to get out of the house and take a drive to Silver Spring, Maryland to visit John Glaab’s HO scale C&O Peach Creek Division railroad. About 30 visitors from both the Potomac and Chesapeake Divisions did just that, and were certainly not disappointed.

The C&O Peach Creek Division is an HO scale railroad loosely based on the prototype between Hinton and Prince, WV. The railroad occupies a 20’ by 29’ basement and the trackplan is constructed as a loop with hidden staging at either end. All track is handlaid and all turnouts scratchbuilt in place. Benchwork is L-Girder with spline subroadbed and Homosote roadbed. The mainline is approximately 250’ long. Control is via MRC DCC wireless.

The railroad is about 70% scenicked and is based upon the mountains and valleys of WV. Coal is the reason for the railroad and will eventually incorporate five mines. One is near complete, one is under construction and the other three are in the planning stages. Loads and empties can go in either direction, to the lakes or to the Bay.

The period is pre-1950. Passenger equipment is still solid green and the freight cars are painted in the pre-“For Progress” scheme. John tells his friends that he’s modeling the C&O before they decided to make progress. Motive power is steam. To see more photos of John’s layout, go to the Potomac Division’s web page and click on the “Prior Layout Tours” link.



Layout Open House – Saturday, November 10, 2012

Dan Vandermouse's S-Scale B&O/Allegheny Western

When: SATURDAY, November 10, 1:00-4:00 pm

This 11 foot x 45 foot S-scale model railroad represents a portion of the operations of the Baltimore & Ohio Railroad through the Pittsburgh, PA area in the late 1950's/early 1960's. The B&O operations take place over the trackage of the former Allegheny Western Railway, an obvious P&LE-like railroad which offered superior facilities to the B&O's own route through the Pittsburgh area.

This is an S-scale layout (not hi-rail or American Flyer) that uses code 100 track, mainly Shinohara flextrack and turnouts.

Scale: S-Scale (1:64 or 3/16 inch = 1 foot)
Size of Layout: Approx. 11 Feet x 45 Feet
Benchwork: Sectional, 1x4 Grid Construction
Subroadbed: 1/2 Inch Plywood
Roadbed: Homabed
Scenery Base: Insulating Foam Board
Control: Digitrax DCC
Mainline: Double Track
Length of Mainline: Approx. 100 Feet
Track: Code 100: Shinohara Flex Track
Minimum Radius: 45 Inch, with easements
Website: www.AlleghenyWesternSub.com



White Flag Extra Clinic – Saturday, November 17, 2012

Weathering With John Drye **Modeling the October Scene with Marty McGuirk**

When: SATURDAY, November 17, 2012 2:00-4:00 pm.

Where: George Mason Library, 7701 Little River Turnpike, Arlington, VA 22003-5975
703-256-3800

Reserve with Bill Day billday22@verizon.net, 703-406-4112 or Walk-In

John Drye, Weathering

According to written surveys of White Flag Extra participants, the clinic most wanted is on weathering, particularly brick weathering. The use of chalk, stains, joint compound, paint and specialty powders will be covered in a clinic by John Drye.

John is past Superintendent of Potomac Division, an author of many articles in Model Railroader and other publications, and an accomplished N scale modeler. He currently serves a columnist for Model Railroad Hobbyist, the online magazine. His background in weathering applies not only to railroad equipment but also to military dioramas.

Marty McGuirk, Modeling the October Scene: Trees

No clinic covering trees—and how to make them—draws more modelers. Nearly all terrain on layouts includes trees, sometime of very different descriptions. Marty's HO scale Central Vermont Railway Winooski Subdivision is set in October, 1954. And, at 18 x 48 feet it needs lots and lots of trees. This clinic covers the making of deciduous trees, the difference between foreground, background, and extremely detailed trees, and a look at how a consistent color palette is a necessary element of any scenery but is especially important for autumn scenery.

Marty currently authors "Getting Real" - the prototype modeling clinic for Model Railroad Hobbyist, and has had numerous articles and books published over the years. He serves as a director in the Mid-East region, NMRA.



Layout Open House – Saturday, December 8, 2012

Paul Dolkos' HO Baltimore Harbor District

When: SATURDAY, December 8, 1:00-4:00 pm

NOTE: Layout visitors should enter the gate to the right of the house, walk back to the basement steps and down. While located in an urban area, Old Town Alexandria, you should be able to find street parking within a block or two.

The Baltimore Harbor District layout under construction by Paul Dolkos is a prototype based composite of various industrial switching operations in this Maryland port city. Settings being modeled include piers for seagoing freighters, car float operations, street switching and traditional city manufacturing neighborhoods. The modeling era is April 1955. The Baltimore & Ohio, Western Maryland, Pennsylvania and Canton Railroad work the various areas either as local switchers or transfer runs.



The layout occupies a 300 sq. ft. basement room plus staging in a second room. Construction is nearing the four year mark with all track in place with the exception of a couple of sidings. Scenery has been completed along one wall.



Layout Open House – Saturday, January 5, 2013

Howard Zane's HO Piermont Division

When: SATURDAY, January 5, 2013, 1:00-4:00 pm

Website: www.zanestrains.com

The Piermont Division is in a 2800+ sq.ft. basement. Main line is over 1400 feet traversing what is call a blended double deck design or double deck without the overhanging shelf. Scenery is 95% complete influenced by Western Maryland and set in early 50's. Power is NCE and all locos...steam and diesel are sounded with lights. Most scenery is "glueshell" with mountains extending to ceiling in many areas. Much of the scenery is negative (descending below track level). Most rolling stock is either scratch-built or fashioned from wood kits. Structures are mostly scratch built as are bridges and viaducts. Minimum radii is 36" and track is code 83. Turnouts are 8 and 10. The Piermont Division leases or purchases equipment from railroads throughout North America...thus allowing Howard to play with any toy he likes, and it is believable. However, most locos are either WM, C&O, B&O, PRR, NYC and N&W. The layout room in many areas have 5' aisles allowing comfort for visitors. Minimum height is 54". The layout has fully operational signals that were custom designed, built, and installed by Sam Talbot.



Easy Animation with Bill Day

When: SUNDAY, January 20, 2013.

Two sessions:

Session 1: 10:00 am (Limited to 6)

Session 2: 2:00 pm (Limited to 6)

Reserve with Bill Day billday22@verizon.net, 703-406-4112 or Walk-In

“Pay no attention to that man behind the curtain!” Go backstage at Bill Day’s layout to see the behind-the-scenes ways he animates bascule bridges, water plugs, water tanks, coal tipples, conveyor belts, warehouse doors, engine doors, warehouse fans, mine elevators, dump trucks, Greyhound buses, gantry cranes, and other animated effects. He calls this Easy Animation because most effects use Tortoise switches, turntable motors and black thread. The effects are designed to enhance operation; no Ferris wheels, carousels, angels in the snow-- only things that add realism to operation.

Starting with a demonstration of these effects on the layout, the clinic will progress to a PowerPoint presentation showing how the effects work, followed by an inspection of the items on the layout—with the fascia removed. Additionally, there will be on display (but not working) national prizewinning animations (Hulett ore Unloader, bascule bridge, coal tipple) as well as animated structures that didn’t work (coal collier, bascule bridge, engine house, warehouse door).

Driving directions will be emailed to registrants.