



The Local

Newsletter of the Mid-Eastern Region, NMRA
Volume 74, Number 6, Nov-Dec, 2019

Liberty Bell '19

By Bob Charles, MMR

The Liberty Bell event is complete, but not without leaving behind some fond memories. This convention included something for everyone, and for those of you who missed it, you really did miss an excellent event. My hearty congratulations to the host committee of the Philadelphia Division!

Clinics were many and varied and for the first time in years I had the time to attend a hands-on clinic and boy, was it worth it! Steve Funaro put together an excellent “*make-and-take*” to introduce modelers to his line of resin freight car kits. Having never dabbled in resin, I decided this would be an excellent opportunity to learn, and I was not disappointed. Steve put together a relatively simple step-by-step clinic that had most if not all of us confident in dealing with resin kits. I am looking forward to finishing construction and painting this gorgeous kit.

Throughout the convention, there was a selection of three or four clinics at any given time and they were both informative and well-presented. Among many other activities available, layout tours were many (51 by my count) and varied from N scale to G and everything in between (con’t page 3).

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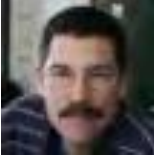






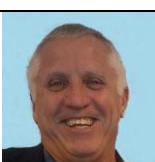
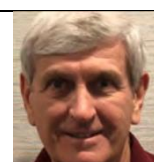





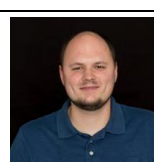

**Best in Show by Bernard Kempinski Lee-Brooke
Rail Gun 118 points Scratch-Built Non-Revenue**

The Local

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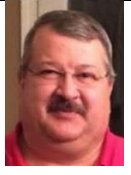




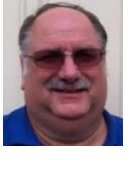


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Board of Directors & Administrative Staff

	President: Kurt Thompson, MMR 350 Ternwing Drive Arnold, MD 21012 410-507-3671 president@mer-nmra.com		Director-at-Large Randy Foulke 919-649-8253 randy.railfan@gmail.com		Achievement Program Manager: Dave Chance (704) 933-4200 ap@mer-nmra.com
	Vice President: Ken Montero (804) 794-5704 Vp@mer-nmra.com		Director-at-Large and MER Photographer: Jerry Lauchle, MMR 814-404-6955 gcl1@psu.edu		Nominating Committee Chair: Bob Charles, MMR 717-763-1848 rcharles@aol.com
	Secretary: Martin Brechbiel, MMR (703) 309-3082 secretary@mer-nmra.com		Director-at-Large: Bob Morningstar 301-471-0132 bobmorningstar@protonmail.com		Editor: Jack Dziadul 919-721-8757 Local-editor@mer-nmra.com
	Treasurer: Brian Kampschroer 717-991-7560 treasurer16@mer-nmra.com		Business Manager: Howard Oakes 717-632-5990 301 Moulstown Rd Abbottstown PA 17301 business@mer-nmra.com		Registrar: Kirk Bateman 410-442-0446 MER-Registrar@verizon.net
	Ballot Committee Chair: Bob Minnis, MMR 410-340-1776 kahlualab@aol.com		Contest Chair: Alan Mende 717-469-1047 alanmende@yahoo.com		Webmaster: David Collison webmaster@mer-nmra.com http://mer-nmra.com
	Assistant Business Manager: John Hoyt 410-340-1776 jhoyt@mer-nmra.com		Assistant Treasurer: Scott Unger 610-462-0756 rsu74bno@gmail.com		Archivist: Kevin O'Connor 919-593-2537 rrjocconnor2@yahoo.com

MER Meeting Schedule

1. MER Budget Meeting 11 am, Jan. 25, 2020, Severna Park Library, 45 W. McKinsey Rd, Severna Park, MD
2. MER Board Meeting 10 am, April 25, 2020, MER Convention Hotel, Crown Plaza Charlotte, NC
3. MER Board Meeting 7 pm, Oct. 15, 2020, MER Convention Hotel, Crown Plaza Charlotte, NC
4. MER Annual Meeting 8 pm, Oct. 17, 2020, MER Convention Hotel, Crown Plaza Charlotte, NC

MER Division Superintendents					
	New Jersey Division 1 Bill Grosse (609) 585-4616 wgrossejr@gmail.com <i>Division web page:</i> njdivnmra.org		James River Division 5 Phillip R. Taylor (434) 589-6006 drphilster@gmail.com <i>Division web page:</i> jrdnmra.blogspot.com/		Carolina Southern Division 12 Alan Hardee (704) 868-6976 superintendent@carolinasouthern.org <i>Division web page:</i> www.carolinasouthern.org
	Potomac Division 2 Martin Brechbiel superintendent@potomac-nmra.org <i>Division web page:</i> potomac-nmra.org/		South Mountain Division 10 Alex Polimeni (540) 532-6244 arpolimeni@gmail.com <i>Division web page:</i> http://www.smdnmra.org/		Carolina Piedmont Division 13 John Sokash N/A jasokash@bellsouth.net <i>Division web page:</i> www.cpd13.org/
	Philadelphia Division 3 Charles Butsch cabutsch@gmail.com (610) 446-2375 <i>Division web page:</i> www.phillynmra.org		Susquehanna Division 11 Tim Himmelberger (717) 695-7958 timh@susquehannanmra.org <i>Division web page:</i> www.susquehannanmra.org		Chesapeake Division 14 Mike Zitmann super@chesdiv-nmra.org <i>Division web page:</i> www.chesdiv-nmra.org
	Tidewater Division 4 Fred Humphrey 757-482-9498 tidewater.mer.nmra@gmail.com <i>Division web page:</i> nmra-mer-tidewater.org				

(con't from Page 1)

One of my favorites was Ken McCorry's famous Buffalo Line In-hotel activities included a *vendor room*, *white elephant sale room* and a huge *modular layout room*. Most interesting of all was the *contest room*. In all the years I have attended conventions I have never seen so many outstanding models, and the scores showed it. Elsewhere in this issue of the Local you will see examples of the fine work and pictures of the winners, but suffice to say those of us judging had a really, difficult time of it. The work was truly outstanding.

Saturday evening's banquet brought festivities to a conclusion with President Thompson presenting SEVEN, yes seven, modelers with their Master Model Railroader certificate. This underlines the tremendous increase in participation in the Achievement program. Given the large number of outstanding models in the contest, I am confident there will be many more to come.

On a personal note, this convention marks my 50th year participating in MER conventions, having attended my first in 1969. More than 48 years of that time I have been involved as a volunteer. I plan to continue that involvement as Nominations Chair for the region. Why would one continue to do that???

These years have been extremely rewarding personally as I have been able to make many friends throughout the model railroading community. Further, those years have seen a huge improvement in my own modeling skills mainly resulting from that involvement. The personal benefits of volunteering to support MER in whatever capacity interests you will be there for you, too. The MER needs volunteers to support and expand their efforts, and **YOU** can help. Truly, you will likely learn more than you ever thought. We will be looking for volunteers to run for the offices of President, Vice President, Secretary and Treasurer in the upcoming cycle. The primary qualification is membership and interest.

WILL YOU CONSIDER IT???

The Tidewater Division Annual Business Meeting

By Fred Humphrey, Superintendent, Tidewater Division

The Tidewater Division will hold their annual business meeting at Lee Hall Train Station and Museum at 10AM, 18 January 2020, Newport News, VA off US Route 60 and 238. This gives our membership the opportunity to see the progress Lee Hall Train Station Foundation has accomplished in restoring the military hospital railroad car. The Lee Hall group has for several years been restoring the CSX train station since it was moved to its present location. Additionally, they've been hard at work restoring a World War II military hospital car.

The World War II military hospital car was donated to the Lee Hall Train Station Foundation by the Joint Langley – Ft. Eustis Command, Newport News, VA. For the past three years, the effort has been ongoing to restore the exterior of the hospital rail car. The project will be dedicated to the sacrifices and the service of military personnel, as well as highlighting the history of rail in Newport News and the United States. Here is a link to The Lee Hall Train Station Foundation www.leehalldepot.org

The Tidewater Division would like to support this noted effort by donating 10% of our white elephant sales to the Lee Hall Train Station Foundation. We request all railroad modelers to come and join us in this worthy effort by bringing model railroad items for the white elephant sale. As of this writing, we have N and HO scale items available for viewing and purchase. We hope you will come a join us and bring items to sell regardless of scale.

There will be several raffles and everyone that attends will get one free raffle ticket. You can purchase additional raffle tickets for \$1 each. The raffle ticket is good for all drawings, which include \$300 cash, \$200 cash, \$100 cash, \$50 credit to select an item on your shopping list, and a framed railroad picture.

Kaylee Zheng demonstrating sound options at the end of her great clinic at the Liberty Bell '19



Photo by Ken Montero

MER Liberty Bell Special 2019 Contest Room

By Alan Mende

The model contest at the MER's 2019 convention, Liberty Bell Special was a resounding success. There were 37 models entered and 30 of them were awarded Merit Awards. That is 81% of all the models entered. **Best in Show** went to **Bernard Kempinski's** Lee-Brooke rail gun Land Monitor with 118 out of 125 points (see page 1). Well done, Bernie!

The President's Award went to a freight car used in the automotive industry. **Alan Mende** earned 93 points with his Jersey Central door and a half auto boxcar.



The Clyde Gerald Award goes to the highest scoring kitbashed model. It was awarded to **Alan Mende** for his Hummelstown & Campbellstown Street Railway Co. 1903 Brill combine that received a score of 100 points. **The Philadelphia Division Modeler Award** was awarded to **Mike Taber** for his very large scale Western Maryland U-channel hopper car.

The Ray Bilodeau Narrow Gauge Award went to **Charles Rausch's** logging camp that garnered 103 points.



Bill Grosse presented **The Bob Liberman Award** to **James Murphy** for his B&M wooden caboose was awarded. It scored 98 points in the model contest.



The Chuck Hladik Memorial Award went to **Martin Brechbiel**, MMR for his Cumberland Valley automobile car.



Voted **Favorite Model** was **Joe Walters**, MMR with his UP snow plow No. 076. Joe's model sported flashing warning beacons as well as a motorized rotary mechanism. His model earned 113 points.



In the **Favorite Train** popularity vote, **Joe Walters**, MMR with his camp car train got the most votes. In the photography popular voting, **Glyn Thomas** won the **Model** award for his Master

Street, Philadelphia photo. He also won **Prototype – Steam** with his photo, Nevada Northern 2-8-0 No. 93. Last but not least, Kaylee Zheng won for her Big Wheels Keep On Rolling in the **Prototype, All Other** photo category.

In closing, I'd like to say that my first year as MER Model Contest Chair was quite hectic. Between printer glitches and my newness to the job, I running around like the proverbial one-armed paperhanger. Hopefully, it will all go more smoothly during next year's convention. I hope to see you there.



**PRESIDENT’S
COLUMN**

End of Year Round Up
President Kurt Thompson,
MMR

It is November and that means it is National Model Railroad Month. Yippee and Hurray!!! However, for most of us it is still another month to play with trains and enjoy our hobby.

First, we just had another great Region Convention, the Liberty Bell Special. It was hosted by Philly Division. The convention crew was led by Rob Hinkle. If you had a good time, I hope you took the time to thank Rob and his volunteers who made sure we had fun. If you didn’t make it, you missed out.

Second, the Region is looking for a new editor for The Local. After many years of service, Clint Hyde is having to step down. Several outside obligations have necessitated him relinquishing this volunteer position. I want to thank Clint for all he’s done as both editor and publisher for the Region. When you see him next, please offer your own thanks.

Third, I want to congratulate Randy Foulkes, Jerry Lauchle, MMR, and Bob Morningstar for winning the elections this year and now joining the Mid-Eastern Region as Directors at Large. Each will get to oversee a segment of the behind-the-scenes operations of the Region. They are following and continuing the work done by their immediate predecessors: Jack Dziadul, Michele Chance, and Bob Charles, MMR.

I also want to express my thanks and appreciation to Jack, Michele, and Bob for serving on the Board as Directors for the MER. Each has served the Region well. Jack stepped up to fill in and complete Ken Montero’s unexpired term for Director when Ken agreed to run (and serve) as the Region Vice President. Michele tackled her full two-term limit when she decided she wanted to see what it took to

run our Region. Bob agreed to serve again after being off the Board for a few years. I enjoyed serving with them at the Regional level.

With these elections behind us, the cycle is about to start again. Next year being an even-numbered year means the other four elected positions (President, Vice President, Secretary, and Treasurer) on the MER Board will be on the ballot. Fresh blood and new talent is always wished for and accepted. Ken Montero has informed me that he will not be running for another term.

If you feel the call to serve your fellow NMRA and MER members, you should consider running for one of these positions. Availability and willingness are the only requirements for these positions, except for Region President. The only added stipulation to run for Region President is that you have to have served on the MER Board of Directors or have been a Division Superintendent before you can serve as MER President.

Please start considering running for office on the MER Board of Directors.

Happy Holidays and Happy Trains.

EDITOR’S COLUMN

Jack Dziadul

If you are interested in advertising with the Mid-Eastern Region of the National Model Railroad Association, please contact the Editor (Local-editor@mer-nmra.com). The current advertising rates (one year) for The Local are as follows, and must include camera-ready art (text, doc/docx, jpeg, pdf, bmp, tiff formats):

- Callboard ads (Division and Clubs Only)..Free
- Business Card size\$60
- Quarter Page ad.....\$125
- Half Page ad\$225
- Half Page ad per issue (Div. only).....

The Local welcomes articles, photographs, and model railroad related material as contributions

to members' education and enjoyment of the hobby. Materials should have a wide appeal. The Editor will exercise all due care of submissions, but contributors should not send paper/photo originals without having backup copies. Editors, by definition, reserve the right and have the responsibility to make corrections, deletions, and changes. If your item is time-sensitive in any way, please advise the Editor. Otherwise, stories and photos that are accepted for publication are used in approximately the order they are received.

Publication Schedule Submission Deadline

Jan/Feb	Dec 1st of previous year
Mar/Apr	Feb 1st
May/Jun	Apr 1st
Jul/Aug	Jun 1 st
Sept/Oct	Aug 1 st
Nov/Dec	Oct 1 st

Now a few notes: when you get approval for an article, please observe the following steps to get your contribution into print. **1.** Compose and submit your piece in one of the following preferred formats: TXT, DOC, or DOCX. **2.** Consider what photos, illustrations, or other graphics can go with the text. These are essential. But, **DO NOT** include/insert them into your text. Instead, put notations in the text such as "Insert Photo #1 here." Send the illustrations separately and numbered as you would want them in the text. JPG, GIF, or PNG formats are best for photos. **3.** If you have captions you would prefer for your exhibits, please create a separate text file for captions only, each of which should be linked to a specific numbered photo exhibit. A special note on photos or other exhibits: please only send us your creative work or that for which you have written permission to use so we can give that person or publication proper credit. We need to avoid any copyright infringement situations.

Proofreaders:

Alex Belida
Martin Brechbiel
Ken Montero

HELP WANTED: Editor and Publisher

As noted by President Kurt Thompson, MMR in his "End of Year Round-Up" Clint Hyde stepped down after many years of service to the Mid-Eastern Region. We thank him for that service.

The Mid-Eastern Region is now inviting applications for the volunteer position of Editor.

Appointed by:	President
Approved by:	Board of Directors
Reports to:	Director-at-Large assigned to oversee the publication.

Position Summary (the essential elements are from the Executive Handbook. Refer to the EHB for the complete position description):

Responsible for preparing, editing, and producing the official publication of the Mid-Eastern Region, **The Local**, in accordance with the Bylaws. The newsletter editor is required to publish a quality newsletter six times per year. Solicit articles and photographs of educational interest to model railroaders; acknowledge receipt of all information received, edit articles with the assistance of the editorial proofreading team, and format the newsletters for both print and web viewing.

The Local serves as the in-house publication and will contain all official articles of the organization and information of general interest to the membership. The Local must be presented as an image-building device for gaining membership and maintaining membership interest. The Editor must exercise sound judgment and editorial expertise for producing a uniform and pleasing tone to the publication.

Specific responsibilities:

1. Keeps the Director –at-Large overseeing **The Local** informed at all times.
2. Strives to come in at, or under budget.
3. Provides quality production.
4. Produces uniform quality and tone of the publication.
5. Acknowledges in writing to the authors confirmation of receipt of article(s) and indicate the anticipated edition date the article may appear in **The Local**.
6. Prepares an annual budget request to cover any anticipated expenses for the coming year.
7. Prepares ballot for Mid-Eastern Region, NMRA, Inc. elections.
8. Provides electronic copy of The Local for posting on the website and for distribution by the Business Manager.
9. Serves on the Budget Committee

Business Manager’s Column

Keeping in Touch -- By Howard Oakes

By now you have seen the results of the Director’s election. Congratulations to the new board members and a big thank you to the previous directors for their hard work and a job well done. Please give your support to the new directors. Also, think about giving some of your time to help out the region. There are many areas where help is needed and greatly appreciated.

It’s that time of year where yard work is wrapping up and there is more time available for trains. Remember that November is model railroad month and that many layouts are open for visitors. A large hobby shop near me recently sponsored their annual open house layout weekend. Myself and two other railroad nuts were able to see 7 layouts in 9 hours. We saw layouts in many scales including N, HO, O

and a club which had all these plus T scale which is 1/440 (don’t sneeze or parts will go flying!). There was an outdoor live steam in O scale which definitely gives you an appreciation for that interest, and the hosts were very welcoming to our questions. Visiting those layouts always gives inspiration and I was able to renew a few old friendships. I even got invited back to operate a large layout which I had operated on before in a different location. So, search out those layout locations and start touring. And to those layout owners opening your doors for us, you get a big thank you.

Just a reminder that if you change your telephone number, home or email address please notify either NMRA National or myself to keep our records up to date. A current address on file saves the MER some money.

New Members -- Welcome!

Name	Location	Division
Michael Amoroso	Clayton, NJ	New Jersey
Coleen Belovich	Pottstown, PA	Philadelphia
Ross Belovich	Pottstown, PA	Philadelphia
Paul Benenati	Mechanicsville, VA	James River
Fritz Dahlin	Columbia, MD	Chesapeake
David Demay	Mount Airy, MD	South Mountain
Steve Hause	Pasadena, MD	Chesapeake
Matthew Hosford	Mays Landing, NJ	New Jersey
Leonard Hough	Concord, NC	C. Southern
Keith Iritsky	Morganton, NC	C. Southern
Robert Jolly	Manheim, PA	Susquehanna
Richard Kraus	Chapel Hill, NC	C. Piedmont
John Langhorne	Virginia Beach, VA	Tidewater
Fred Mayer	Lynchburg, VA	James River
Pete Slugg	Cary, NC	C. Piedmont
Lawrence Thompson	Hanover, PA	Susquehanna
Joseph Travia	Waterford Works, NJ	New Jersey
Jerry Vernon	Chesapeake, VA	Tidewater
John Wubbel	Swiftwater, PA	Susquehanna
Donald Yingling	Dallastown, PA	Susquehanna

Achievement Program Update

By Dave Chance, MER AP Manager

October 1, 2019

Since the last report in **The Local**, the following Achievement Program certificates were earned and awarded

Division 2 – Potomac

Benard Kempinski – Civil Engineer
Benard Kempinski – Scenery
Benard Kempinski – Electrical Engineer

Division 3 – Philadelphia

Joe Walters – Association Volunteer

Division 4 – Tidewater

Robert Cook – Chief Dispatcher

Division 5 - James River

George Gaige – Electrical Engineer
Rodney Vance, MMR - Association Volunteer

Division 11 – Susquehanna

Scott Unger – Civil Engineer
Pat Mulrooney – Scenery

Division 12 – Carolina Southern

Alan Hardee – Association Official
Joe Skorch – Scenery

Division 13 - Carolina Piedmont

Victor Bitleris - Civil Engineer
Victor Bitleris - Electrical Engineer

Division 14 – Chesapeake

Kurt Thompson, MMR – Association Official
David Arday – Chief Dispatcher

MER's Newest MMR - Joe Walters of the Philadelphia Division, MMR No. 644 and Ernie Little, MMR No. 647 of the Potomac Division are the MER's newest MMRs, so offer your Congratulations the next time you see Joe or Ernie!

In a perfect world, this information will appear soon in the **NMRA** magazine. This should not deter you from giving recognition locally. Normally you will be able to recognize AP accomplishments long before the names appear in the **NMRA** magazine.

PROBLEM - PLEASE HELP ME! National does NOT accept Record & Validation forms. I am getting too many of them, only to have to return to the sender and get the proper form. NO Record & Validation Forms.

UPCOMING MER CONVENTIONS

2020 Convention – “Carolina Special Look South in 2020” – Oct. 15 - 18, 2020 - Crowne Plaza Charlotte Executive Park, 5700 Westpark Drive, Charlotte, NC, 28217

2021 Convention – Chesapeake Division – Oct. 21 - 24, 2021 - Delta by Marriott Hunt Valley Inn, 245 Shawan Road, Hunt Valley, MD

2022 Convention – James River Division – dates tbd - location tbd

2023 Convention – Susquehanna Division – dates tbd - location tbd

2024 Convention – TBD – dates tbd - location tbd

2025 Convention – New Jersey Division – dates tbd - location tbd

No Time To Do It Right, Always Time To Do It Twice

Article and Photos by Kurt Thompson, MMR

As a former Machinist Mate in the United States Navy, I was familiar with the expression, “You might not have time to do the job right, but there will always be time to do it over.” This usually had to do with maintenance work that needed to be completed while the steam plant was shut down and before liberty call. Some ships’ COs (Commanding Officers) and Engineering Officers had a policy that the second repair might be done while the steam plant was hot to teach the offending engineering petty officer that there is a particular time and place for cold iron maintenance.



The prolific modeler and scratchbuilder, E.L. Moore, even mentioned the “do it twice” mentality. In an article on a small freight station in the April 1964 issue of *Railroad Model Craftsman*® (RMC), he stated he built two of that particular model. The second one was built for himself after he gave away the first one. He repeated the thought again in an article on building a red barn that appeared in the January 1966 issue of *Model Railroader*.

Perhaps now you are wondering what the US Navy and E.L. Moore have in common. They both apply to how I now approach scratchbuilding structures. I just completed a 22-foot low trestle in O scale. By the time you read this, the trestle will have been submitted for AP judging. * But this is not the first time I have built this trestle.

Six years ago (more or less), I gave myself a goal to get my Master Builder - Structures Achievement Program certificate so I could complete my Master Model Railroader (MMR) requirements. I built several things and had a model evaluation party at my house one evening. Somethings went well; most did not. The HO version of this trestle (built from plans in the September 1962 issue of RMC) was not reviewed that evening as we ran out of time. It sat around my basement/train room for a couple of years waiting on me to take it out and get it scored. It really was the scratchbuilt structure of which I was most proud.

Jumping forward to 2018, after changing scales from HO to O and being elected to Mid-Eastern Region Vice-President (two unrelated events), I thought it might be time to finish up my push for MMR. I found all the structures that I built five years ago and started to rework the ones that failed to garner enough

points for a Merit Award. I knew that I did dispose of some of the losers since they were in need of complete rebuilding. However where did the trestle go? I searched high and low, including the many packing cartons and tubs under the new layout.

Well, “Modelers’ Day In” for Chesapeake Division was coming soon, so I had spent about five hours on two different evenings tearing apart the storage area in my train room. But, to no avail. The gremlins have successfully hidden my trestle away. Tom Casey of Chesapeake Division can attest to its existence as he built a copy of it himself at a previous “Modelers’ Day In.” As I bemoaned the missing trestle, I was reminded by Martin Brechbiel of a corollary of Murphy’s Law: “When I quit needing it, it will show up.”

So now I’ve forced the gremlins’ hands. I have built an O scale copy of the trestle. I’ll probably kick myself when the trestle finally reappears. Probably sitting in a very conspicuous and “logical” place.

And as the motto goes: I didn’t have time to get it judged the first time. I definitely had to time to build it again.

As an afterthought: I have begun to buy twice as much material for a scratchbuilding project. This will allow me to do it wrong once and still have the material to do it over (in the same scale) a second time.



*Editor’s note: Kurt never did find the HO scale effort. The O-scale evaluation model scored 93 points and earned a Merit Award. (Construction 29/40, Detail 16/20, Conformity 18/25, Finish & Lettering 15/25, and Scratchbuilt 15/15). Kurt is now Master Model Railroader 619.



A Critter Surfaces

Article and photos by John Teichmoller

The Plymouth model CR-4 industrial switcher enjoyed a very small production run - five units total, four for domestic use. According to Jay Reed's book *Critters, Dinkys & Centercabs*, they were built between 1957 and 1965, and then dropped from the line because they did not offer any advantages over the company's MDT model (the frames appear very similar). The CR-4's two-truck sister, the CR-8, however, was more popular, with 74 built. For some reason, perhaps because the CR-4 has somewhat "racy" lines, it appealed to the Tyco model company, which produced an HO version of this four wheel locomotive many years ago. It was offered in a number of color schemes, including Bell Telephone and U.S. Steel. Drawings of it appeared in *Railroad Model Craftsman* and were reprinted in Carstens Publication's *Loco 1—The Diesel* drawing book (the book included builder's photos of two of the units, No. 26 lettered for National Iron Ore Co., Ltd., and for American Cyanamid).

I have three of these models. Back in 2005, I had a small Digitrax decoder installed by someone with better vision and more nimble fingers than mine. The model is rendered somewhat oversize (e.g. 10' wheelbase vs. 7' for the prototype) but has correct proportions and has lots of weight built in with little space for electronics. It runs satisfactorily, but with only four wheels to supply power, is prone to stalling on my iffy open-hearth steel mill trackage. I considered the Train Control Systems "Keep Alive" separate KA1 module (riding on a coupled safety car and disguised as a scrap steel ingot) using a two-pin connector to hook things up. Unfortunately, the decoder lacks the "ground" wire and I lack the brain surgeon's skills to install one and solder it to the hidden pad beneath the decoder's shrink-wrap. Then I bought one of the TCS KAM4 decoders that has the "Keep Alive" circuit included, but it is a tad too big for the space in the cab. So, for the time being I will use the Walthers Plymouth ML-8s in the open hearth. I like the CR-4, and I don't care if anyone makes fun of it. The paint finish is a little thick—I'll fix that. The details are a little coarse (louvers, grills, window framing, etc.), but I have some ideas about improving those.

That's perhaps another article.

On and off over the years I was tinkering with the models of the CR-4s. Then I attended the Baltimore & Ohio Railroad Historical Society's annual convention in Cumberland in September of 2014. We visited the Western Maryland Scenic Railway's shops in Ridgely, West Virginia. To my surprise there was a full scale CR-4 and not one rusting in the weeds. Instead, this one had been fully restored and was painted shiny black with a Western Maryland "Fireball" logo (no, the Western Maryland Railway didn't have any). I was told that the Western Maryland Scenic had purchased it earlier in the year for use as a shop switcher. It was purchased from the Mt. Union Connecting in Mt. Union, Pennsylvania. I understand the MUC was a short line operating on former standard gauge track of the East Broad Top in Mt. Union, Pennsylvania, and no longer seems to be in business. The Western Maryland Scenic uses this critter as a shop switcher.

Industrial railroading expert Steve Timko was kind enough to provide the following information:

Builder's No. 6216, built 6/3/1960, Standard gauge (Plymouth offered the model in a variety of gauges)

Powered with a Caterpillar D337H, weight of 60 tons increased to 70 tons per Western Md. Scenic. (This may have been a problem with the Mt. Union Connection.)

Steve provided this chain of ownership:

1. Initial owner, Jones & Laughlin Steel, Aliquippa Works, Aliquippa, Pennsylvania (although there seems to be no substantiation that it ever worked at Aliquippa—Steve speculates it was ordered for Star Lake.)
2. Jones & Laughlin Steel, Benson Mines #7, Star Lake, New York
3. Minerals Equipment Co. (dealer) Salt Lake City, Utah, 1980
4. Mohawk, Adirondack & Northern, 1994
5. Mt. Union Connecting, Mt. Union, Pennsylvania 2001
6. Western Maryland Scenic Railway, No. 7, Cumberland, Maryland (Ridgely, West Virginia) 2014

Photo 1. ¾ View from the left end



Photo 2. ¾ View from the right end



Unfortunately, No. 7 was scrunched in between other equipment, so it was not possible to get an overall photograph. As it was, we were treated to a show of their manly 2-8-0 No. 234 assembling our evening dinner train consist and being coaled. The Western Maryland Scenic people probably figured nobody would be interested in seeing a humble critter much less seeing and hearing it operate. The B&ORRHS visited the WMSRR again in 2016, but I didn't attend so don't know if No. 7 was better positioned for photography. Consequently, the accompanying photos from 2014 are the best I could do. In any event, here is to a long, continued, and purposeful life for No. 7.



Photo 3. Detail of hood and cab



Photo 4. Detail of underframe

Building a Model of the Woodsboro (MD) Train Station

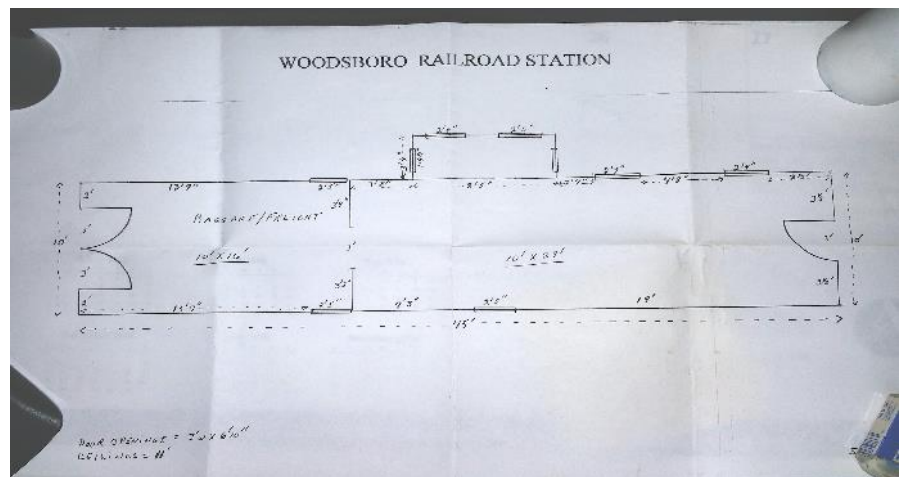
Photos and article by Alex Belida



Editor's Note: In the July-August 2019 issue of The Local, we ran Alex's article about Goldfish Breeding and Shipping as a Prototype Modeling Idea. This is a follow-on item about his scratchbuild of the railroad station featured in that story.

I discovered this little gem of a station in Woodsboro, Maryland when my son and his family bought a house 100 yards away. I was able to watch as it was being restored by the Woodsboro Historical Society, which currently uses the interior space to store both railroad and non-railroad memorabilia.

The gracious folks at the Society provided me a plan with floor dimensions so I could model it with reasonable accuracy. The station building was 45 feet long by ten feet wide with a bay window sticking out. As a combo station, the baggage-freight portion was 10 feet wide by 16 feet long.



The station was built in 1883 and closed in 1963. The Maryland Transit Administration sold it to the Woodsboro Historical Society in 1997. The station served as an active passenger stop from 1883 to 1948. Trains were first operated by the Frederick and Pennsylvania Line and the route was later taken over by the Pennsylvania Railroad (PRR). The segment of the railway running through Woodsboro and

other PRR properties in the area were sold to the State of Maryland in 1982. The State later sold about 20 miles of the branch to the Maryland Midland Railway. The track that runs past Woodsboro Station is still in place. Although no trains pass by, the same track further on is used by the Maryland Midland Railroad to service a nearby quarry.

In its heyday, the Woodsboro station was the main shipping point for goldfish! That business thrived in the early 1900's when fish from area ponds were taken to the station for distribution all over the United States. Experts say lime in the soil and water gave the fish a much-desired intense golden hue.

In this old picture, the canisters that look like milk cans were shipping containers for goldfish.



Unfortunately, the station fell into disrepair after it stopped being an active stop.



Now, however, thanks to volunteers from the Historical Society, it has been restored even though no trains pass by. (Note: No shutters. Lamppost on platform is gone, as is the train order semaphore.)





To make my model, I used Mt. Albert Board and Batten siding for the superstructure. I used Tichy styrene pre-made windows and doors. I had to modify the Tichy front door to add a glass panel above it.

After cutting the board and batten siding and holes for the windows and doors, I did a rough assembly to check all

dimensions were correct and square.

I also cut a piece of sheet styrene, scribed, as a base for the station with its platform. For support, I also added an extra beam to the left of the bay window (seen in next photo).

I first stained the wood (both sides) with my brown shoe polish and alcohol mix (not shown here), chiefly to prevent warping. I then painted the entire structure with a base white primer and the window and door parts in Tamiya “Flat Brown,” resembling the prototype. I also installed a wall with doorway inside the station to separate the freight area from the passenger-office side, as in the original.



After sanding the exterior of the building, I painted it with Tamiya “Buff”, resembling the prototype.

After studying interior photos (below), I decided to paint the inside the same “Buff” color.



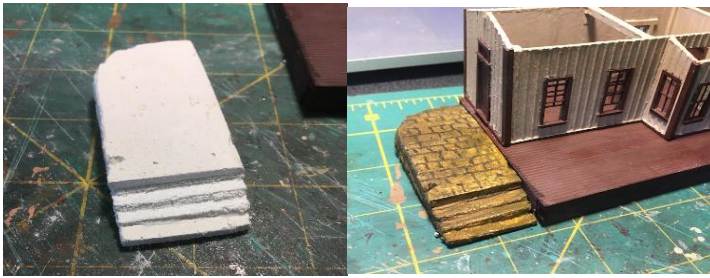
(Scene from grand reopening of renovated station, Oct. 2018)

I then cut styrene corner angles and painted them in the same “Flat Brown” as the windows and doors, duplicating the prototype corners. I also painted the base strip of wood around the structure to match.

I framed the windows and doors inside the structure and painted them “Buff”. I added scale beams to support the platform for the station and painted them “Flat Brown.” I later gave the beams on the front and freight platform end a heavy dose of India ink wash. (In the prototype, the station is on a slope and the back is not supported by beams. For this building, I elevated the entire structure evenly.)



I installed the glazing in the windows and doors and installed them in the building.



I then took a piece of Sculptamold I had previously cast and cut it to resemble the shape of the stone stairway and landing leading to the side entrance to the station.

I then carved the Sculptamold to create steps and to reflect the stone pattern. I painted it with a brown earth tone and gave it an India Ink wash.

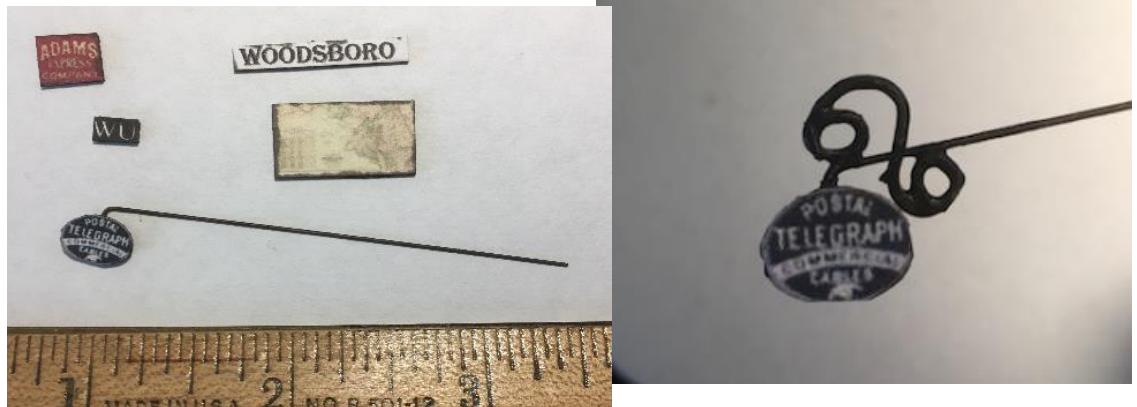
wash.

I also built a frame to support the prototype’s ribbed metal roof, building it in such a way that the roof can be removed to view the interior detailing.

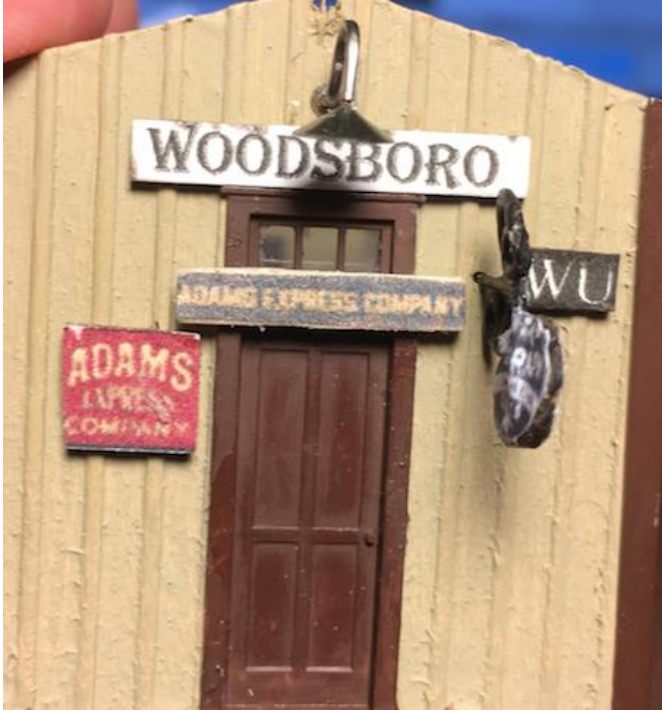
I then installed Northeastern Scale Lumber ribbed metal roofing, as in the restored station, and painted it “Cavalry Brown.” Because I found the result too bright, I later went over it with Model Master “Rust” to darken it and better replicate the restored prototype.



I then made some signs to duplicate the ones on the side door entrance to the station: Woodsboro, Adams Express, WU (presumably for Western Union) and Postal Telegraph Commercial Cable, which hung out from the wall.



I printed the signs, which I found online, reduced them in size, cut them out, pasted them to wood, trimmed the wood, and used a dark magic marker to blacken the cut edges. I glued a piece of metal wire to the back of the Postal Telegraph Commercial Cable sign so I could drill a hole in the station wall and extend the sign outward (as in the prototype).



I then came up with a way to duplicate the metal scroll work on the Postal Telegraph Commercial Cable sign by cutting away some scroll work on an old, discarded lamp post. It's not as intricate but I think it is a respectable simulation of the real one.



Next I attached the signs to the side wall (plus a Maryland map inside the waiting area) and gooseneck lamps over the side and freight doors plus an overhead light inside the passenger area, all LEDs from Evans Designs. (One note: in the renovated prototype, there is a horizontal Adams Express sign, not the square one I first hung. It was nailed over the window above the door. At first I didn't want to duplicate that, but I later changed

my mind and added it after a member of the Historical Society sent me a photo of the horizontal sign. I



removed the square Adams sign and moved it to the freight end.

Here the lights are on.

I also installed a Scale Structures potbelly stove inside the station. It connects with the chimney on the back wall. I scratchbuilt two benches to go inside the passenger section and a storage shelf to go on the freight side. I added Tichy shutters on some windows in front.

Next, I installed another Pico LED in the freight room and hooked it up to the Evans 3V system, which can power up to 10 LEDs.

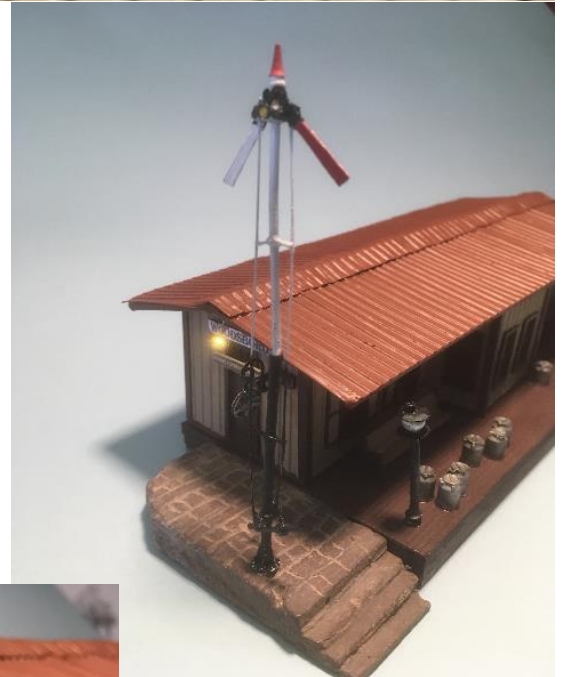
As final touches, I added a roll top desk with swivel chair inside the station and a passenger bench on the platform (both Scale Structures products), taking the liberty to do so

even though there is no bench in the station photos.

I also built and painted a train order semaphore signal (Scale Structures) and placed it on the entry steps (as in the old photo of the station). Although the old photo shows wooden steps, not the stone of the renovated station, I decided to stick with the stone even though other aspects of the build model the old.

The final touch was a hard-fought effort to duplicate the lantern on a post on the front of the platform by the steps.

The breakthrough was discovering a product by Utah Pacific called the illuminated lantern. I used the clear “glass” insert to the lantern



frame [they also include red and blue inserts], slipped another Evans Pico LED inside, ran the wiring through some very thin brass tubing I cut to size and attached the post with lamp to the side of the platform (as in the prototype in the early 1900s).

And there you have it: Woodsboro, Maryland station of the early 1900s.



Parts List for Woodsboro Station Build

- Board and Batten siding (Mt. Albert)
- Stripwood, various sizes
- Scrap Wire
- Sheet Styrene and Styrene Corner Angles
- Tichy Windows and Doors and Glazing
- Tamiya “Flat Brown” and “Buff” paint and Model Color “Cavalry Brown” and Model Master “Rust” plus basic Black acrylic and “Wood” Model Master, plus “red” and “yellow” acrylic
- Gesso white primer
- Formula 560 Canopy Glue
- Loctite Super Glue
- Brown Shoe Polish and Alcohol Mix, India Ink Mix (Stain)
- Northeastern Scale Lumber ribbed metal roofing
- Evans Designs 3V Battery Powered LEDs: 2 Gooseneck and 1 Nano and 2 Pico
- Scale Structures Potbelly Stove and Chimney, bench, rolltop desk and swivel chair and train order signal semaphore
- Various crates and sacks and pallets from Rusty Stumps
- Brass tubing (1.57mm x .355mm)
- Utah Pacific Illuminated Lantern

Tools: hobby knife and saw, tweezers, paint brushes (various sizes), scale ruler, sand paper, sanding stick, needle-nose pliers, Xuron cutter, NWSL cutting board.

An Overlooked Source for Enhancing Your Layout

By Nicholas Kalis

If you are looking for the unusual at a bargain price, these castings by Bayardi will fit the bill. I have painted some of his castings and set them into my Fn3 layout with very satisfactory results. Bayardi has been selling resin castings since 1992. He describes his business as "Resin Architectural and Groundwork Elements" and "Diorama Accessories." I believe that a majority of his customers are military modelers who are building dioramas. That is what makes these castings so appealing - you are unlikely to see them on a fellow modeler's railroad.

The latest batch of castings that arrived at my home are Kits No. MST/43 Dead Tree \$ 14.00; MST/38 Dead Tree \$ 12.00; MST/54 Dead Tree \$ 10.00 and Kit No. MST/51 \$10.00.



They all require painting. I would suggest that they be washed with water and detergent first. I have had success painting his castings with Tamiya acrylic paints.

These particular castings (see photographs)

do not carry any scale. Other of his castings tend to be marketed as 1:35 - a popular scale for military modeling.

Visit his web site (www.armandbayardi.com) and I am sure you will find something to enhance your layout. My sense is that his tree castings would work in any layout from HO to G and probably N scale as well (representing very large trees).



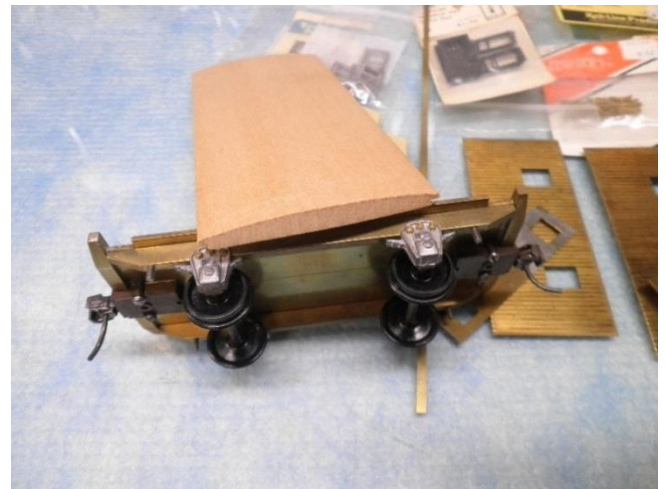
A Caboose in a Box

Photos and article by Martin Brechbiel, MMR

I have over the years accumulated a small mountain of O scale projects that are stacked up in halves of kit boxes stuffed with photos, sketches, partial assemblies, and piles of parts, all seasoned with a bit of dust, and tied together with some “I’ll get to these someday” strings of denial. Someday arrived about two years ago (~2017) when I decided to climb that mountain and grind through the project boxes. While I have diminished the project mountain with considerable modeling enjoyment, this has created a second mountain of completed cars in their boxes. So it goes... However, in the midst of a crate of unfinished cabooses, there was a larger box that had been gifted to me some years ago with the words, “See what you can make of this...”. Being somewhat fearful, I set it aside into that first mountain until 2019. This is that box’s story.

Cautiously opening the larger flat box and spreading out the contents on my bench revealed a diverse pile of parts that declared themselves to possibly being a caboose at some future date along with an entire Gloor Craft Pennsylvania Railroad ND caboose kit. I set the kit aside for a future exercise and spread out the rest to take inventory.

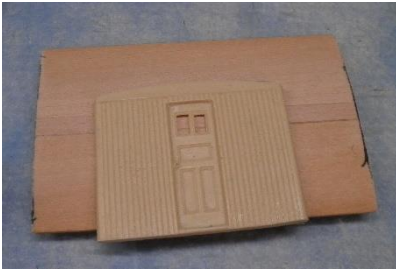
There was a nice heavy brass base inside with four-pedestal truck frames with plastic Athearn wheelsets and couplers installed, a pair of etched brass sides with windows cut out and brass lamination for soldering behind them, a pair of resin cast ends, a length of wood roof stock, a Weaver brass cupola, several packs of detail parts, assorted odds and ends, and a coupler pack without couplers in it, but with a pair of coupler boxes. There was a diversity of parts and materials to use, and to assemble that would require a variety of techniques.



Checking out the roof stock I found that it was way too wide compared to the width of the base for the sides to line up correctly. The two options here were (1) search through my stock of roof sections to find one that was much closer in width or (2) to rip out the center of the roof stock, reassemble that to get a correct width, and then also use that opportunity to address getting the curvature of the roof profile to better match up with that brass cupola. Option one failed to deliver, so I ripped a section out of the center of the roof stock with the band saw. If it were a full length of roof stock I might have set this up on the radial arm saw. However, for such a small bit of wood I like to keep the fingers firmly attached where they are. Instead, I glued some stock basswood

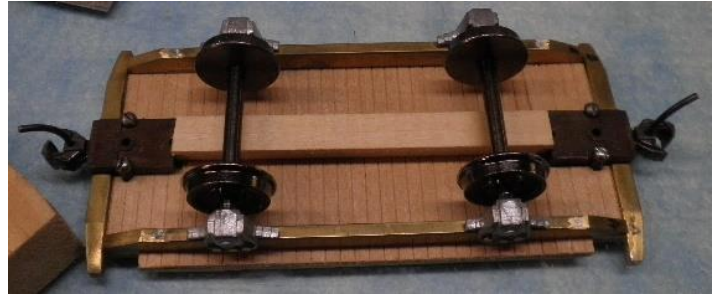


into the middle to get the right width and to flatten out the curvature profile. The basswood was the right width but it was about 1/8" too tall. After the glue dried, the roof stock was put into the vise and the excess height was removed with a wood chisel. After applying a touch of the sanding block to the chiseled area the roof was the correct width and the cupola fit down on it nicely. I cut it to the length of the sides minus twice the thickness of the resin ends. One problem solved and on to the next.



Those resin end castings had the wrong roof curve profile and they also needed some trimming across the base. Cutting the base was easy with a razor saw. Adjusting the curvature at the top was done using an end mill (Dremel) in my small variable speed drill press. Being resin, this worked fine to shape the top to match the roof section.

Coming back to the frame base so that I could start putting this component to rights, I added decking to the entire top of the frame and to the underside along with a center sill. While adding the scribed decking, I swapped out the plastic

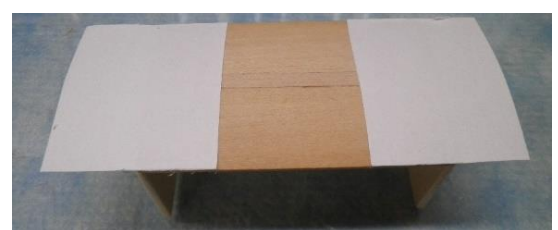


wheelsets for a pair of metal InterMountain ones, and I also added a K brake casting. There's no need to add any weight to this bobber!

Next, I looked over those etched brass sides and decided that soldering up the window back parts would not make the sort of windows that I wanted for my caboose. There was, however, a pack of white metal Train Craft window castings in the pile that could be used. I opened the holes in the brass sides a bit with the Dremel and cut-off wheel and finished that off with some good files, so that the castings would now fit!



The time had arrived to start putting some of the pieces together to see what this was going to build and to see if and / or where the next set of problems might develop. The reshaped/milled ends were put to the ends of the roof section using Goo on the wood end grain and cyanoacrylate (CA),



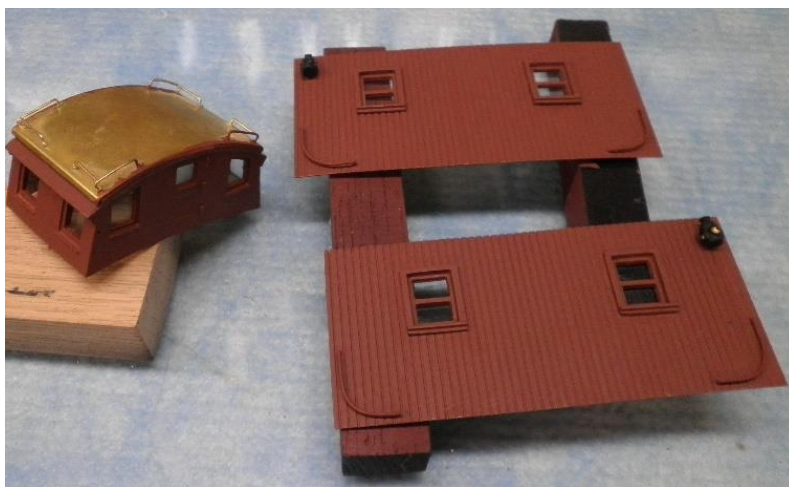
also known as superglue, on the resin. Note that the castings were not set flush with the top of the roof stock. Card stock (4" x 6" card) was applied to the top of the roof with carpenter's glue to form the platform overhang at the car ends by leaving a slot between the card stock and the end casting. After all

the glues had cured and stabilized, I added pieces of basswood stock, cut to length using a Northwest Short Line (NWSL) Chopper #3) that fit into that slot, gluing these individually into place using carpenter's glue. After trimming a bit on the edges, the roof had the full appearance of individual boards. This overhang assembly is surprisingly strong, and the thickness of the card stock is such that it won't be noticeable later.



While the roof bits were setting up, the windows were settled into the brass sides and secured with some Walther's Goo and CA. The side grabs were formed from 0.028" brass wire, mounted through holes drilled through the sides, and soldered into place. After cleaning the front of flux and solder debris, the backs were sanded flush and smooth to eliminate any protrusions that might interfere with the sides being mounted to the rest of body.

Next up was to get a coat of paint or three on the sides and the cupola so I could install the window glazing before buttoning the entire car. Much to the horror of some, I still use a brush (or 20) for 95% of my painting since I can't stand spending the

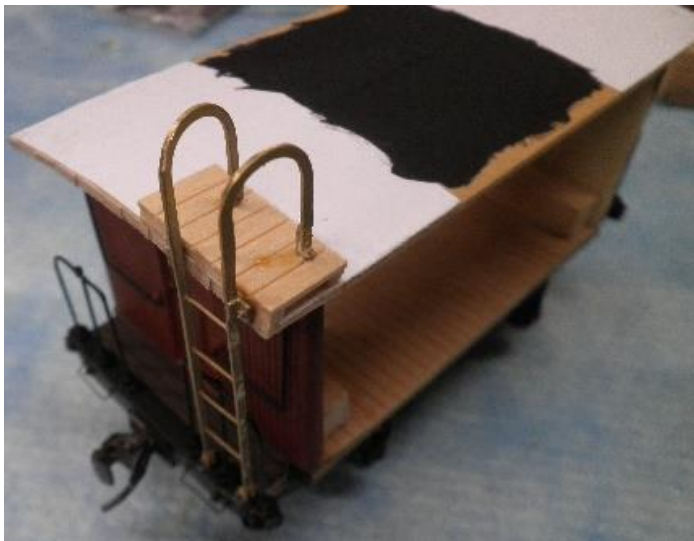


time to set up, tear down, and all of the interminable cleaning of my rudimentary air brush, unless I really, really, really need it. Three coats of Floquil Southern Freight Car Brown later (it's actually pretty red...), I was able to add glazing to the all of the windows. I use real glass (microscope slides) cut to size as needed with a diamond tip scribe. I don't always use real glass and have generally shifted to using polycarbonate from Clover House, but I just thought that including yet another type of material

into the mix for car could not hurt.....too much. Of course, right after painting I realized that the marker lamps that I have just painted Steam Black were still sitting in their tweezer clamps. After very carefully measuring the sprue's diameter on these castings (Precision Scale?), I even more carefully drilled holes in the sides to accept the sprues with a twist or two of a round file inserted into the hole. The lamps were secured with Walther's Goo and CA with the excess protruding through sanded off later.

Let's go back to the rest of the body now. The assembly of roof and two ends was glued onto the scribed decking, centered between the ends with Carpenter's glue and clamped there over a weekend to account for a slight warp in the alignment. After removing the clamps, extra gluing blocks were added with Walther's Goo and CA to ensure that this assembled unit would remain stable. With that accomplished, the ends were also given a few coats of the same Floquil Southern Freight Car Brown and glazing (slide covers) was added to the doors at each end. While the ends were accessible, all of the end rails and end grabs were installed using 0.028" brass wire and bases that I cast in resin.

I had a set of ladders from Precision Scale. These came packed flat and are folded back into three dimensions with a bit of care. They have mounting studs that can be used to attach them to the roof for added stability. To make use of these, I had to install the end roof walks. These were pre-fabricated from some old Northeastern Scale lumber parts and some O scale 4" x 4" for their bases. The 4" x 4"

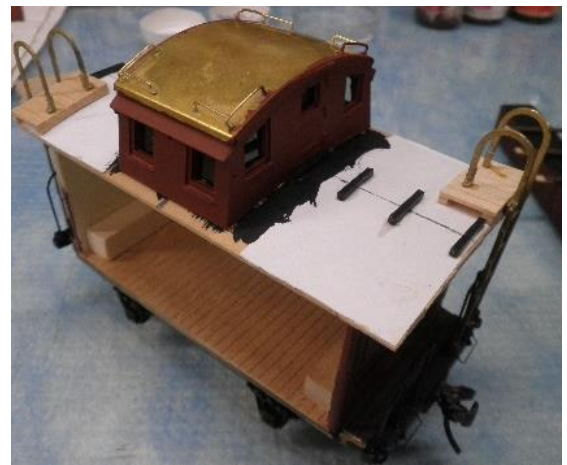


bases were then scalloped to conform to the roof curvature and then glued into place. After that, the ladders were mounted into place. All of the iron work and end beams were painted Steam Power Black (Polly Scale).

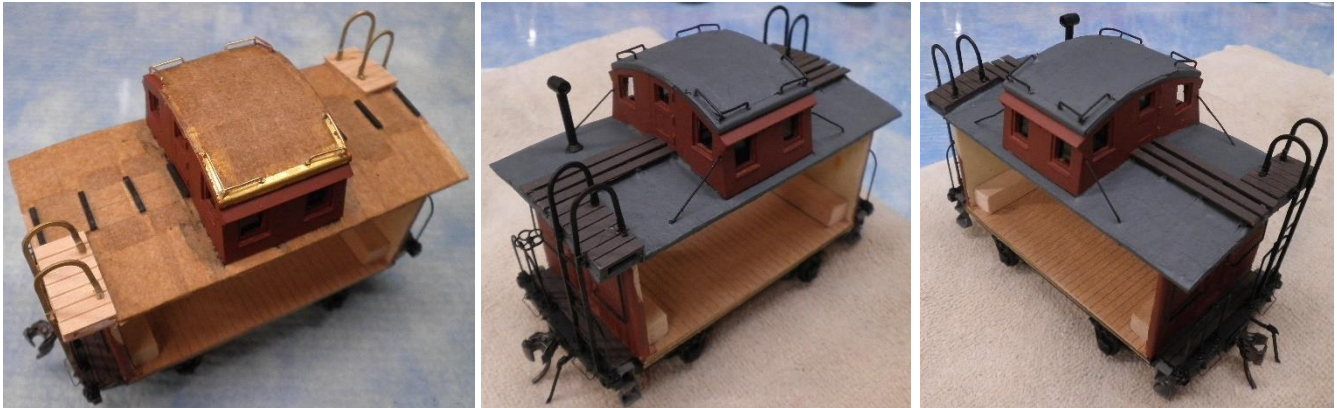


Back to the top side of this burgeoning build. The black paint on the roof is where I thought that the cupola would end up getting mounted. I was correct! And, some Walther's Goo and CA secured it there.

I added some roof walk supports - not Grandt Line, but something close and more than good enough to get glued to the roof and be hidden under three strips of wood. The roof needed a little texture, so I added a layer of "tar paper" or tarred canvas made from overlapping Panera single ply napkin glued down with some 50% aqueous carpenter's glue. This was all painted Floquil Lark Dark Grey, which I think is



a better color for this sort of roof. I added four corner struts from the cupola corners down to the roof and a Train Craft smoke jack to complete the top side. More iron work here to paint Steam Power Black.



Final steps; we've finally arrived! Let's look at the small bits first. The roof walks on each side of the cupola were added using HO scale 3" x 12" and all of that wood on top strangely enough was painted Roof Brown. The Precision Scale air hoses were added soldered together using some 3/64" brass tubing and some 0.033" brass wire. The entire underbody was stained Minwax Dark Walnut. Scale City Designs caboose steps, pre-painted Pacemaker Gray, were added to each corner of the caboose frame. Then the sides were applied to the body shell with a bit of Walther's Goo and some CA to insure that the mixed material surfaces would adhere tightly. After those sides were secured, the jewels were added to the marker lamps. A light coat of Rustoleum Matte was applied from the rattle can, and then some lettering using dry transfers from Clover House to finalize the build of Cumberland Valley Railroad caboose No. 6.



Final word – we all have boxes of bits, parts, and what all lying about that could be used to build something interesting. Consider using the parts instead of storing them in a box or three under the bench. There are a host of materials in this car build and mixing media should not pose an obstacle to building models. More than few of the parts pre-date me so don't let age deter you from building either. I've still got a mountain of projects to attend to in my shop. If I run across anything else interesting, I'll try to write down for The Local. Why don't you should do the same!

Serious about starting a model railroad?

By Nicholas Kalis

Introduction

Getting started on a model railroad layout may just be the biggest hurdle you will face in its overall construction. Here are some random musings on often overlooked first steps to a layout. Building a layout has two critical yet seldom mentioned components:

1. Be brutally honest with yourself about what you can accomplish and your limitations (money, skill, not enough friends to help you, time) – remember the old adage “you cannot fool an honest man”, the person best able to fool you is yourself; and
2. Don’t berate yourself when things don’t go as planned. Your waste basket is not your enemy – it is your friend. I repeat, your waste basket is your friend. Every time you throw a failure into the trash you are one step closer to achieving your dreams. To paraphrase Edison- each failed experiment brings me that much closer to success. You will never have a decent layout until you stop fretting about lost dollars and bruises to your ego from failed attempts at modeling. A long lost friend of mine was a judge at local International Plastic Modelers Society events. He mentioned that at monthly meetings they held “worst model” contests. Sounds like a goofy idea at first until one realizes what they were seeking to accomplish. Advanced modelers would bring in some of their first efforts from years past to enter into the contest. Newbies would take heart that their modeling heroes were pretty awful modelers when they began.

Commitment

Good news and bad. The good news is a model railroad can be built with only a minimal amount of time per day. The “bad” news for some is that it will require an almost daily commitment of some time. That is the “secret” I learned from Paul Dolkos. That time does not need to be spent in the train room. That commitment can be discharged by a run to the local home improvement store to load up on missing supplies. It can also be met by researching on the internet (with a specific goal in mind) or contacting friends for answers to a question you might have regarding a stumbling block.

You will need a timetable. Set time-specific goals for each element in your layout – bench work, backdrop, scenery, track work, etc. If you fail to meet a time specific goal, it is not the end of the earth but you will need to replace the missed “deadline” with another one.

Consider too that while winter is often said to be a great season for model railroading, it can often prove – in certain climes – to be too cold, wet, and dark to get much painting done outside.

The best way to get a layout in working order (mind you, I did not say “completed”) is to schedule in your own mind or with your local NMRA division an open house. Of course, you could instead (or also) schedule an open house for a historical society, or your neighbors, or a narrow gauge convention or some convention of enthusiasts of a particular scale (O scale comes to mind). If your layout is of a smaller size, then perhaps you can just throw down the gauntlet with yourself to take your layout to a modeling or prototype convention. If that is not your cup of tea, then consider making an internal appointment with yourself to send photos of your layout to one of the generalist model railroad magazines or a magazine covering your scale, or perhaps a historical society’s journal (one that covers the prototype your model). Don’t overlook that you could commit yourself to sending photos of your layout to some website that covers either your prototype, scale, or type of railroading modeled (for example - logging, narrow gauge, mining, etc.)

Challenges



Years ago, my immigrant dad – a WWII veteran and a bit more hardened and world weary than his fellow GIs – told me how some GIs were astounded by how tough they found military life. His response to them was “this is not what Hollywood told you serving in the Army would be like; get used to it.” If you are going to get your layout built you must make the same adjustment, it won’t be like a project layout featured in some model railroad publication nor like some video you have seen posted on YouTube. No, it will



be a bit less organized and if you do not steel yourself a bit, some roadblock will shut you down.

Perhaps the most important things to master are to organize your time, your tools, and your supplies. What I find the hardest thing to handle is striking a balance between buying too little of some supplies and bringing my construction to a halt because we ran out of something versus buying too much of an item that it turns out I did not find was serving me well. There is some designing going on during construction no matter how thoroughly thought out your project at the beginning.

Procrastination

Many years ago I wrote an article about how procrastination can kill any layout effort so I will not cover this again except to say – crush that snake with vigor. If you do not crush that snake, it will devour your layout dreams and you, too.

Tools

Do you have a sturdy table to store power tools, supplies, and hardware so that every time you want to get something you don’t need to bend over and pick off the floor? If not, get one. Actually, you might need more than one table for all the stuff involved in building and scenicking a layout. Have you acquired power tools, or friends who will lend you theirs, or cut your wood at their place? Do you have replacement blades for your power tools? A table saw will help your bench work construction go much faster and safer, and they are not that expensive. Buy an extension cord dedicated to your layout. It should not be lent to any other household project. Do you have some plastic caddies to hold spray paint, tools, scenery supplies so as to keep them off your layout top?

Room Preparation

Have you finished the room you are going to build your layout in? If no, once again be brutally honest about your abilities and money. If you cannot finish the room yourself, you must consider getting an outside pro to help you. If your budget is strained, consider reducing the size of the layout. Yes that is a painful step, but it better than never getting to a layout. Consider taking a room that has been finished but is no longer serving the purpose it once did (children have moved away; spouse has abandoned a hobby). Don’t forget to consider taking a sunny room for your workbench so that you can do your

modeling in a cheerful place, if space is available. Windowless basements can be discouraging to our modeling efforts when the weather is fine.

Seldom Mentioned

You will not get far building your layout unless you have taken care of a few items that are seldom mentioned in any how-to article or video. To start with, you will not get very far without a dedicated litter receptacle and liners for same. This does not mean borrowing the kitchen waste can! Go out and buy one just for yourself.

Nor will you get far without a roll of paper towels and a paper towel dispenser to help you clean up as you go. Once again, do not swipe a roll from the spouse's pantry. Buy a product from Home Depot called Tub of Towels. I cannot live without this in my layout room.

Acquire a shop vacuum dedicated to your layout room and the extra filters that go with it.

Planning

You will need a track plan of some sort. You have either designed it yourself, had a friend design it for you, paid someone to design it for you, or have purchased a CAD program to get the job done.

Have you collected some reference materials to guide you? If not, get going but do not wait until you have collected all the reference material available before you start.

Materials On Hand

Go out and buy that first board and be prepared to make many more trips to the home improvement center. This includes an ample supply of lumber and hardware.

A hundred locomotives in your closet (you know who you are!) will not get you a layout. In fact, the daunting task (financially and otherwise) of re-motoring, installing DCC, painting, and weathering those locomotives could actually hold you back in most cases.

Before you buy your vast fleet of locomotives, have you started assembling the fleet of vehicles to populate your roads and parking lots? Assembling a stable of vehicles should not be rushed. Take your time to find them. They often can be found in the catalogs aimed at auto model collectors.

You can read countless more articles and books about planning and building your layout. The paragraphs here were not meant as a substitute for other source materials. What I strive to impart to my readers are a few considerations that are often overlooked for one reason or another. You can talk for decades about building a layout, but if you confront and conquer some of the challenges laid out in this essay, you will have the layout you always wanted!



**Custom
Layout
Building**

Layout Design

By Lance Mindheim

www.shelflayouts.com
301-404-8164

The advertisement is a rounded rectangular box with a black border. It features the text 'Custom Layout Building' in a large, bold, red, italicized font. To the right of this text is a large red arrow pointing towards the bottom right. Below this, the text 'Layout Design' is written in a bold, black, sans-serif font. Underneath that, 'By Lance Mindheim' is written in a bold, white, sans-serif font on a red background. At the bottom, the website 'www.shelflayouts.com' and the phone number '301-404-8164' are listed in a bold, black, sans-serif font.

Convention through the Eyes of Michele Chance

Article and photos by Michele Chance

The 2019 Liberty Bell Special was a great convention. I participated in the Board meeting and membership meeting to fulfill my duties as a Board Member at Large, but I found time to volunteer and time to enjoy the events.

I loved the vendors having a space for attendees to cruise through and buy their goodies, and the bonus of having clinics presented by vendors was a great enhancement for me. We all like to look at buying model stuff, both the gently used and the new. And even better is putting a ticket into the Styrofoam box and winning some train item.

I love clinics and clinics were again one of my favorite activities at the Liberty Bell Special.

I saw the “Light Your Scenery Without Wiring- A Novel Approach”, presented by Michael Groves. He was trained in physics in Australia and has worked in the medical field all of his life in the USA. During his presentation, he shared his youth, youth of his children, and youth of his grandchildren, and how the hobby of model railroading was passed on. I liked how he shared his need for lighting scenes on his layout and how he engineered an easier way of doing that. He had great slides showing how he worked his layout and if you ventured to the vendors room, you could see the modules he carried with him for



demonstrating to us. He had the unit for us to see, and showed us the calculations he did for the fiber optic's size. His simple illustration helped me understand that a little light loss was ok, bending would lose some light, but if you did not need it all, bend as hard as you like. Having worked with communication equipment I worried about using fiber optics, the intensity of connection is reduced, the bend of fiber is not a problem, and biggest of all was the fact you do not have to blacken the outside of the fiber if you do not mind losing a little light. I came away from this clinic, knowing that fiber optic lighting is the way I would like to proceed.

Notice the light display lying on the desk in front of the attendee just to the presenter's right in the second row.



Notice a little historical aging on the slide, as our presenter leads us through four generations of modelers in their family.

Next, a Make and Take Clinic, “PRR F25 Well Car Resin Kit” presented by Steve Furnaro, a modeler in Philadelphia and owner of Funaro & Camerlengo, a manufacturer of resin car kits. Steve walked us through cleaning and preparing the parts for assembly. Holes were drilled, flashing was removed, and explanations of what the kit instructions told us with even more guidance was provided. Steve didn’t even get frustrated once. I loved hearing how the prototype was copied and what I might not notice about the prototype and seeing it present on his model design. He even gave me insight into different car variations. Options abound and these models allow us to pick and shape our model to our liking. His son, Stevey, also brought technical expertise to the presentation slide show as we stayed on task to complete each step and watch all the slides. Steve gave permission to show some of the slides he had up on the screen, and he freely shared his slide presentation with anyone who brought a thumb drive to the booth in the vendor area. Remember, if you sign up for one of his future clinics, make your way to his vendor booth with a thumb drive.



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All eyes to the screen as Steve walks us through the details of the models.



Hard at work getting the details just right.



Steve had details showing on the screen as attendees were looking at were to drill holes for the wire. If you can not see with regular eyes, put on magnifiers, or look up at the slides.



Look at the tools and instructions. Most modelers arrived with a collection of tools best for the tasks. A few ran down to the vendors and bought some more tools.



The next presenters after lunch have worked as a team and had their clinic down to a fine art. Rick & Maureen Hunter presented “Hunterline King Post Bridge”.

They said I could go view some other clinics since they had their clinic fully covered with the two of them. I was able to introduce them as the presenters and when the clapping stopped, I presented them with clinic certificates so I would not miss that important thank you, by being gone to another clinic. They joked about leaving since they had their certificate, but we all knew how diligent they both were about giving everyone a good presentation.



The help and energy of Rick and Maureen, their input into choice of staincolors, and examples helped all to achieve fabulous results.

All eyes to the screen with lists and bulleted ideas: simple, keep it simple.



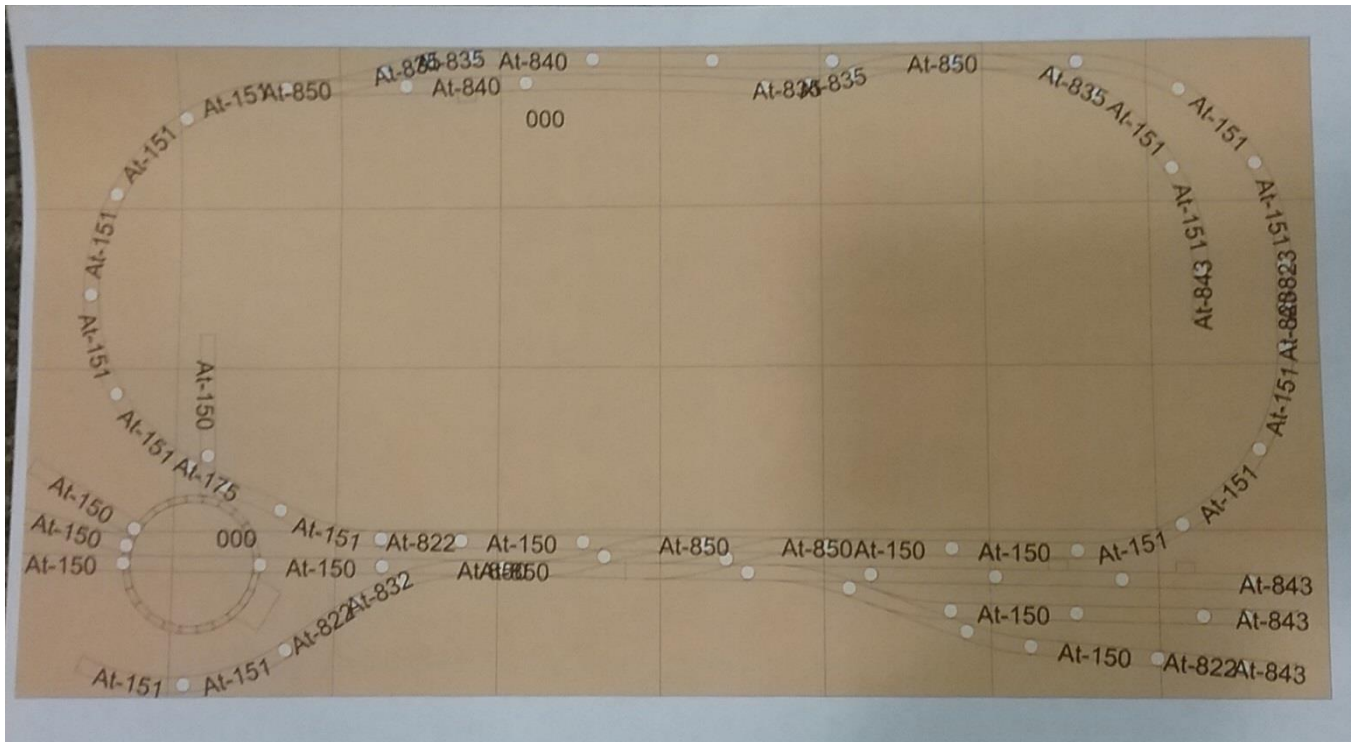
So I ventured over to Martin Brechbiel's clinic "Getting Your AP Author Certificate - Tips and Hints". As he talked about making it easy, while you are making models describe how we went about it, and giving our experience on paper, telling it our way, I realized this is for me. Before it seemed like work and not easy, but if the writing is to please me, then it has to be easier. He talked about what he liked and how he likes to share the outcomes and the experience with others, and the flow of his work as he grew in skill. That is what all the other AP work seems to be all about: growing in skill. Why would Author not be the

same; growing in skill of writing and reporting and sharing with others. Okay, the gauntlet has been laid down. I will enjoy this writing experience and here I am attempting to share with you what I have gained by attending this clinic.

Then Martin Brechbiel presented the second clinic called "Resin Casting: Basics, Intermediates - Tips & Hints." Seeing his molds, and how he always keeps extras to fill once the resin is mixed, does not waste the expensive product. He had neat tree trunk molds and some small parts that got filled when the main mold was poured. This kept the measuring and mixing easy without lots of calculations. Keep it simple seems to be a good theme around model railroaders.

After the close of the next clinic, I went for a quick supper and came back for my ticketed clinic. I would see how to advance my AP work on Electrical. Kurt Thompson, our MER president, and Brian Kampschroer, our MER treasurer, were waiting for the room to fill and I could feel the air fill with excitement. Kurt said, "Okay, I think we should start." And looked for a green shirt volunteer. I went to the papers and brought out the introduction and the show got started. In just over one hour the Atlas track had been laid to accomplish all of the Part A requirements of the "AP Electrical Engineer Certificate." All the while the track was being laid conversations were taking place about not making it hard, just meet the requirements. An engine was placed on the track and alligator clips were attached to the rail that allowed the engine to travel around the track.

The next step was to break the track into five blocks by installing insulators. Following that, wires from track to control panel, then to the throttle control were added. Two throttle controls, attached, two engines placed on the track and we were able to move two engines around the rail with a passing siding to make passes. DC was wired and engines running, and we had just reached the two hour mark. True, we admit wire was up in the air and not fed under the track board and not soldered. True, the track had not been nailed down or ballasted. But to get the operation set and right within just two hours was amazing. Don't make it hard, take it in steps, and get everything seated and permanent. Only one final step; do your drawings and mark everything, and submit the paperwork to your AP Chairman.



Plans for Atlas Project

Several in the audience admitted having the layout wired and running, but had not done the paper work. They now felt like they had the confidence to make the effort to get the AP work done. On a personal level, I see that adjusting the layout to full completion is not the goal of this AP certificate; I need to take breaks and submit, then get back to my model world and what I want to create for me. The requirements give lots of options and I need to take advantage of choosing for now and adding more later.

Another fun event at the end of the clinic once certificates were presented, we were asked to do a video clip thanking Atlas for sending the track and other supplies to put this clinic into action. We all got into the video and said thank you for donating the equipment for this demonstration.

No pictures for “The Process of Brickmaking”, but Tim Himmelberger, Superintendent of Susquehanna Division, did a great presentation on modeling the industry of brickmaking. It reminded me that when we model that we are able to capture the history of industry that is going away. A nice skill, don’t you think?

I did not make it to all the clinics, but the halls and conversations were filled with the excitement of hearing encouragement and seeing the advances that other modelers have made. With over 93 clinics, there was something for everyone.

I went to the banquet on Saturday night and shared a great meal with old friends and new friends. Then, had great fun hearing the contest room results, and having a local modeler tell us of his experience working in modeling. We had a presentation of the new Master Model Railroaders, and saw their shining faces as they joined the many that give to each modeler, and share their hobby with each of us. A group picture was taken and I love the bubbling energy of all of us feeling proud of each individual’s accomplishment.



The space in our banquet room gave ample room for presentations and conversations.



Look at the smiles on the new 2019 MMR recipients (seated) in our MMR group at the banquet. Ernie Little (No. 647) is so new that his certificate and plaque have not arrived yet!

The last thing on Saturday Banquet was the hooray of our next MER convention “Look South in 2020”, Charlotte, NC presented by Neal Anderson. We get to have this fun again. Hurray!

The Baltimore Society of Model Engineers: Finding Locomotion, Part 2.5

The future is coming soon, and so is the next installment in this series!

By Chad W. Tyler, Director at Large, BSME Board of Directors

If you happened to catch Part 2 of this series in the September-October issue of The Local, you might have a sense of just how busy, and bumpy, this past year has been for the Baltimore Society of Model Engineers. From an electrical failure that halted operations and a notice to vacate our home of 67 years, to a rapid search for an interim home and a back-breaking relocation, the BSME has been through one of its most challenging years in its 87 year history. Despite the challenges, the dedicated members have been hard at work searching out ways to maintain our holiday tradition of weekly open houses for the public.

While you might have been expecting to read more about the future of the Baltimore Society of Model Engineers in this issue, we are parking the examination of the long-term future for another issue of the eLocal. Instead, they have turned their attention to the immediate short-term. The Baltimore Society of Model Engineers is excited to announce that, with the support of Artemis Properties and LaLa Event Design, they will continue their Holiday tradition of weekly open houses in Downtown Baltimore with an all-new exhibition of HO and O Scale model railroad displays in the One Charles Center building. The exhibition will be open to the public on Saturdays from 9 am to 5 pm and Sundays from 1 pm to 5 pm starting December 1, with automated operations during the week. In the meantime, it is back to work for the BSME crew, as they rush to complete the two small (and humble) sectional layouts in time.

Keep your eyes out for Part 3, where we will explore the possibilities for the future of the Baltimore Society of Model Engineers and reflect on the goals of the organization as it opens this new chapter in its long history.

If you have enjoyed reading this series, head over to www.ModelEngineers.com to show your support for our efforts to continue this great history or drop us an email at BSME.Development@Gmail.com. We would love to hear your BSME stories and the Society is always seeking new members.