

# WHEEL REPORT

FALL VOL. 17/18 No.1

## Inside Highlights:

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### Fall SMD Meetings

**September:** Sunday, Sep. 10, 2017, 2 to 5 pm.

**Bill Reynolds; Waynesboro, PA**

See Bill's TT/TO standard gauge HO scale D&RGW Alamos Division.

Clinic: To be determined.

**October:** Sunday, Oct. 8, 2017, 2 to 5 pm.

**TBD**

Watch for email notification and a post at [smdnmra.org](http://smdnmra.org).

Clinic: TBD

**November:** Sunday, Nov. 12, 2017, 2 to 5 pm.

**TBD**

Watch for email notification and a post at [smdnmra.org](http://smdnmra.org).

Clinic: TBD

•Maps 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](http://smdnmra.org).

**On the cover:** SMD member Mason Cooper of Stephens City, VA. shared a view of his Y-6b (2-8-8-2) photographed through the roundhouse on his Norfolk & Western, Valley Line layout.

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 to the right.

#### 2017/18 submission deadlines:

- Winter 2017/18.....November 15
- Spring 2018.....February 15
- Fall 2018.....August 15

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## “Clutter from the Super's Desk”

The moral of the story? When somebody throws your name in a hat for a job nobody else wants, hop the next train out of there!

At least, that's the short version of why I'm writing from the Superintendent's desk instead of some other “stuckee.” The truth is, while I hadn't expected to win the election, I believe the Division's willingness to “pass the torch” to one of their newest and youngest members speaks volumes about the type of organization we are. Although I'm still learning the ropes, I am genuinely excited about this opportunity to play a role in the future of South Mountain Division. In just the few years of which I've been a member, I have witnessed the evergreen enthusiasm our community has for this hobby, and watched our annual Mini-Con mature into, if I may blow our own five-chime horn here, one of the very best shows in Division territory.

Looking forward, I want to address a couple of issues facing SMD as we notch up after the summer months. First, we're always looking for layout owners to host membership meetings. If it has been awhile since you hosted, or you just want to show off that extension/yard/bridge/etc. you recently added, let me know! Way I see it, “if you build it, they will come.”

On that note, I am also looking for anyone interested in presenting clinics after the meetings (as we all know everybody's favorite motion is to adjourn!) There's no lack of breadth and scope to our hobby, and it's always interesting to see something new.

Second, the MER approached us earlier this year with a review of SMD bylaws. Because we'll need to vote on adopting their proposed amendments anyway, I want to hear what you folks would like to see changed in our bylaws. Stop by the SMD website ([www.smdnmra.org](http://www.smdnmra.org)) to review the current set, and raise your concerns either by email or during our September and October meetings.

Before I sign off, I would like to take a moment to acknowledge a few people who help keep this Division on the rails. Since the election, Ray Price has continued as Paymaster, and Harvey Heyser has stepped into the role of Clerk. Furthermore, my sympathies go out to our returning and long-suffering Wheel Report editor Tom Fedor. Pete and Jane Clarke have agreed to stay on as our Mini-Con organizer lackeys for at least a one more go 'round, and Bob Johnson has graciously volunteered to serve as Assistant Superintendent. Finally, I would like to recognize our past Superintendent Paul Rausch, whose shoes I don't claim to fill.

Thank you for your interest, enthusiasm, and continued participation in the South Mountain Division. Here's to a good winter for railroading!

Alex Polimeni, Superintendent





Welcome back! Fall is coming and the SMD is getting back into the swing of things. I hope you all had a fun and productive (model railroad-wise) summer.

As you have likely noticed, I have made design changes to the 2017/2018 newsletter. I continually review publications in the hobby press, both on line and in print looking for style ideas to create a more pleasurable reading experience. Since the Wheel Report is consumed by most members as a digital product, I switched from a portrait format to landscape. My primary reason is to get the most out of our computer monitors, by allowing for a full page experience with larger magnifications on our horizontal screens. Now we won't have scroll down when reading one column, then scroll back up to continue the left column. The page size is still proportional to 8.5 x 11". So it won't be a problem printing to a standard sheet of paper.

I have omitted the layout profiles that match up with the fall meeting locations in this edition. Timing was the factor. I didn't have enough time to reach out to the hosts to gather pictures and layout details. It's possible I will bring it back. Time will tell.

Last spring the Division elected new officers. A picture of each person and short submitted bio can be found on subsequent pages.

This period I published a fine image submitted from SMD member Mason Cooper as our cover. Thank you Mason! And thank you to the Clarke's for sharing a story about their summer travels, to Dave Thalman for the update on his layout, and to all those who shared other small pieces that helped pull the edition together. We all love to see and read more about what our division peers are modeling. Sharing here helps to connect members with similar interests. Its a source of inspiration and motivation. Please keep the Wheel Report in mind as you work on your models. I don't have a staff of reporters or dole out writing assignments. The Wheel Report relies solely on submissions.

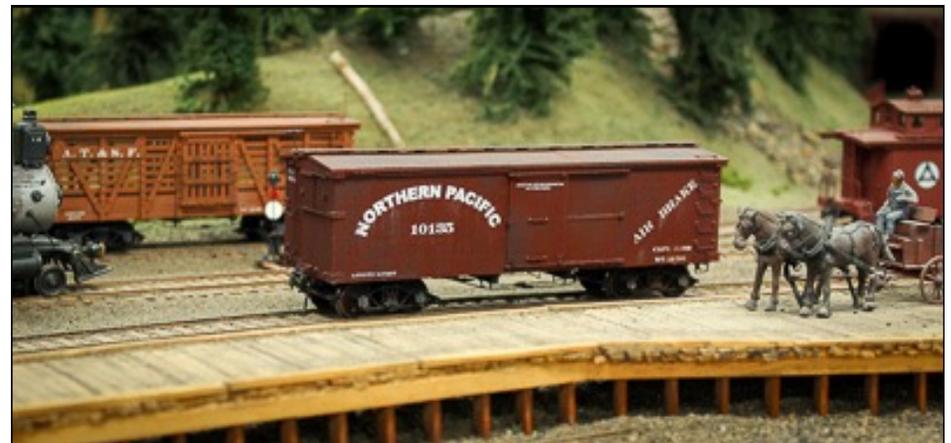
If you don't think you could write a full story, then consider a short step-by-step piece with several photographs. If you are worried you may not have the technology or skill to create necessary images, as a photographer, I'd be glad to assist in that regard. Remember, you earn [achievement program \(AP\) points](#) by contributing to your division newsletter too.

Speaking of what you can attain by earning AP points, I thought it would be cool to share the results of one of the informal clinics happening during the 2017 Mini Con where attendees got to watch Andrew Dodge, MMR #453, begin work on a scratch built O scale boxcar. He completed all the wood construction by 1PM the day of the convention and indicated in a message that metal hardware was installed the following weekend. Dodge writes, "The car is a Northern Pacific series built in the



1880s and is a little over 33 feet long with a capacity of 40,000lbs. Since air brakes were still new to railroads, the NP added a big diagonal sign on the right side of the car with the words 'Air Brakes'."

Thank you, Andrew!

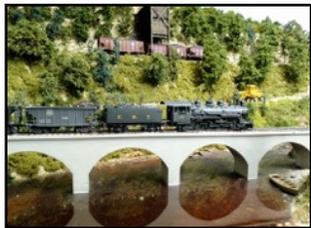


Several of us in the South Mountain Division love both trains and bicycles! Pete, Bill Reynolds, and I set out May 31<sup>st</sup> to visit some model railroads and bike the Katy Trail from Clinton to St. Charles, Missouri. The Missouri, Kansas, Texas Railroad abandoned this right of way in 1986. Portions of the trail opened in 1990 and it was completed in 1999.



Before any biking could happen, there was a lot of driving. We wanted to visit another EBT modeler, Doug Taylor, in Kansas

City since we were sort of in the neighborhood. We expected to have an operating session at his house on Friday June 2<sup>nd</sup>, but he said come over the night before to see a friend's Union Pacific layout. His UP (top, left) was extremely impressive even though there was little scenery—I have only seen more reefers at a Grateful Dead concert. Doug's EBT was great, too, and completely scenicked. We felt right at home. After ops, we drove back east to St. Charles.



On June 3<sup>rd</sup> we met several non-railroader friends to take a shuttle back west to the starting point (our third trip across the state, but who's counting). Well-rested and ready to stretch our legs, we set out on June 4<sup>th</sup> to ride 41 miles from Clinton to Sedalia. The trail has a good surface of firmly-packed, crushed stone and is mostly shady. There was a bicentennial caboose in Windsor to welcome us to the trail. The Rock Island Spur Trail takes off in Windsor. It looked very rough, so we were not tempted to follow it. We stayed in the nifty old [Hotel Bothwell](#) in

Sedalia. Our rooms were nice but the bikes got to stay in the grand ballroom!

Sedalia's station (right) has been restored and looks fabulous. Some of the sculptures around it honor Sedalia



as the Cradle of Ragtime. On the 38-mile ride to Boonville we passed a large

limestone quarry and many limestone cliffs. The few times all seven of us were riding in a line, it was like we were our own train. In fact, there was one place where a homeowner had installed a crossing signal on his driveway where the trail crossed it. Boonville (right) greeted us with a Spanish style station and green caboose. We stayed at the [Hotel](#)



[Frederick](#) where the bikes had to stay in the cellar, not the ballroom.

Day 3 was also 38 miles to Hartsburg. The first thing we did was ride over the Missouri River (below). Before railroads, the river was the



Katy Trail State Park  
Missouri Department of Natural Resources

0 (km) 150  
0 (mi) 100



fastest mode of transportation and barges still ply its waters. Just over the bridge in New Franklin we found the remains of a turntable at the Roundhouse Campground. We rode through the Manitou Rock Tunnel (left, built in 1893) and ate lunch at a Thai (!) food truck along the trail. Our accommodations were at the [Eber House B&B](#). Our hosts not only provided bed and breakfast, but laundry and dinner, too!

Day 4 was our longest at 50 miles to Bluffton. Pete, Bill, and I felt the need to head to the bike shop Jefferson City to get

tubes to replace the four we lost to flats. Jeff City is on the other side of the river.

Check out the helix (right) we had to bike to get up to the bridge! Mission accomplished, we went back to the trail. Towns on the trail were smaller and farther apart here. [The Bluffton Barn](#) didn't look like much, but the beds were comfortable and the dogs were friendly.



At 33 miles to Marthasville, day 5 was pretty short. Even so, we were disappointed to find our projected lunch spot closed. [KT's Caboose](#) restaurant in Marthasville was a welcome sight! Bananas are a good source of potassium, so a banana split is health food, right? The group split up because there was no B&B big enough for seven. Pete, Bill, and I got the better deal by going to [Heaven on Earth B&B](#). We had a rustic-looking cabin with all the comforts of home inside including a jetted tub for sore muscles. Our innkeeper picked us up from the trail made a stop to let us get beer and Gatorade. Sweet!

Our last day to St. Charles (top, right) was 42 miles and featured a lot more people on the trail. The scenery is a little more industrial and



suburban along here, but St. Charles is nice and has a good selection of lodging and dining. We visited the [Lewis and Clark Boathouse and Nature Center](#) the previous Saturday. We had steaks at [Tony's on Main](#) and stayed at the [Lococo House B&B](#). No, it has nothing to do with locomotives, only the proprietor's last name.

We rode 242 miles in 6 days. Since it's a converted rail bed the "hills" were never more than slow inclines. All in all, it was a good trip which featured our favorite activities: railroading, bicycling, and eating. Even if you don't

bike, Missouri has lots of railroad historic sites and lots of fine model railroaders.



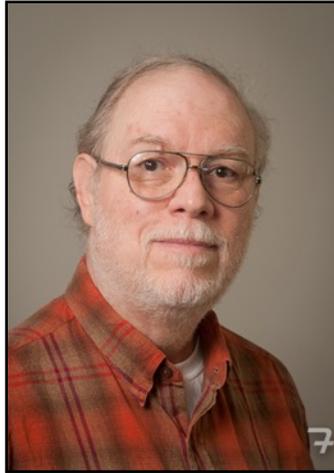


**Alex Polimeni**  
Superintendent

My time in this hobby has been a roller coaster of new hobby experiences and opportunity thanks to the NMRA. I have been exposed to model railroading all my life by my father, but didn't become truly active in the hobby until 2011.

Since then I've tried my hand building a harbor scene on a club layout, filled in the scenery on a friend's 30 year old layout, demonstrated painting scale figures at our Mini-Con, and operated over a dozen layouts in the SMD and greater tri-state area. I've become a student of time table and train order (TT/TO) operation and routinely dispatch for several layout owners within the Division.

I'm always eager to learn more about our hobby, from the things I enjoy most-dispatching or scenery, to those I like least-such as switching or wiring. Although I'm interested in all scales and periods, my personal layout pipe dream is to build something akin to a spaghetti western, set in the early 1900's with small steam, rough towns, and vast desert vistas.



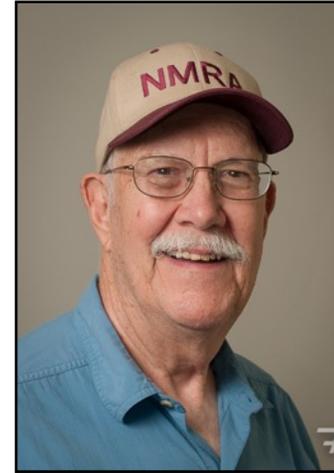
**Harvey Heyser, III**  
Clerk

As a scale modeler for 50 years or so, I have modeled in HO, O, and now large scale, specifically G scale (1:22.5), using gauge one (1-3/4") track which represents meter gauge (I use it to represent 3 ft. gauge.). The three layouts I have started all got to the

'plywood dragon' stage and went no further.

I find early 20<sup>th</sup> century (before WWII) prototype railroads quite fascinating. My favorite is the Cumberland and Pennsylvania. Now that I am retired, I plan to model the C&P as a freelance, 1920s, coal hauling, narrow gauge short line. Layout design and operations also fascinate me. Contacts made through the SMD have given me many opportunities to participate in both those activities.

I have been an NMRA member since the 1970s and an SMD member since returning to the Shepherdstown, WV area in the mid-1980s. I very much appreciate the SMD for the opportunities for fellowship and the chance to learn new things about our hobby.



**Raymond Price**  
Pavmaster

I joined the SMD in 1987 after moving to Frederick County. I reside in the eastern part of the county, almost along the Carroll County line. I have served in all of the elected positions within the division and even edited the newsletter.

I am interested in modeling the late 19th - early 20th century to 1904, primarily because of smaller equipment and shorter trains. Currently I am planning a small 4x8' layout to test how I do with building one. I also enjoy operations and participate in that aspect as often as I can.

*[See page-2 for a complete list of SMD officials and contact information. -Ed.]*



The Wakanda Valley Branch of the Pennsylvania Railroad is slowly progressing and recently reached a project milestone. Those of you who attended last October's SMD meeting saw the completion of my four-track mainline of the PRR in a continuous loop up through the west helix to Keefer, the main town on this piece of the pike, then down the east helix to staging. After the mainline was up and running, the next project was beginning work on the branch line in the lower foreground of the Main. One of the "druthers" on my "givens and druthers" list was a lower-level branch line station directly under the station (below) up on the mainline.



To make this scene more interesting I wanted an elevated bridge to support two tracks of the mainline. This would open up space to view the branch line station and provide a space for a station track between the legs of the bridge. I figured the bridge would need to be around 48" to accommodate these features.

The first step was to cut away tracks 1 & 2 of the mainline (not an easy thing to contemplate after a long period of building the Main).

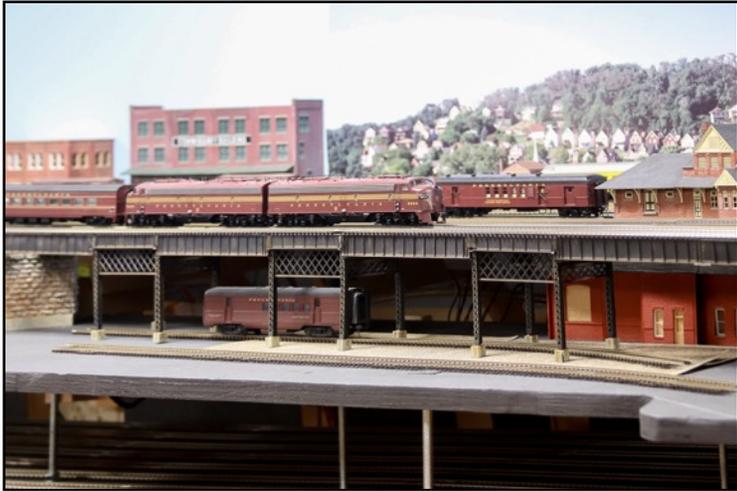


I used Micro Engineering City Viaduct and Open Deck Girder bridge kits (left) to construct the two-track span - 13 kits total. ME kits have two girder heights and I alternated the higher (stronger) girders with shorter girders that spanned the bridge towers to make it more prototypical. I had to do some creative engineering to support the beefier girders because they extended below the tower tops where there was no support provided in those kits. I cut hardwood cubes for bridge piers. The girder sections were assembled upside-down on my workbench to be sure the girders were completely even across the entire span. I added lots of plastic strips underneath to increase stability.

The abutments and retaining wall wings are Chooch cut stone panels. At Ron Polimeni's [SMD member. -Ed.] suggestion I canted the abutments to lessen the radius of the S-curve for the track coming from the branch that passes under the bridge.

I painted and weathered the bridge and stonework (below) following pictures of PRR elevated rails and stone bridges. Painting and weathering was a new experience for me, so I read-up on several techniques. To eliminate the glossy plastic look of the girder kits I sprayed the entire bridge with flat black primer from a rattle can. I air-brushed a light coat of rust on the lattice tower legs. Then I hand-painted rust on the bottom of each girder and dry-brushed rust streaks from top to bottom.





I finished the girder sides with a light coating of rust powders. The bridge piers were painted to simulate concrete and rust streaks were added. Varied colors

were applied to the rock-work on the abutments and retaining walls with washes and stippling with foam pads. I really enjoyed this part of the process – mainly because I didn't have any “do-overs” and I was very satisfied with the result.

The final engineering challenge was how to install the branch line surface above the open-girder benchwork so the bridge supported the replaced mainline tracks exactly even with their companion tracks. After noodling this a while, I came back to a successful technique I used to build the two helixes – threaded rods. They are strong and make it infinitely easy to adjust the height across a long span. They also offer the option of being able to remove sections of the branch line should I ever need to access the mainline wiring behind (hope you're not reading this, Murphy!).

With the bridge set in place on the abutments, I glued tracks to the girder tops and used non-soldered rail joiners to secure the rails at each end. I do not plan to secure the bridge feet, but will “lock” them in position with surrounding cuts into the Chooch cobblestone surface that will comprise the walking/driving surface under the bridge and in front of the station. I will be able to remove the bridge easily by sliding the rail

joiners back and lifting the bridge straight up. I will probably add detachable wires to span the rail gaps to ensure electrical continuity. DPM Modular Building System walls will be used to construct the branch line station unless I find something that more closely resembles the station above (like a duplicate station kit). The current mainline station was moved to this location from Paul Rausch's Ohio Northern railroad.

So, what's next? I think I will remove the bridge for now, put it in safe place, and work on finishing the backdrop and scenery of the mainline station area above and behind the bridge. The final steps of this entire project will be to lay the track under the bridge, install the cobblestone surface, and build the small station with a freight section.

I really appreciate the camaraderie of the SMD members who have given me lots of ideas and advice that contributed to this endeavor – solicited or not. Model railroading is indeed fun!



## Open House...

This fall the SMD area has been asked to participate in [The Model Railroad Open House](#) listings. [Paul Rausch introduced this activity during the October 2016 Division meeting. -Ed.] While this is not an official NMRA event, the SMD boundaries are being used to define the westward expansion of this activity. Layout owners willing to open their model railroads for guests to visit (exactly like the [Mainline Hobby Supply](#) layout tours) during the month of November, and before Thanksgiving, are needed. Here is a message from [Jerry Britton](#), coordinator:

*The Model Railroad Open House is an annual event which showcases model railroads in Maryland, New Jersey, Pennsylvania, Virginia, and West Virginia.*

*Layouts are open in November, which coincides with National Model Railroad Month. We thank the Garden State, New Jersey, Philadelphia, South Mountain, and Susquehanna divisions of the NMRA for their support and co-sponsorship!*

*The schedule is posted around October 1st each year. You can access the schedule under the For Visitors menu. You can learn about participating layouts by clicking on their links from the schedule.*

*If you are a layout owner and may be interested in participating, please review the information under the For Layout Owners menu.*

*Under the Gallery menu you can find photos of some of our participating layouts.*

*We also schedule tours for special events. Please click on the Private Tours menu for more information.*

*Thank you for visiting -- Enjoy!*

*[Jerry Britton](#), Coordinator*

Here are hyperlinks to the website with information about participating.

For layout owners: <<http://pennsyrr.com/index.php/for-layout-owners/information-for-layout-owners>>.

For visitors: <<http://pennsyrr.com/index.php/mroh-schedule/information-for-visitors>>.

As your regional coordinator, it's my job to find participants and establish your listing on the website. Once your listing has been approved by Jerry Britton, you can then provide the date(s) and time(s) for your opening(s).

As of publication, the SMD already has 6 layouts in the database. Please contact me directly if you desire to participate. -[Tom Fedor](#)

## SMD Yahoo Group...

In response to a discussion at the May 2017 business meeting, Andrew Dodge and Tom Fedor established a [Yahoo group](#) forum for the SMD. This site is intended for the use of South Mountain Division members and other NMRA members to exchange information about events of interest, discuss all aspects of model

railroading, and to serve as a resource of information from other divisions, the region, and at the national level. Its goal is to share modeling information of all types and various techniques used in the hobby ranging from the freelance designed layout to those representing the prototypes. All exchanges are to be civil and are expected to focus only on modeling and railroading. Please feel free to contribute ideas, methods, and types of material used in modeling. If you become aware of new materials or commercial products developed by suppliers, please share. Also, this site will support photos of prototype railroading as well as models. This group will be only as good as we all want to make it. Enjoy and have fun.

Link: <<https://groups.yahoo.com/neo/groups/SMDNMRA/info>>.

## NMRA Renewal...

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 rates are \$72, which includes the NMRA magazine, and \$44 without the subscription.

Below: Dakota Kithcart, 15, of Martinsburg, assembles T-Trak modules.

Lower: Bill Martz (left) and Kithcart work on T-Trak.



Left and below: Guests, Wes Clark (left) and his father Tom, both of Chambersburg, construct their Carolina Craftsman Kits.



Above: Bill Wilson talks arduino.



Right: Mike Reed shares his paper structures.



Left: David Sweeney leads the DPM make and take.

Far left: Guests, Murali Nair and son Viraj, 8, of Waynesboro build their DPM structure.



Top: Presenters (clockwise); Rick Kithcart, and Rick Keller talk CSX. Bill Wolf and David Moltrup present steel mill modeling and prototype information.

Right: Jane Clarke shows how to scenic with natural materials.

Center: Ron Polimeni operates his Time Saver layout as guest, Steve Workman of Great Mills looks on.



Right: The Dead Rail Society.

Far Right: Ray Price presents the WMSR raffle.



From top: Mini Con chairman, Pete Clarke.

Center: Frank Benenati talks decoders.

Lower: Bob Johnson teaches rolling stock tune-up to guests Julie and Jesse Perry of Chambersburg.

- **Hagerstown Model Railroad Museum**  
Shows: September 9, & November 25, 2017.  
Time: 9 AM to 2 PM.  
Address: Washington County Agricultural Education Center, 7313 Sharpsburg Pike, Sharpsburg, MD 21782.  
Web: [antietamstation.com](http://antietamstation.com)
- **Cumberland Valley Model Railroad Club**  
Openhouse: September 16, 2017.  
Time: 11 AM to 4 PM.  
Address: 440 Nelson Street, Chambersburg, PA 17201.  
Web: [cvmrrc.com](http://cvmrrc.com)
- **DCNRHS Picnic/RR presentations**  
Picnic: September 16, 2017.  
Presentations: October 20, & November 17, 2017  
All Times: 8 PM  
Address: Various. See website.  
Web: [dcnrhs.org](http://dcnrhs.org)
- **Mainline Hobby Supply**  
Openhouse: September 16 & 17, 2017.  
Address: 15066 Buchanan Trail East, Blue Ridge Summit, PA 17214.  
Web: [mainlinehobby.net](http://mainlinehobby.net)
- **Waynesboro Model Railroad Club**  
Openhouse: September 16, & November 25, 2017.  
Time: 12 PM to 4 PM (Sep.), & 1 PM to 5 PM (Nov.).  
Address: 3291 Waynescastle Road, Greencastle, PA 17225.  
Web: [waynesboromrrc.com](http://waynesboromrrc.com)
- **Frederick County Society of Model Engineers**  
Openhouse: September 17, 2017.  
Time: 1 PM to 4 PM.  
Address: 423 East Patrick Street, Frederick, MD 21701.  
Web: [fcsme.com](http://fcsme.com)
- **Brunswick (MD) Railroad Days**  
Festival: October 7 & 8, 2017.  
Time: 10 AM to 5 PM.  
Address: Square Corner Park, Brunswick, MD 21716.  
Web: [brunswickmd.gov](http://brunswickmd.gov)
- **Great Scale Model Train Show**  
Shows: October 7 & 8, 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: [gsmts.com](http://gsmts.com)
- **Susquehannock MER NMRA Convention**  
Convention: October 12, 13, 14, & 15, 2017.  
Address: Sheraton Harrisburg Hershey Hotel, 4650 Lindle Road, Harrisburg, PA 17111.  
Web: [mer2017.org](http://mer2017.org)
- **Bunker Hill Train Club**  
Show: October 14, 2017.  
Time: 10 AM to 3 PM.  
Address: Ranson Civic Center, 431 West 2nd Avenue, Ranson, WV 26438.  
Web: [bunkerhilltrainclub.org](http://bunkerhilltrainclub.org)
- **The Model Railroad Open House**  
Openings: Weekends - November 2017 [See [website](#) -Ed.].  
Time: Various [See [website](#) -Ed.].  
Address: Various - Garden State, New Jersey, Philadelphia, South Mountain, and Susquehanna NMRA divisions [See [website](#) -Ed.].  
Web: [themodelrailroadopenhouse.com](http://themodelrailroadopenhouse.com)
- **Fine Scale Model Railroader Expo**  
Expo: November 2, 3, & 4, 2017.  
Time: 8 AM to 4:40 PM  
Address: Blair County Convention Center, 1 Convention Center Dr, Altoona, PA 16602.  
Web: [modelrailroadexpo.com](http://modelrailroadexpo.com)
- **Golden Spike Enterprises**  
Show: November 5, 2017.  
Time: Unknown  
Montgomery County Agricultural Fairgrounds, 501 Perry Pkwy, Gaithersburg, MD 20877.  
Web: [gserr.com](http://gserr.com)
- **Waynesboro Lions Club Model Train Sale**  
Sale: November 5, 2017.  
Time: 9 AM to 2 PM.  
Address: 517 S Main St, Mont Alto, PA 17237.  
Web: [facebook.com/Waynesboro-Lions-Club-250197655009766/](https://www.facebook.com/Waynesboro-Lions-Club-250197655009766/)  
[Vendors, contact Mike Toms [mike@tomsfam.com](mailto:mike@tomsfam.com) -Ed.]
- **Winchester Model Railroad Club Open House & Show**  
Open house: November 11, 2017.  
Time: 10 AM to 1 PM.  
Address: 430 N. Cameron St., Winchester, VA  
Train Show: November 11, 2017.  
Time: 9 AM to 1 PM.  
Address: 215 E. Cork St., Winchester, VA  
Web: [wmrrc.org/web/index.php](http://wmrrc.org/web/index.php)

[If you don't see your activity listed, please send future press releases to [tjfedor@gmail.com](mailto:tjfedor@gmail.com) -Ed.]

Below are just a few of the 77 scheduled clinics being offered at our October 12-15 Susquehannock Convention to show the extensive quality and variety being presented. All of the clinics, their summaries, names of their clinicians, and short clinician bios can be found at the convention website: [mer2017.org](http://mer2017.org).

- Harris Tower – Then, Today, and the Future by Dan Rapak.
- Building the Colorado Model Railroad Museum by the layout's designer and Division member David Trussell.
- Building In Brass by award winning Division member Alan Mende.
- Down to the Sea In Trains and Modeling Railroads of the Civil War by nationally know civil war expert Bernard Kempinski.
- Layout Command & Control (LCC) – Future Worldwide Model Railroad Layout Control Standard, Get to Know WOWsound – Why It's the Best, and WOWkits Make Sound Better: all by John Forsythe President of TCS.
- Logging Railroads of Pennsylvania, a double clinic by Bruce DeYoung, MMR, and NMRA Education Department Manager.



- Improving Your Trucks & Trains and Scenery Along the Right Away by nationally known photographer, author, and Model Railroader Magazine Contributing Editor Lou Sassi.
- Time Table & Train Order (TT&TO) Operations, a two part clinic, and South Penn TT&TO Operations Lab (Friday evening restricted ops session) by nationally known TT&TO expert, former NMRA Regional President, and former OPSIG President Steve King.

•Creating Photo Backdrops of Historical Scenes and Modeling Mt Union by nationally known expert on all things East Broad Top Railroad, President of the Friends of the EBT, and Division Director Lee Rainey.

Our convention will also present an all day Saturday Railroad Prototype Modeler (RPM) dedicated clinic room reserved for a series of 5 excellent RPM related clinics.

Start your planning now for not only a great selection of clinics but also several superb prototype trips, contest and RPM displays, modular layouts, layout open houses, ops sessions, and many more great convention activities.

**Boarding now...The Susquehannock Convention Train on Track 1 - ALL ABOARD!**

- **B&O Railroad Museum**, Baltimore, MD.  
 Phone: (410) 752-2490  
 Web: [www.borail.org](http://www.borail.org)
  - Restoration facility tour, September 10, November 5.
  - Monthly, themed train rides; some require advanced ticketing, see website ASAP for popular November and December runs.
  - For more events, see website.
- **Chesapeake & Allegheny Live Steamers**, Baltimore, MD.  
 Phone: (410) 448-0730  
 Web: [www.calslivesteam.org](http://www.calslivesteam.org)  
 Web: [www.facebook.com/CALSteamers/](http://www.facebook.com/CALSteamers/)
  - Ops - Monthly, second Sunday, April - November.
  - For more details, see websites.
- **DCNRHS**, Washington, DC.  
 Phone: (703) 273-8440  
 Web: [www.dcnrhs.org](http://www.dcnrhs.org)
  - For events, see website.
- **Ma & Pa Railroad Heritage Village**, Airville, PA.  
 Phone: (717) 927-9565  
 Web: [www.maandparailroad.com](http://www.maandparailroad.com)
  - Railroad heritage day, September 23.
  - Fall Leaf excursions, October 8, 14, 15, 21, & 22.
  - For more events, see website.
- **National Capitol Trolley Museum**, Colesville, MD.  
 Phone: (301) 384-6088  
 Web: [www.dctrolley.org](http://www.dctrolley.org)
  - Cavalcade of Streetcars, September 17.
  - Pumpkin Trolley Fest, October 21, 22, 28, & 29.
  - For more events, see website.

- **Rockhill Trolley Museum**, Rockhill Furnace, PA.  
 Phone: (814) 447-9576 *weekends*  
 Phone: (610) 428-7200 *weekdays*  
 Web: [www.rockhilltrolley.org](http://www.rockhilltrolley.org)
  - Grandparents day, September 10.
  - Night photos, September 16.
  - Fall spectacular, October 7 & 8.
  - For more events, see website.
- **Potomac Eagle**, Romney, WV.  
 Phone: (304) 424-0736  
 Web: [www.potomaceagle.com](http://www.potomaceagle.com)
  - Green Spring Special, October 29.
  - For more events, see website.
- **Steam Into History**, New Freedom, PA.  
 Phone: (717) 942-2370  
 Web: [www.steamintohistory.com](http://www.steamintohistory.com)
  - Photo ride/Railfan day, September 23.
  - Fall Foliage runs, begin October 14.
  - For more events, see website.
- **Strasburg Railroad**, Ronks, PA.  
 Phone: (866) 725-9666  
 Web: [www.strasburgrailroad.com](http://www.strasburgrailroad.com)
  - Day out w/Thomas, September 16-24, & November 17-19.
  - For more events, see website.
- **Walkersville Southern Railroad**, Walkersville, MD.  
 Phone: (301) 898-0899  
 Web: [www.wsrr.org](http://www.wsrr.org)
  - Excursions run Saturday & Sunday, during October.
  - For more events, see website.

- **Western Maryland Scenic Railroad**, Cumberland, MD.  
 Phone: 1-800-872-4650, x105.  
 Web: [www.wmsr.com](http://www.wmsr.com)
  - Shop tour, September 9.
  - Daily runs, except Mondays, throughout October.
  - #1309 restoration delay [<https://vimeo.com/228503289> -Ed.].
  - For more events, see website.

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

