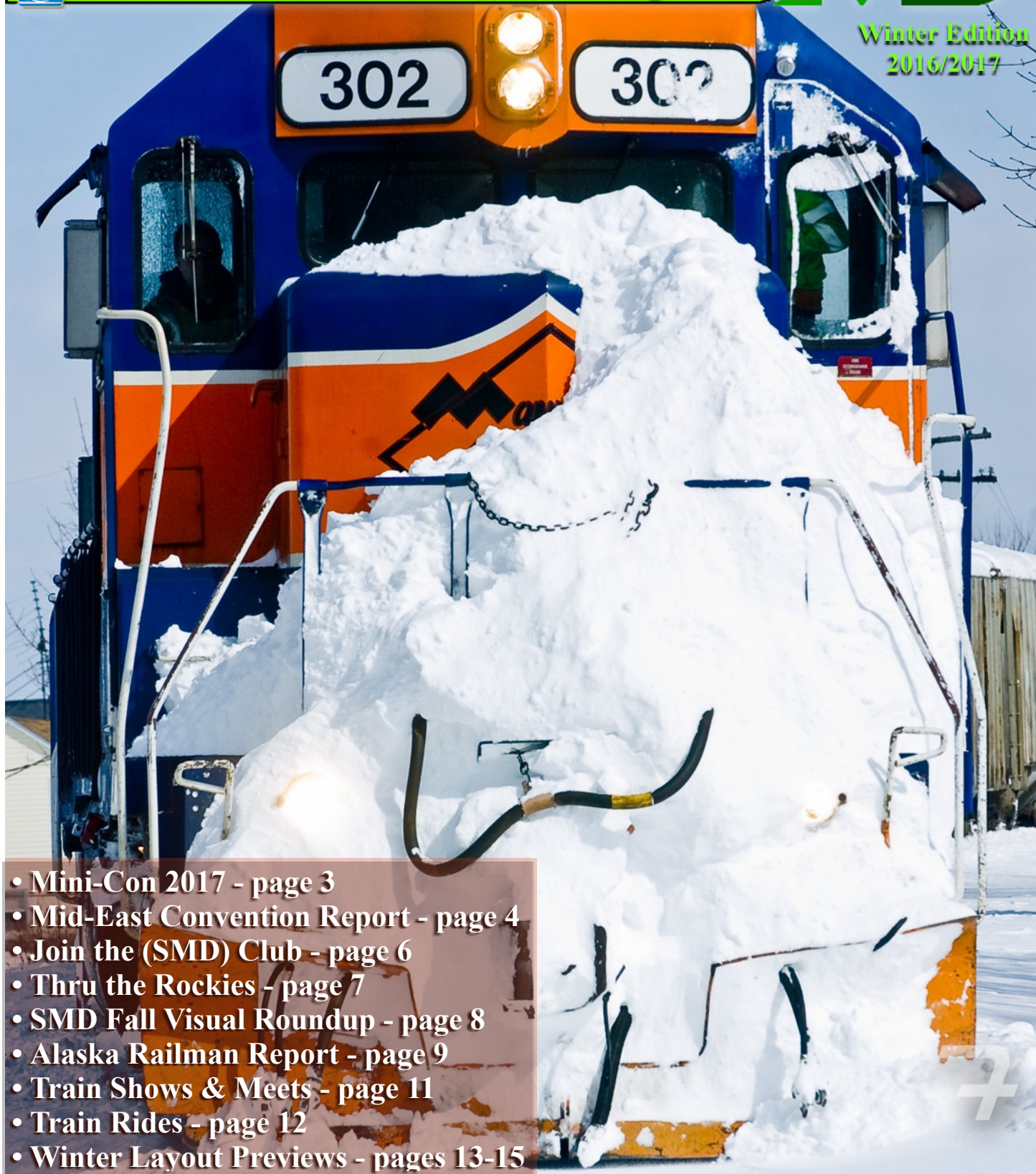


WHEEL REPORT **SMD**



south mountain division - smdnmra.org

Winter Edition
2016/2017



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Winter SMD Meetings

December Sunday, Dec. 11, 2016, 2 to 5 pm.

Mike Toms: HO scale Harrisburg & Potomac RR.

Mike's layout is based on the chartered, but never built, Harrisburg and Potomac in the area of Southern Franklin County, PA. The setting is 1954 and geared locos still dominate the roster.

Clinic: TBD.

January Sunday, Jan. 8, 2017, 2 to 5 pm.

Paul Mahoney: HO scale.

Paul's layout is a tabletop, set up primarily to focus on his electronics[*JMRI*] interest. Paul also has an extensive collection of HO equipment in DC/DCC.

Clinic: Paul Mahoney: *JMRI*.

February Sunday, Feb. 12, 2017, 2 to 5 pm.

Bob Johnson: HO scale West Virginia Midland.

Bob's layout is a freelanced short line with B&O and WM interchanges.

Clinic: Bob Johnson: Selecting industries for a model railroad.

Maps by [Richard Lind](#) can be found at the back of this newsletter. Versions posted on the SMD web page have no maps. Please contact the [Superintendent](#) for directions.

Future meetings will be listed in the winter edition of the Wheel Report and on-line at smdnmra.org.

On the cover:
After blasting through drifts in Sabillasville, MD, Maryland Midland Railroad's train (symbol UBHF) enters Cascade, MD on Tuesday afternoon, February 16, 2010. (Tom Fedor)

The *Wheel Report* is the official publication for the South Mountain Division of the NMRA. The newsletter is published three times annually. Please send your letters, articles, and pictures to the editorial team members listed in the masthead to the right.

2017 submission deadlines:

- Spring 2017.....February 15
- Fall 2017.....August 15
- Winter 2017/18.....November 15

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Mini-Con 2017

By [Pete Clarke](#)

On Saturday, April 8, 2017, [Mainline Hobby Supply](#) will present: The 5th annual SMD Spring Mini-Convention. Doors will open at 9:00 am and close at 4:00 pm. Mark your calendar now for this popular event.

This year's event will follow the proven plan of past years. In the morning we will have our informal clinics, the modular layouts, and a few vendors. Like last year, lunch will be available onsite. The afternoon will feature the formal clinics. I have contacted several folks regarding formal clinics and hope to have some really entertaining ones.

One of the formal clinics will be given by Bill Wolf, president of the [Steel Modelers Special Interest Group](#). His topic will be, "The Western Maryland Railroad and its relationship with Bethlehem Steel's Sparrows Point plant." I've spoken with several other modelers, and modeling steel mill and associated steel industries is likely to be a theme of this year's event. Not interested in steel? No problem, we'll have plenty of other topics as well.

We expect to, again, offer the very popular make-and-take clinics and trains will be running on some fine modular layouts.

All of this is possible for two reasons. The first reason is because for the past four years, Brian and Bonnie Wolfe of Mainline Hobby Supply have rented the hall for our mini-convention, supplied massive advertising, and have given us any other help or support that we've asked for. They have offered to do it again this year. Does that sound like you've heard it before? Folks, when you go to Mainline Hobby Supply, please say thanks to Brian and Bonnie for their support and buy something.

And reason number two that the mini-con happens is because of you, the members of the South Mountain Division, who volunteer to give informal clinics, show up early to set up the hall, run the make and take clinics, greet attendees at the registration

table and do the 1000 and 1 other things that come up before and during the event.

As always, without your help and involvement this event will not happen. **We need SMD members to volunteer to give informal clinics in the morning.** Ask anyone who's done this, it's fun. Our format does not require you to be comfortable with public speaking; you are just talking to a few people at any time. And you are not repeating a memorized speech; you are just talking about a part of the hobby that interests you. Several have just brought a model with them and worked on it while talking to visiting modelers. People are interested to see what you are working on and they will stop to ask you about it.

It will be great fun!

So, again, save the date, Saturday, April 8, and contact me ([Pete Clarke](#)) to reserve your place in the fun. Do it now, space will become limited and you truly won't want to miss out. Plus, if you volunteer now, then maybe you won't have to listen to me plea for more support at future SMD meetings. More info will follow in the spring *Wheel Report*.



Renew On-line

Your NMRA membership can easily be renewed online at: <http://www.nmra.org/membership-application-and-renewal>. There are hyperlinks at the bottom of the web page for the online "U.S. Renewal Membership Application" and a two page Portable Document Format (PDF) that can be printed, filled in by hand, and mailed to the address included at the top of the PDF document. Current one year renewal rate is \$66, which includes the NMRA magazine, and \$44 without the subscription. Click on the appropriate category and away you go.

2016 Mid-East Convention

By [Paul Rausch](#)



On Thursday, October 20th, 2016, Ray Price and I traveled to the Mid-East Region (MER) convention “Tracks to the Triangle” held at the Marriott Hotel in the Research Triangle Park, in Durham, NC. We had a fine day to travel, arrived late in the afternoon, where we checked into the hotel.

Ray had signed up for an operating session that evening, so I drove him to the address in the layout tour book. It was a small N-scale layout in an upstairs bedroom. I explained to the owner, Dave



Koss, that I had not signed up for this session and would just watch, staying out of the way. He informed me that someone cancelled and I was in whether I liked it or not. We had an enjoyable time operating Dave’s Atlantic Coast Line model railroad.

Friday morning after breakfast Ray headed out for a tour of the [Tichy Train Group](#) factory. Ray reported that the tour was well attended. Don Tichy led the

group on tour of the main production room, which is a “clean room,” as well as the basement



underneath. His operation was first class. The tour group was given an opportunity to purchase any of Tichy’s products.

While Ray was at Tichy I visited three local model railroads. First was the Norfolk Southern owned by Cooper Dwigings located in his 645 square foot attic.



The HO-scale layout, consisting of a major intermodal yard, paper mill, and lumber yard, models Norfolk Southern operations in NC between 1996-1999 offering a lot of switching action. A lash-up of eight powered NS engines smoothly and effortlessly pulled a long coal drag during my visit. Track work is complete and Dwigings is now working on scenery. This layout was one of my favorites because he models in a modern timeframe, as do I.

The second layout was Jim Murphy’s Berkshire Short Line Railroad. This layout is also located in an attic. It represents the industrial city of Holyoke, MA, a mill town powered by water flowing through



a canal system. The layout features a double-track mainline with emphasis on

passenger operations. Many of Jim’s contest-quality craftsman and scratch built structures make up the twenty-two line side industries,

(Continued on next page)

Mid East... (Continued from page 4)

providing plenty of work for peddler freights. The layout is fully operational and most scenery is complete. The Berkshire Short Line Railroad was featured in the February 2016 issue of *Model Railroader*.

My third layout was Will Allen's [Dunkunder Terminal Railway](#). Will's layout features O-scale equipment depicting pre-1960 Appalachian coal hauling of the Norfolk & Western prototype. Train



movements consist of both freight and passenger service. Will's layout has been featured in *O Gauge Railroading*, Run 228 April/May 2008.

On Friday after lunch, Ray and I attended various [clinics](#).

I attended:

- Steve Benezra - Introduction to Model Railroad Operations
- Neal Anderson - Speed Ballasting, Great Trackwork in Less Time
- Brian Sheron, MMR - Backdrops: Achieving Depth Through Forced Perspective and 3-D Effects
- Charlie Flichman, MMR - A Different Look at the Achievement Program

Ray attended:

- Brian Sheron, MMR – Thirty-Five Years of Tips and Tricks
- Brian Sheron, MMR – Backdrops: Achieving Depth Through Forced Perspective and 3-D Effects
- Charlie Flichman, MMR – A Different Look at the Achievement Program

After dinner I chatted with other conventions attendees and went to bed while Ray attended the following two clinics:

- John Burchnall – Foam Board Layout Construction
- Lou Sassi – Adding Detail to Increase Realism

On Saturday morning the MER held a free superintendents breakfast at 6:30 AM. We all spoke for 2 minutes about our divisions and what was working well. I addressed the group relating our increased meeting attendance and the success of our annual Mini-Con.

After breakfast, I found Jeff Grove, who previously lived Hagerstown. We chatted for a couple of hours before his clinics, which I attended in the afternoon:

- Jeff Grove – Laser Cutting Technology
- Jeff Grove – Craftsman Kit Development from the Prototype

Ray also attended the following clinics, which were a continuation from the previous night:

- John Burchnall – Engineering Secrets of the Eastern Loggers Group
- Lou Sassi – Fields and Fences



Ray then spent time in the silent auction room, taking home a few kits.

The Marriott served up a Southern buffet.

Guest speaker, [Bernard Kempinski](#), gave an excellent presentation about how to become published.

Eric Dervinis, the executive convention chairman, announced that the [2017 MER Convention](#) will be

hosted by the Susquehanna Division in Harrisburg, PA. 2018's will be held in Rockville, MD, hosted by the Potomac Division.

(Continued on next page)

Mid East... (Continued from page 5)

The winners of the modeling contest were named, and plaques awarded by Director Martin Brechbiel. Sunday morning was the MER general meeting, hosted by MER president P.J. Mattson. We were introduced to the new MER vice president, Kurt Thompson, from Arnold, MD, and the new treasurer, Brian Kampschroer, from Dillsburg, PA. We heard from all the directors on various subjects.

After the general meeting, we checked out of the hotel, loaded the vehicle, and started home.

Ray and I had great time, thoroughly enjoying the convention. *[Photography provided by [Bob Bridges](#), MER2016 Publicity Chairman. -Ed.]*

Join the Club!

By [David Sweeney](#)

Are you in the South Mountain Division (SMD) because you so relish attending the monthly meetings? Is it all about the agenda we have at the monthly meetings? Or is there more to it? I have found there to be much camaraderie in the SMD.

We all are in this club, which suggests we are mutually supportive of each other. Certainly we are open to being helpful. But it's not as easy as just saying this. Model railroaders can be a self-sufficient lot. They have a tendency to work alone, trying to master all the talents necessary for their pike. Of course we actually vary in those strengths. If you've seen my "bridge layout" for the Rio Grande, you know my preferences are in carpentry. I lay track only by the necessity to extend the railhead (if you have visited, you know I use the whole house for the railroad!).

My weaknesses are many. I am sarcastic about accepting anyone who would like to install turnout machines. Even a manual throw would be a first for the Frederick Rio Grande. But the subject that I really need to master is the DCC because without that the whole railroad shuts down. I really appreciated the advice of my fellow members who

helped me when it did indeed totally shutdown for most of March 2015. It was finally discovered to be a wiring short, not the controller. Frank Benenati has the same [Digitrax DCS51](#) system and he has offered a lot of useful advice to help me keep it going.

But, the DCC is getting more advanced. After presentations by members on the [JMRI \(Java Model Railroad Interface\)](#) earlier this year, I bought the [Digitrax PR3](#) interface module and downloaded the Java program on my computer. The complexity was exponential. While seemingly easy, the nature of "computers" is one mis-wire in the hardware or wrong selection in the software, and it's useless.

I did the JMRI download okay but ran into a wall when it came to actually programming locomotives. So I let this problem simmer for four months. I freely admit that I use a basic flip phone just to avoid the complexities of the smart phones. So it was easy for me to forget about JMRI, as long as my trains were running. Then one of our members, Tom Fedor, was here this summer for an SMD planning meeting. He asked about my layout, and noticed that I was stalled with the JMRI. He had the initiative to come over to my house a few nights later. We arranged dinner and a work session in which we re-wired the PR3 module and got the system working with JMRI.

Of course, I am quite pleased to have the JMRI now, especially with Paragon decoders in the Broadway Limited locomotives. But, the big lesson for me in this episode revealed the true meaning of being in a club. It means not only helping one another, but often one has to find those things he can help a fellow member to do. We are usually too self-sufficient to ask for help with our railroads, so it requires one to look at a layout and see what they might do to help. Using your own strengths and interests, of course. Plus you get the satisfaction of developing enduring relationships with our fellow members.

I encourage you to see how you can "join the club" by connecting with a fellow modeler to help their layout, offering your skills and talent to make a member's layout better than it ever could be by individual effort alone!

"Thru the Rockies"

With [Richard Lind](#)



There's no lack of possibilities and activities for model railroaders and railfans in Albuquerque. Besides the [NMRA Rio Grande Division #6, Rocky Mountain Region](#), there's the [Rio Grande Valley Model Railroad Club](#), which has a permanent HO layout at the New Mexico State Fair

Grounds; and the Rio Grande Model Railroad Club, for boys and girls from eight to 18 years of age. When I attended the November 12th Division meeting, I heard about five local modular groups: the [Albuquerque Society of HO Module Engineers](#),

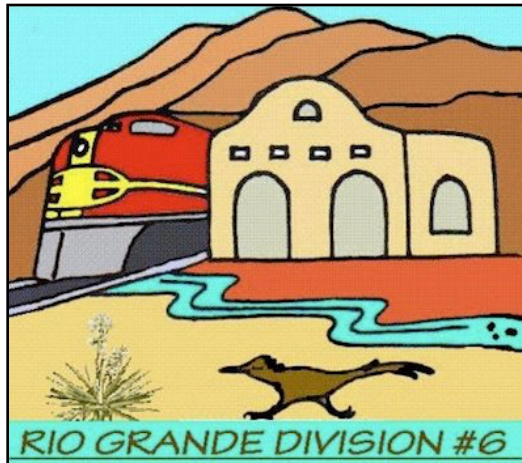
the [New Mexico Rail RunNers](#) for N scale, the [New Mexico Narrow Gauge Modular Club](#), a [Toy Train Operating Society of New Mexico](#) division, and a Lego layout group. Santa Fe has a club or two, and south of here is the [SouthWest Model Railroad Club](#) at Los Lunas. If assembling and testing superheater assemblies turns you on, there's the [New](#)

[Mexico Steam Locomotive and Railroad Historical Society](#), which is restoring AT&SF 4-8-4 No. 2926 to operating condition. If you want to preserve a narrow gauge railroad, there's the [Friends of the Cumbres & Toltec Scenic Railroad](#), which maintains the locomotives, rolling stock, track and surviving railroad structures on the line.

On November 12th, I attended a Rio Grande Division NMRA meeting for the first time. About twenty attended out of a membership of ninety some. Next weekend, the Division will host a model train show at the Albuquerque Balloon Museum which will feature 21 vendors from six states and modular

layouts brought in by some of the groups listed above. They will have a scavenger hunt for the kids who attend. The kids are given a list of things to look for on the featured layouts, and if they find them all, they get a prize. Naturally, the Division hopes that all the kids who attend get a prize.

The program at the meeting was "Kids n' Trains" a clinic that Al Hovey presented at the Rocky Mountain Region's convention in Colorado Springs. It was about the growth of the Rio Grande Model Railroad Club, a subgroup of the Division, for kids and their parents. Al wanted to mentor kids, including his son. Two years ago, he decided to combine mentoring with our hobby and started out with three kids. Now there are 15 with their parents, meeting Saturday mornings at the North Domingo Baca Multigenerational Center, one of Albuquerque's city-run community centers.



Al found there was no road map for doing this. He had to make it up as he went along. Al admits he made some mistakes and learned from the experience. He is strongly supported by our NMRA Division, with members assisting Al with his planned activities. Al can provide help and paperwork

for other divisions who want to do this. He has a CD of his PowerPoint clinic available, and I'm sending a copy to your Superintendent, Paul Rausch.

Al says the "wow factor" when kids see trains is the same now as it was in the 1950's and 60's. When introduced to model railroading, they want 6-axle power, Amtrak, DCC Sound -- all the bells and whistles. It's up to us to go with this and run with it, rather than sit back and lament the eventual demise of our hobby.

[Richard Lind is a former SMD member, Wheel Report editor, and recent transplant to New Mexico. -Ed.]

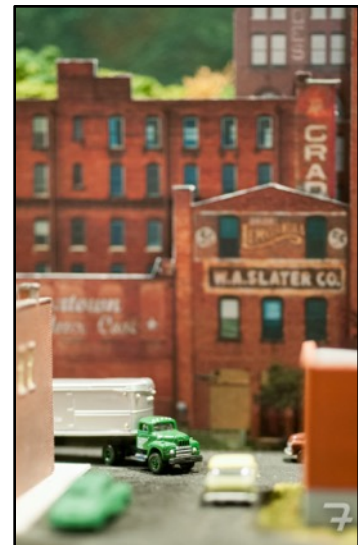
SMD Fall Visual Roundup

By [Tom Fedor](#)

Top: Dave Thalman gives a clinic on uncoupling magnets. Thalman's PRR layout.

Center: Dave Moltrup's 'duck-under.' Moltrup's Beaver Falls & Shenango.

Bottom: Mike Reed talks about his layout with guests. Reed's paper background buildings.



Alaska Railfan Report

by [Paul Rausch](#)



In August, my wife Linda “forced” me to go with her on a vacation to Alaska. Actually she didn’t have to twist my arm too hard. Alaska has been on my bucket list, so this was my opportunity to cross it off.

Fayetteville, PA to Vancouver, BC, via Dulles, VA

We took a five hour flight from Dulles International Airport to Vancouver, BC, Canada on a Sunday afternoon. The cross country flight was boring and cramped just like about every other long one I’ve ever endured. Arriving in Vancouver after dark, we took a cab from the airport to the hotel in old Vancouver. I wished we could have explored the town a bit, but after a great breakfast, a short shuttle ride brought us to the docks where we went through an hour and half boarding process for the [Norwegian Sun](#) cruise ship.



Now unpacked in our cabin, out I stepped onto the balcony. I couldn’t believe my eyes. Directly in front of me was a massive container terminal, loading and

unloading containers. Off to my right was an active rail yard with both freight and passenger trains parked in the yard. I even got to watch commuter trains come and go. Linda finally dragged me off of the cabin balcony for some lunch. As we were looking around, the cruise ship got under way.

Ketchikan & Juneau, AK

We spent the next day and a half cruising the [Inside Passage](#) in route to Ketchikan, AK, our first port of call, for an afternoon shore excursion.

On beautiful day 3, we arrived in Juneau, AK where we took an excursion to the [Mendenhall Glacier](#) and a rain forest. Juneau has the distinction of having the 50th most attractive state house in the US.

Skagway, AK

Day 4 brought us to Skagway, AK. I fell in love with this very historical town. Skagway was the starting point where the gold miners departed during Klondike Gold Rush, traversing the White Pass trail in the 1890’s. Our cruise ship offered several shore excursions in Skagway. One was a tour of Skagway with a ride on the White Pass and Yukon Route Railroad. We just had to do this tour. The [White Pass and Yukon Route](#) is a Canadian and U.S. Class II, 3 foot narrow gauge, linking the port of Skagway, with Whitehorse, the capital of Yukon. It is an isolated rail system, which has no direct connection to any other railroad. Equipment, freight and passengers are ferried by ship through the Port of Skagway, and via road with a fewmstops along its route. The White Pass route is a great tourist draw. It’s scenery is spectacular; from the bare mountain pass at the Canadian border to the lush forests below.

The rails of the White Pass & Yukon Route were laid right down to the docks, even along them, for the former freight traffic. The White Pass of today is perfectly positioned to sell a railroad ride through the mountains to cruise ship tourists, as one does not have to walk far. This tourist railroad is rated as one of the top ten in the world. I’ve ridden a lot of tourist railroads in my life, and this is probably the best.

(Continued on next page)

Alaska... (Continued from page 9)

This excursion made the entire trip worth it for me. While in Skagway we also went to the Liarsville gold rush camp for a salmon bake and show. Liarsville was the starting point for the Chilkoot trail to the gold fields. There, we learned how to pan for gold. We even got some.

Seward, AK

Back on the ship, we departed Skagway and headed to Seward, AK going up several channels to see some awesome glaciers from our cabin windows. Once we departed the ship at Seward, we were off on a five day rail excursion on the [Alaska Railroad](#).



Photo by Paul Rausch

This railroad has first class equipment and coaches. It doesn't allow any other road name to run on its rails. The railroad played a vital role in Alaska's development, moving freight into Alaska while transporting natural resources. It is well known for its summertime tour passenger service.



Photo by Paul Rausch

The Alaska Railroad was one of the last railroads in North America to use cabooses in regular service and still uses them on some gravel trains. It continues to offer one of the last flag stop routes in the country. A stretch of about 60 miles of track along an area north of Talkeetna, AK remains inaccessible by road. The railroad provides the only transportation to rural homes and cabins in the area. Until construction of the Parks Highway in the 1970s, the railroad provided the only land access to most of the region along its entire route.

Anchorage, AK

On the first day we rode our train to Anchorage, AK where we toured the city.

On day 2 of the railroad portion of the vacation we rode the train into [Denali National Park](#). Traveling about the park on a tour bus gave us an opportunity



Photo by Paul Rausch

to see a lot of wild life. I got a selfie with a couple of grizzly bears way off in the background, plus some great photos of Mt. Denali. We were very fortunate the day we were there, the mountain was out in all its glory. Our tour guide said it was the clearest day of the season so far and that the mountain is usually enveloped in clouds.

Fairbanks, AK

After Denali National Park, we rode the train to Fairbanks, AK, our last stop. In Fairbanks, we toured the Gold Dredge Number 8, panned for gold, got some, and Linda brought it home in jewelry. We also went to North Pole, AK. A wake-up call was placed at the hotel desk for the middle of the night so we could view the Northern Lights. Alas, they did not appear.

We also toured an Iditarod dog kennel belonging to the husband of the late [Susan Butcher](#) who won the race four times. And finally we went to an Alaskan salmon bake. Yes, we stuffed ourselves.

The last day we had some time to kill so we went on a Sternwheeler up and down the Chena River for several hours. Then it was a quick shuttle to the airport for our trip back to reality. Did I mention, I hate long plane rides? (Continued on next page)

Alaska... (Continued from page 10)

Baltimore & Frederick, MD to Fayetteville, PA

Some good friends picked us up at Baltimore (BWI). On the way home we ate at Famous Dave's BBQ for lunch in Frederick, MD. As if we didn't eat enough on board the ship and trains!

The Alaska experience will be very memorable for my wife and I. The scenery was breathtaking, the people were very friendly, and although the bigger cities were very modern, the old towns were like stepping back in time to the early 1900's. Plus I was fortunate to ride two railroads that I hadn't ridden before. I now understand why people want to live there and get off the grid. I tried talking the wife into moving there, but she reminded me of the -40 degree below zero winters with months of little to no daylight. So we will remain home in Pennsylvania. If you have never been to Alaska, I urge you to visit if you get the chance.



Train Shows / Meets

[If you don't see your activity listed, I apologize. Please send future press releases to tjfedor@gmail.com -Ed.]

- **Frederick County Society of Model Engineers**
 Open houses: December 11, 2016. January 8, 15, 22, 29, & February 5, 2017
 Time: 1 PM to 4 PM.
 Address: 423 East Patrick Street, Frederick, MD 21701.
 Web: fcsme.com
- **Great Scale Model Train Show**
 Shows: February 4-5, 2017.
 Times: Sat: 9 AM to 5 PM; Sun: 10 AM to 4 PM.
 Address: Maryland State Fair Grounds, Cow Palace, 2200 York Rd. Timonium, MD 21093.
 Web: www.gsmts.com
- **Greenberg's Great Train and Toy Show**
 Shows: December 3-4, 2016.
 Times: 10 AM to 4 PM.
 Address: Maryland State Fair Grounds, Cow Palace, 2200 York Rd. Timonium, MD 21093.
 Web: greenbergshows.com
- **Hagerstown Model Railroad Museum, Inc., Antietam Station**
 Open Houses: January 8, 15, 22, & 29, 2017.
 Time: 1 PM to 5 PM.
 Address: 17230 Shepherdstown Pike, Sharpsburg, MD 21782.
 Fall Model Train Sale: February 11, 2017.
 Time: 9 AM to 2 PM.
 Address: Washington County Agricultural Education Center, 7313 Sharpsburg Pike, Sharpsburg, MD 2178
 Web: www.antietamstation.com
- **Waynesboro Model Railroad Club**
 Open houses: December 17-18, 2016. January 7-8, & 14-15, 2017.
 Time: 1 PM to 5 PM.
 Address: 3291 Waynescastle Road, Greencastle, PA 17225.
 Web: www.facebook.com/waynesboromrrc/
- **Cumberland Valley Model Railroad Club**
 Open houses: December 11 & 18, 2016.
 Time: 12 PM to 4 PM.
 Address: 440 Nelson Street, Chambersburg, PA 17201.
 Web: www.cvmrrc.com

Train Rides

[Highlights are posted below each listing. Call or visit on the web for comprehensive, up to date schedules and ticketing information. -Ed.]

- **B&O Railroad Museum**, Baltimore, MD. Phone: (410) 752-2490 Web: www.borail.org
 - B&O's Magical Holiday Express, December 3-31.
 - Model train layout (various), December 3-January 2.
 - Holiday Festival of Trains at Elliott City Station, Wed.-Sun., November 25-January 29.
 - For more see web.
- **Ma & Pa Railroad Heritage Village**, Airville, PA. Phone: (717) 927-9565 Web: www.maandparailroad.com
 - Christmas City Express, December 9-18.
- **Mountain Rail Adventures**, Includes rides out of Elkins, Cheat Bridge, Cass and Durbin, WV. Phone: (877) 686.7245 Web: mountainrailwv.com
 - Elf Limited, November 25 - 27 & November 30 - December 11.
 - Polar Express, November 4 - 30 & December 1 - 18, 5PM & 7:15PM departures (See web for specific days).
- **National Capitol Trolley Museum**, Colesville, MD. Phone: (301) 384-6088 Web: www.dctrolley.org
 - Winter in Washington, November 25-January 29.
 - Holiday Trolley Fest, December 3-4, 10-11, & 17-18.
- **Rockhill Trolley Museum**, Rockhill Furnace, PA. Phone: (814) 447-9576 *weekends*, (610) 428-7200 *weekdays* Web: www.rockhilltrolley.org
 - Polar Bear Express, December 2-3 & 9-10.
 - Santa's Trolley, December 3.
- **Potomac Eagle**, Romney, WV. Phone: (304) 424-0736 Web: www.potomaceagle.com
 - Christmas trains, December 2-3, 9-10, & 16-17.
- **Steam Into History**, New Freedom, PA. Phone: (717) 942-2370 Web: steamintohistory.com
 - Santa Sing-along Caroling Express, December 2, 9-11, & 16-18.
 - Tannenbaum Christmas tree train, December 3-4.
 - Glen Rock Carolers, December 11.
- **Strasburg Railroad**, Ronks, PA. Phone: (866) 725-9666 Web: www.strasburgrailroad.com
 - Night before Christmas, December 1-2, 8-9, & 15-16.
 - Christmas Tree Train, December 3.
 - Santa's Paradise Exp., December 3-4, 10-11, & 17-18.
- **Walkersville Southern Railroad**, Walkersville, MD. Phone: (301) 898-0899 Web: wsrr.org
 - Santa Trains, December 3-4, 10-11, & 17-18.
- **Western Maryland Scenic Railroad**, Cumberland MD. Phone: 1-800-872-4650, x105. Web: www.wmsr.com
 - North Pole Experience, December 2-4, 9-11, & 16-18.



NMRA Web

By [Den Sevier](#)

NMRA IT Department Manager

The NMRA website was down for a week due to hardware issues at the company that hosts the website for us. After a complete replacement of the hardware, and the restoration of the website, the NMRA website is now functional.

If you have a problem getting to the website, the issue is likely that you need to "clear the browser cache" - this [link](#) will provide information on how to accomplish that task.

Thank you very much for your patience. [Received notice by email 25 November. -Ed.]

SMD December layout preview: Mike Toms



Photo by Mike Toms

Top: Coal mine peninsula.

Right: Map of RR. Rectangular dashed line shows the H&P route.

Bottom: Chambersburg.

Name: Harrisburg & Potomac RR

Scale: HO

Size: 12 feet by 40 feet

Prototype: The chartered (but never built) H&P

Locale: Southern Franklin County, PA

Era: 1954

Style: Around the walls
mainline run: 105 feet
 approximately, plus two
 branch lines

Minimum radius: 26 inches

Minimum turnout: No. 4

Maximum mainline grade: 2%

Train length: 5 feet (Seven 40 foot cars plus engine and caboose)

Benchwork: Open grid, plywood, blue foam

Height: 48 inches to about 55 inches

Roadbed: Homabed, Woodland Scenics foam

Track: Code 100

Scenery: Benchwork, some backdrops

Backdrop: Sky blue painted walls

Control: MRC Prodigy Advance

Motive Power: Geared locos, with exception of one diesel yard engine.

Car forwarding: Car sleeves and way bills

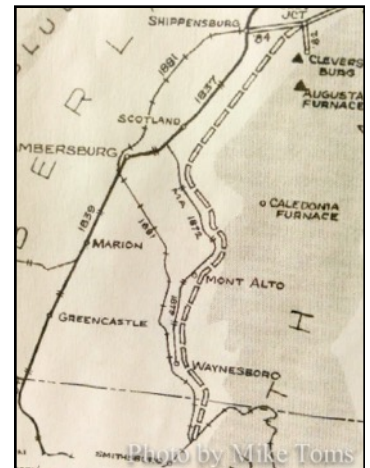


Photo by Mike Toms



Photo by Mike Toms

SMD January layout preview: Paul Mahoney

Name: None, it is a hodgepodge
Scale: HO
Size: 12'x12'
Prototype: Whatever strikes me at the time
Locale: My basement
Era: 1925-2015
Style: Platform center of room
Mainline run: 40'
Minimum radius: 10"
Minimum turnout: No.6
Maximum grade: Ridiculous
Train length: Up to 20'
Benchwork: Plywood
Height: 30"
Roadbed: Foam
Track: Code 83
Scenery: Plaster
Backdrop: None
Control: Digitrax DCC

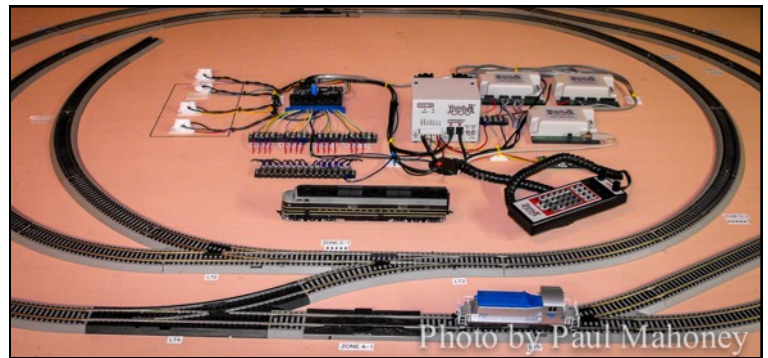


Photo by Paul Mahoney



Photo by Paul Mahoney

*Clockwise: JMRI demonstration layout.
Train collection.
Table top layout and Train collection.*



Photo by Paul Mahoney

SMD February layout preview: Bob Johnson



Name: West Virginia Midland
Scale: HO
Size: 16' x55'
Prototype: Freelance short line with B&O and WM interchanges
Locale: Central West Virginia
Era: 1954
Style: Mixed – Walk-in “E-shape” & around the walls
Mainline run: 120 feet
Minimum radius: 20” (15” on one branch)
Minimum turnout: No.4
Maximum grade: 5% - Main – 9% branches
Train length: 8 cars plus engine and caboose
Benchwork: Open grid, plywood
Height: 35 to 58 inches
Roadbed: Wood lath
Track: Code 70
Scenery: Plaster on cardboard with rock castings
Backdrop: hardboard, hand painted
Control: Lenz DCC



*Top:
 Cable
 stayed
 derrick.
 Middle:
 Packing
 company.
 Bottom:
 Coal mine.*