

# The Potomac Flyer

## December 2022-January 2023

The Newsletter of the Potomac Division, MER, NMRA



### Inside This Yearend Issue

**Tile Grout Pavement, The Super Builds a Tank Car  
The Caboose & MoW Challenge, MMR AP Bonanza  
Joint Meet and Layout Tours Report**

**Coming In-Person Event: Resin Casting Clinic in Two Sessions Jan. 21 and Feb. 25 at KoC Hall, Fairfax (Details Inside)**

# Bill of Lading

- P 3 The Superintendent's Report  
P 5 Nov. 5th Joint Meet and Layout Tours Report  
P 15 Nov. 12th Layout Open Houses Report  
P 21 Candidates Wanted for Division Board  
P 22 Abrams Award Nominations Sought  
P 23 Resin Casting Clinics Scheduled  
P 24 Ops Saturday Is Coming!  
P 26 Achievement Program Report: New MMRs by Mat Thompson  
P 28 The Caboose and MoW Challenge  
P 42 Tile Grout Pavement by Marty McGuirk  
P 46 Riverside Oil Tank Car in O Scale by Martin Brechbiel  
P 51 Models We Admire: Engine House  
P 52 Product Review: MicroWorld Games by Nicholas Kalis  
P 53 Turning Plastic Into Wood, Cheaply by Jerry Stanley  
P 54 Ops Fun at Bryan Kidd's by Jerry Stanley  
P 58 Paymaster's Report  
P 59 Division Events Calendar  
P 60 Hobby Business Cards



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Cover: A Scene on Dale Latham's Piedmont Southern Railroad [Belida Photo]

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## The Potomac Flyer

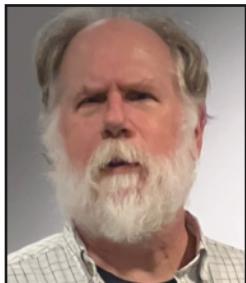
### Submission Deadlines – Issue

|                       |                       |
|-----------------------|-----------------------|
| Nov. 1 for Dec.-Jan.  | Jan. 1 for Feb.-Mar.  |
| March 1 for April-May | May 1 for June-July   |
| July 1 for Aug.-Sept. | Sept. 1 for Oct.-Nov. |



# From the Business Car

by Martin Brechbiel, MMR, Potomac Division Superintendent



It's November and the weather has been nothing close to normal. That may change shortly, and then we'll all be in the basement building models and working on layouts.

Our joint meet with the James River Division on November 5<sup>th</sup> at Battlefield Baptist Church is over, and it seems that this was yet another solid success. We had two tracks of three clinics each in the morning that were well attended, a good line of white elephant tables that were very popular, a popular vote contest with the theme of MoW cars that drew several entries, one model for AP judging, and the usual coffee and donuts. There were three layouts to visit in the afternoon after an on-your-own lunch. Happily, we collectively raised a substantial donation to give back to our host venue! So, this looks like a good yearly event that we can grow with maybe more of everything, albeit layouts to visit might be limited. One aspect we are seriously placing on the table for next year is to arrange for a food truck on site for lunch and maybe even breakfast! So pencil this onto your 2023 November calendars for probably either the 1<sup>st</sup> or 3<sup>rd</sup> Saturday. We're also actively working on a joint

spring meet to be held somewhere in Maryland. More information on this will be forthcoming as it develops.

## Welcome New Members

### SEPTEMBER - 2022

James Butler - Springfield, VA  
Eric CalaLuca - Leesburg, VA  
Peter Gentieu - Alexandria, VA  
Dale Roberts - Germantown, MD  
Don Slatt - Arlington, VA

And while 2022 winds down toward closure, the Division continues to have monthly clinics, both virtual and hands-on, nearly every month. Check your email and the calendar on our web site. The calendar of clinics both virtual and hands-on in person is

already being booked out into 2023. See this issue of *The Potomac Flyer* or look at our web site for the schedule. Should you be interested in giving a clinic, contact me or Jerry Stanley ([jerry@madisonhomesinc.com](mailto:jerry@madisonhomesinc.com)).

This old grey lame duck will once again remind you that the 2023 elections are beginning to close in upon us. Your Division needs you to step up to make it continue to thrive in every way possible. You want more information, you say? [Turn to page 21.](#)

So, start talking to that guy staring back at you in the bathroom mirror and step up to serve on the Board of the Potomac Division. Anyone looking to earn Volunteer points for the Achievement Program should run. If you successfully become Superintendent, you can earn your way to qualify for AP Official.

The Abrams Award for 2023 needs some nominees. Criteria for this annual award are listed on [page 22](#). Please send the names of your nominees directly to me: [superintendent@potomac-nmra.org](mailto:superintendent@potomac-nmra.org).

We're still looking for hosts for open houses. I fully appreciate that members want to go to open houses and visit layouts, but to do that we need members willing to open their layouts to be visited. There's a chicken & egg, cart & horse equation here whose solution relies on hosts being willing. I keep asking and I keep getting a lot of silence in return. I need to hear from you if you are interested in hosting. We also need an Open House Coordinator ([see page 36](#)). So, if you are interested in hosting an open house and/or are interested in being the Open House Coordinator, please contact me directly as soon as possible.

Now I'm going to go into my shop and build a few cars so I can write another article for the Editor of *The Potomac Flyer*, **Alex Belida, MMR!**

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

**The Division Crew:**

**Superintendent Martin Brechbiel, MMR**  
703-309-3082 [Superintendent@potomac-nmra.org](mailto:Superintendent@potomac-nmra.org)

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

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

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

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

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

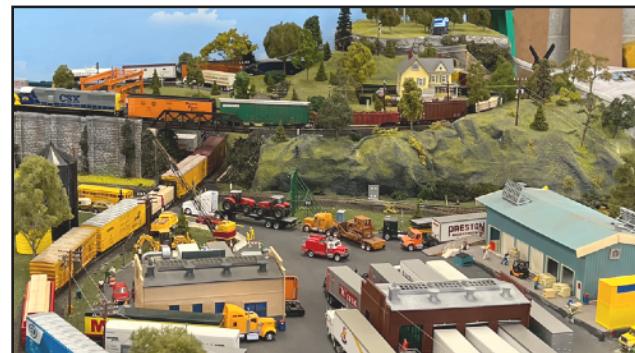
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**Flyer Proofreaders:** Dan Ebert, Bob Sprague



[A scene on Dale Latham's Piedmont Southern](#) [Belida Photos]



[A scene on Paul Hutchins P&D RR](#)



## Nov. 5th Joint Meet

Text and Photos by Alex Belida, MMR, *Flyer* Editor

Close to 80 members, mainly from the Potomac and James River Divisions, attended the 2022 Joint Meet at Battlefield Baptist Church in Warrenton, Virginia on an unseasonably warm and sunny November 5th. There were also a handful of visitors from the Tidewater Division (including **Greg Warth**, editor of the Mid East Region newsletter *The Local*), some from the Chesapeake Division, and even a guest all the way from the Lakeshores Division in Rochester, New York.



Superintendents **Martin Brechbiel, MMR** (Potomac) and **Phil Taylor** (James River) opened the assembly (after all indulged in coffee and donuts). They were joined by Battlefield's Pastor **Greg Corcoran** who welcomed NMRA participants for what has become a regular November feature event. The Church charges no fee for use of its facilities for the meet. But as in the past, before the clinics portion of the meet got

under way, KFC buckets were passed to raise money for Battlefield's South Sudan mission. A record \$1043 was raised!

Six clinics were held. **Ken Wilson (photo right)** discussed rolling stock brake systems before an attentive audience.



**Brian Sheron, MMR**, discussed making an operational grade crossing signal, demonstrating a model he built especially for clinic purposes ([photo left](#)).

Another clinic was led by author Norm Reid on model railroad photography. It was heavily attended. ([Photo below right](#))

Phil Taylor discussed the new Soundtraxx Blunami digital sound decoders. ([Photo below left](#))





**George Gaige, MMR**, led his clinic on building an operating water tank ([photo left](#)). He also bought along a demonstration model.

The sixth clinic was offered by **Ernie Little, MMR**, Potomac's Assistant Superintendent. Ernie ([photo below right](#)) discussed the intricacies of using Decoder Pro.



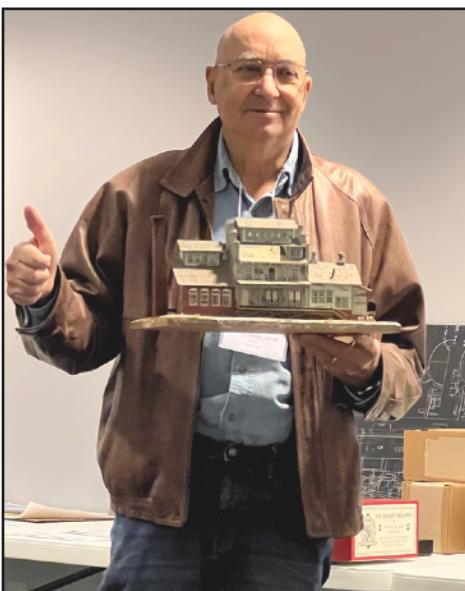
Besides clinics, there were White Elephant sales tables ([photo below](#)), model judging, a popular vote model contest with the theme of Maintenance of Way cars and a



gigantic giveaway of door prizes to just about everyone who attended the Joint Meet. **Martin Brechbiel, MMR** ([photos below left and right](#)) took both 1st and 2nd place in the popular vote model contest with his MoW cars.

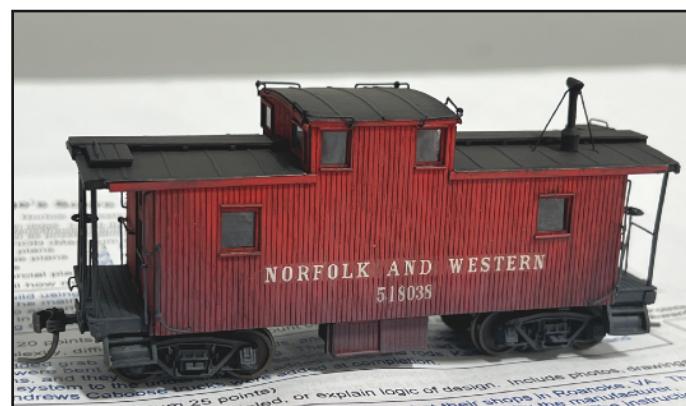


**George Gaige, MMR**, won the main raffle drawing and was presented with a South River Model Works "Millett Creamery" that had been previously built ([photo below left](#)). The prize included several unused parts plus the original model box. He is required to integrate it into his layout and assured questioners he had room for the model.



One Merit Award was handed out by judges during the meet to **Jeff Burch** of Chesapeake for his caboose model ([photo below right](#)).

At the conclusion of the Joint Meet, participants



broke for lunch before heading off to three layout open houses in the near vicinity. These were hosted by Potomac's Paul Buzby, Jim Rogers and Marty McGuirk.

## Layout Tour Reports: Paul Buzby Open House

Text and Photos by Ernie Little, MMR

Paul had something a little different to offer those attending in that he has both HO and O scale set up in separate rooms in his basement. His HO scale layout is 15' by 19' and has two separate levels that are not connected. The upper level is a continuous



loop around the perimeter of the room and about seven feet in the air with no scenery. The lower level is the main layout and a work in progress. Paul has completed some scenery and buildings but is still working on other details. Some of the ground cover material he used is a dark brown sawdust that came from a woodworking project he did some time back. He applied it to the bench of the layout using the usual white glue and water which appears to have worked very well for what he needed as a cover material. The lower level has operator locations that are reached by ducking, well, really creeping, under the layout. One thing of note is his use of a mirror at

the back end of his layout which makes it appear much deeper.

Paul models the Pennsylvania Reading/Seashore Line, the Pennsylvania RR, the Reading RR, and the Central Railroad of New Jersey (CNJ). The layout includes a 17-stall roundhouse with turntable, prototypical track layout of the Camden passenger yard with kitbash of Allen Tower, a scratch-built tower of Newfield, and a kitbash tower of Winslow, and a scratch-built tower in Tuckahoe.



His O-gauge layout is two separate loops on different levels where he runs some vintage equipment, including an antique Lionel Train. This layout is 8' by 15' in size with no scenery.

Both of his layouts run by use of the Digitrax operations system.



Paul is new to the Potomac Division and lives in Gainesville, Virginia. He relocated from up north where he started as an NMRA member.

## Jim Rogers Open House

Text and Photos by Lee Stoermer



Jim Roger's layout is a proto-freelance version of the B&O Railroad from Cincinnati, OH to Baltimore, MD. At Grafton there is a branch to a major paper mil industry and a branch to Charleston, WV., which is serviced by the B&O and the NYC.



Model railroad operations currently schedules 11 trains, split between mainline through trains, locals and a dedicated mine run. It is built for operations. Between 6 and 12 operators can be kept busy for 3 hours easily on anything from dispatching to yard ops to mainline run throughs. Car

cards and switch lists are used to facilitate operations which follow a schedule of trains to run during a session.



Jim moved to the area near South Riding, Virginia from Georgia into a smaller house, and subsequent a much smaller basement. The basement was unfinished as to drywall installation, but all the creature comforts needed for railroad model operations are in place. I can attest that once you get involved into the operations, your attention is on the layout, and you don't notice any distractions of the framing. Jim reports this is a benefit at times as it allows finding a stud to be really easy! Except for some ballasting and repair of scenes damaged in the move, he reports the railroad survived the transport fairly well.

The photos are overviews of various portions of his layout I took a few months back. Jim has been actively improving scenery and trackwork to improve operations for quarterly events that he holds.



## Marty McGuirk Open House

Text by Lee Stoermer, Photos by Marty McGuirk



**Autumn scene on Marty McGuirk's layout**

Marty McGuirk opened his Central Vermont Railway Richford Branch as one of the 2022 Mini-Con layout tours.

Marty's layout has been featured in several model railway articles. His layout design style is set with an autumn theme. Marty has an extensive website that documents construction of his current layout, as well as his previous layout that was based on a different portion of the CV.

While the photos provided here by Marty look nice, the layout is even better in person.

Numerous comments received afterwards by attendees expressed their thanks to him for allowing them to view his layout. We at the Potomac Division do as well and look



Above: CV 472 powers this local traveling past a creamery on Marty's layout

Below: Overview of Marty's layout room. The sky blue painted walls help form the layout area as does the fascia color.

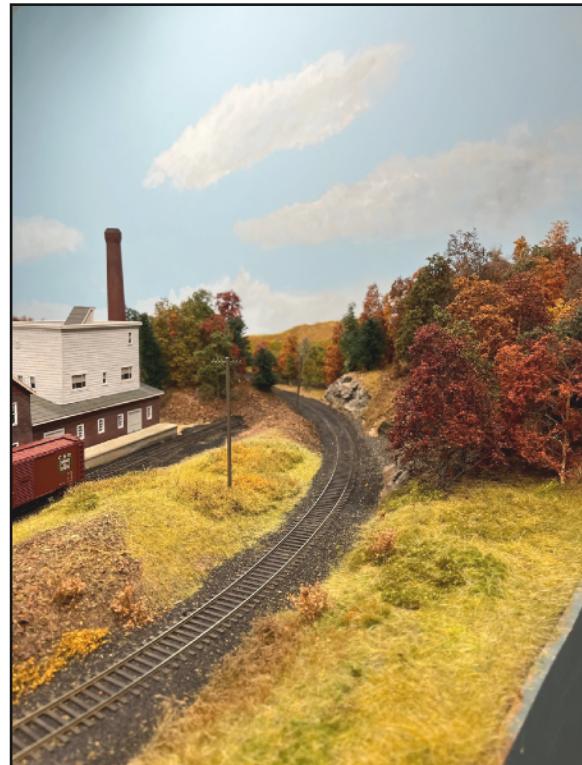


forward to the next opportunity to view his layout, as well as website and article updates.

More information can be found at his extensive blog on his layout construction progress at this link:

<http://centralvermontrailway.blogspot.com/p/basement.html>

**Additional Photos of Marty McGuirk Layout by Tom Patterson (left) and Nicholas Kalis (right)**



# November 12th Open House Tours

Photos by Alex Belida, MMR, *Flyer* Editor, and Adam Belida

After a long COVID delay, our Division's regular Open House Layout Tours resumed just a week after our Joint Meet with James River. This new series featured two visits to member layouts in Waldorf, Maryland: **Paul Hutchins' P&D Railroad** and **Dale Latham's Piedmont Southern Railroad**. A healthy turnout of members and guests enjoyed the tours.

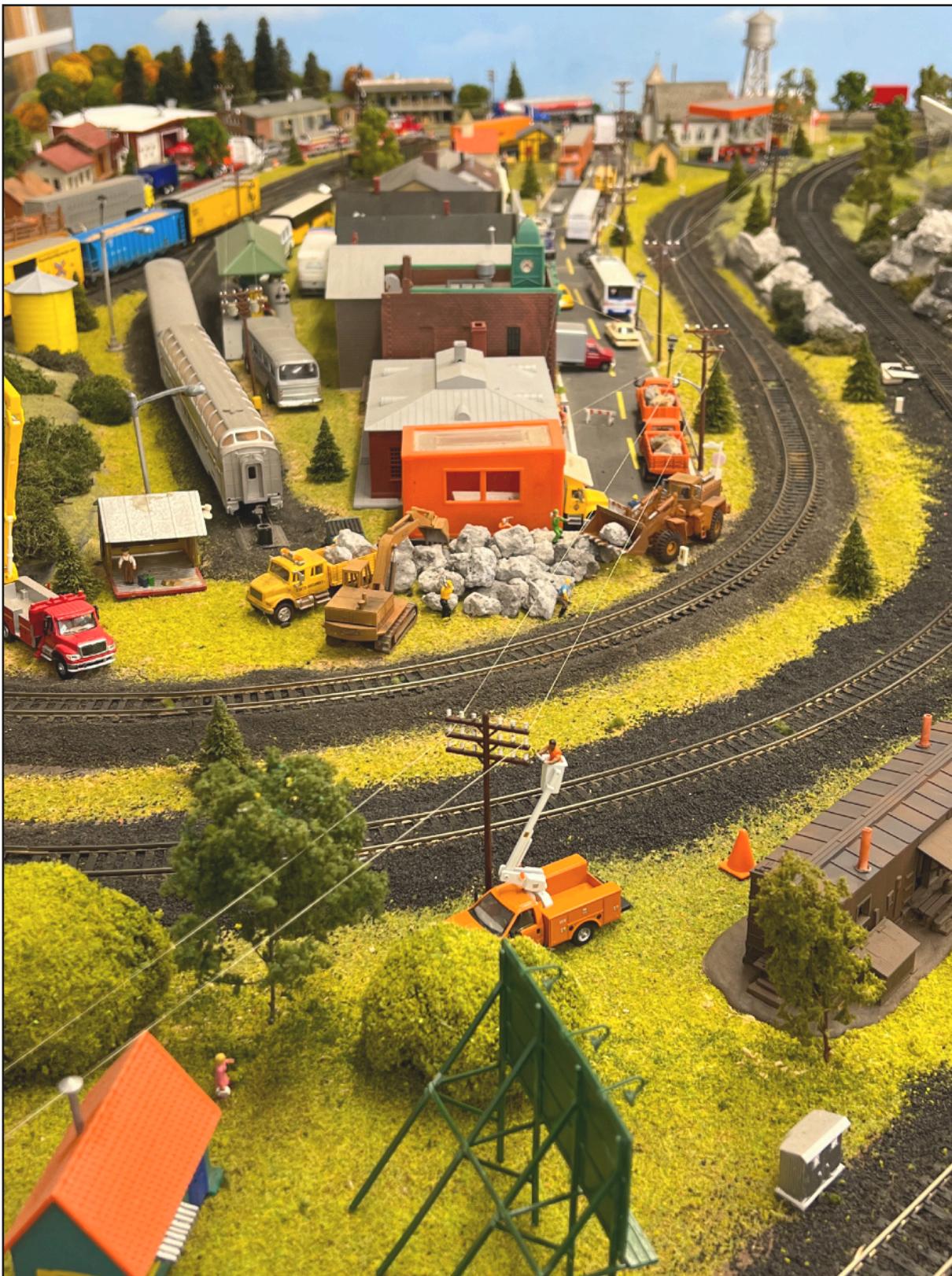
## Paul Hutchins P&D Railroad



[Paul Hutchins](#)

1. What is the name of your layout? **P&D Railroad**
2. What scale is your layout? **HO**
3. Does your layout have a specific era and/or location? **1990s to present timeframe**
4. What are the overall dimensions of your layout? **I would say probably 8'x8' T-bone**





5. How do you control your layout? **DCC Digitrax system**



**The Waldorf Firehouse**



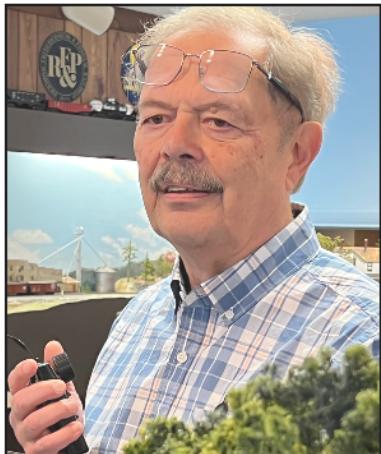
6. When did you start making your layout? **To the best of my memory 15 years ago.**

7. Do you host operating sessions or would you consider doing so? **No I don't, but definitely considering.**

8. What type of track (sectional, flex track or hand laid) and switches are on your layout and what is its code? **Sectional and flex combined, switches are all Atlas code 100**

9. If you were to brag about your layout what would you describe as its outstanding feature(s): **The weathering and details, including a firehouse, lighted signs and a large staging yard with several tracks.**

## Dale Latham's Piedmont Southern Railroad

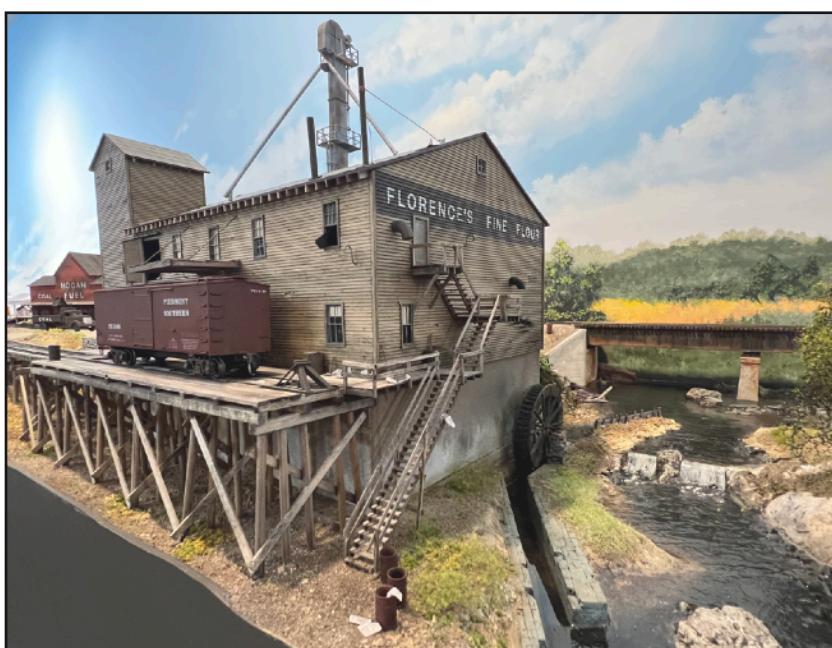


**Dale Latham**

1. What is the name of your layout? **Piedmont Southern Railroad**
2. What scale is your layout? **HO**
3. Does your layout have a specific era and/or location? **I'm modeling the middle section of the Piedmont Southern, circa 1956, as it leaves the Shenandoah Valley and begins to attack the mountains to the northwest. My major yard is the division point, about halfway between Richmond and Connellsville.**
4. What are the overall dimensions of your layout? **Approx. 22' x 24'**
5. How do you control your layout? **Digitrax DCC**
6. When did you start making your layout? **Too many changes and total restarts to know.**
7. Do you host operating sessions or would you consider doing so? **Yes, I host about 20 sessions a year with an average attendance of seven people, including myself.**
8. What type of track (sectional, flex track or hand laid) and switches are on your layout and what is its code? **Combination of hand-**



**laid and Atlas flex. Switches are Atlas, Walthers and Peco. All track is code 83 with some code 70 sidings.**



9. If you were to brag about your layout what would you describe as its outstanding feature:  
**Probably the scenery.**  
Other than continuing to add more trees and bushes and fine detail, the layout is close to 100% complete.



Dale's layout has been featured in the 2009 and 2020 issues of Great Model Railroads and appears in Model Railroader's 2023 "The Art of Model Railroading" calendar.

# Candidates Wanted for the 2023 Division Elections

Three positions on the Potomac Division Board of Directors are up for election in April 2023. These positions are: Division Superintendent, Senior Assistant Superintendent and Clerk.

Members interested in running for office in the 2023 elections are required by the Division bylaws to notify the Nominations Committee by email, no later than **midnight, February 4, 2023**, and supply them with a picture, a short biography not to exceed 200 words, and a statement about why they are running for a position. Candidates should send their information to all Committee members.

The following individuals are the Nominations Committee for the 2023 elections: **Mark Gionet (Chair), Paul Hutchins, Bill Demas and Brian Sheron**. These members are available to answer any questions concerning the duties and activities associated with service on the Board.

The following are email addresses for the committee members:

**Mark Gionet** [mark.c.gionet@outlook.com](mailto:mark.c.gionet@outlook.com); **Paul Hutchins** [ff3hutch@aol.com](mailto:ff3hutch@aol.com); **Bill Demas** [wsdemas@verizon.net](mailto:wsdemas@verizon.net); **Brian Sheron** [bwsheron@me.com](mailto:bwsheron@me.com)

The election process will take place in April of 2023. Ballots will be sent to Division members for whom the Division lacks email addresses; voting by everyone else will be done electronically. This provides great convenience for all and a significant cost savings for your Division.

**Important dates concerning the 2023 election process are as follows:**

**February 4, 2023 (Midnight)** - Deadline for candidates to notify the Nominations Committee of their intent to run for office and provide a current picture, biography, and statement (not to exceed 200 words) as to why they are running for office.

**April 1, 2023** - *The Potomac Flyer* and emails from the Division will provide a list of candidates for office for the membership to consider. Ballots will be mailed out to those members without email addresses on record.

**April 15, 2023** - eVoting will commence.

**April 22, 2023** - eVoting will conclude; deadline for receipt of mailed ballots by the Nominations Committee.

**April 25, 2023** - Candidates will be notified of election results.

**April 30, 2023** - 2023 Annual Meeting

**May 16, 2023** - The new Board of Directors will meet.



# Potomac Division Board of Directors Seeks Nominations for the Abrams Award

The Board of Directors is seeking nominations for the Marshall Abrams award to recognize a Potomac Division member who has demonstrated outstanding service to the Division.

The following guidelines will be used in determining the recipient:

1. The recipient must be a member in good standing of the Division.
2. The recipient must have shown a level of service above and beyond that expected by other members of the Division.
3. In addition to service to the Division, service to the Mid-Eastern Region and national model train efforts may also be considered.

Nominations should be sent by January 1, 2023 to Martin Brechbiel by email: [superintendent@potomac-nmra.org](mailto:superintendent@potomac-nmra.org). The email should cite reasons why the nominee should be considered.

The Abrams Award was created by the Potomac Division Board of Directors in the Spring of 2021 in honor of the late **Marshall Abrams** who served the Division in several positions including Superintendent, Assistant Superintendent, *Potomac Flyer* Publisher and Division webmaster. He also served as the Chairman of at least two Regional conventions and several Division mini-conventions.



The selection process will take place in January. A committee appointed by the Division Superintendent will review the nominations and select the individual(s) to receive the award. The committee is authorized to select two individuals if it sees fit. Although the committee will determine the recipient(s) of the award by February 1st, 2023, the announcement of the individual(s) will not be made until the Division's Annual Meeting.

The recipient of the Abrams Award for 2021-2022 was **Mat Thompson, MMR**, the Division's Achievement Program Coordinator.  
**(Photo left: Asst. Superintendent Ernie Little presenting Mat Thompson with the award.)**

# Hands on Resin Casting Clinics Jan. 21st & Feb. 25th, 2023 at KofC Fairfax

OK, you wanted to try resin casting, but haven't gotten around to it, or maybe you've been put off the initial cost to just get started. Here's your chance to test this all out to see if it's something that you want to learn and try to do before you get started buying everything needed to routinely do resin casting.

## Requirements

Two 2-3 hour clinic sessions with **Martin Brechbiel, MMR**  
Limit of 15 participants  
Cost \$10 each participant



## Where

10AM, Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

## This is a 2-part clinic!

The 1<sup>st</sup> part - **Making your Mold** - will be given on Jan. 21 with the 2<sup>nd</sup> part - **Using your Mold** - will be given at the Feb. 25 session.



The 1<sup>st</sup> part consists of a PowerPoint overview presentation for all attendees. Thereafter, each attendee will proceed through to preparation of an RTV (silicone rubber) mold of a master. Participants may use their own master providing it fits in the bottom of a 12 oz paper cup with at least a  $\frac{1}{4}$ " clearance around it, is not taller than  $\frac{1}{2}$ ", has a totally flat back surface, and is their own work. If needed, some suitable object as a master will be provided.

We will go through all the steps to set up a mold for pouring RTV and then mixing and pouring the RTV. By the end of the session, attendees will have a poured mold that will be used for pouring resin in the 2<sup>nd</sup> session. The mold needs about 18 hours to fully cure.

The 2<sup>nd</sup> part of the clinic consists of freeing the mold from its container and demolding the master from the RTV mold. Then attendees will use their molds to gain some experience in mixing and pouring resin, and then extraction of resin castings from their molds. This session will focus of mixing and pouring resin. Everyone will get several opportunities to use their molds.

All materials will be provided. Any questions, contact **Martin Brechbiel, MMR:**  
[martinwb@verizon.net](mailto:martinwb@verizon.net)

## Ops Saturday, March 4th, 2023: Mark Your Calendars!

The Potomac Division will hold an Ops Saturday on March 4, 2023. We welcome new operators, old operators, and never before operators. Sure, we will move some trains, but the real purpose is to share our hobby with other model railroaders.

**Photo right: A crew of puzzled but well entertained operators on Bryan Kidd's C&O layout during the Potomac Division's Saturday Ops in 2019.**



Right now we have two layouts. We could use one or two more, especially in Maryland. The plan is to run a session from 9:00 to 12:00 and a second session from 1:30 to 4:30.

If you have a layout suitable for operations and would like to host, let me know - [ocrr@comcast.net](mailto:ocrr@comcast.net).

If you would like to operate also let me know at [ocrr@comcast.net](mailto:ocrr@comcast.net). Choose the morning or afternoon shift. You can also choose both and we will accommodate you if the space is available. If you choose both also give us your first choice.

Our layout hosts so far are **Jim Rogers** in Aldie, VA, and me, **Mat Thompson**, in Gainesville, VA.



**Photo left: Jim Rogers has recreated the layout he had in his old home in Georgia in his new house in Virginia.**

Jim Rogers' HO scale B&O Cheat River Sub is a point-to-point Baltimore to Cincinnati line with main yards in Grafton, WV and Clarksburg, WV. A papermill is served from the Clarksburg Yard. The Charleston Sub goes from

Grafton to Charleston, WV, where there is an interchange track with the NYC. There are three NYC trains coming from Toledo to service Charleston. The layout uses Digitrax DCC and CarCards and Waybills. The mainline is controlled by the Dispatcher.



**Photo above: Harry Haddon is switching the papermill on Mat Thompson's Oregon Coast Railroad.**

Mat Thompson's HO scale Oregon Coast Railroad, set in 1957, is a switching layout working the industrial area of North Portland, Oregon. Modeled activities include an ocean port with a tramp steamer and car float, a large yard and engine facility, a large meatpacking plant, and a large paper mill. The layout fills a 36' by 32' room in a folded dog bone configuration plus a 50' x 2' figure "C" extension in a second room. Scenery is complete with several water features and hundreds of trees. The control system is Radio Digitrax DCC. Operations are yard transfers and industry switching. Engines are sound equipped diesels. The layout was featured in *Great Model Railroads 2014*.

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# Achievement Program Report

Article and Photos by Mat Thompson, MMR, Potomac Division AP Coordinator



Wow! What a month! We have three new Master Model Railroaders and a fourth on the way!



**Pete LaGuardia is MMR #716.** He started the journey with Chief Dispatcher in April 2009. Since then, he has completed Master Builder Scenery, Model Railroad Engineer Civil, Model Railroad Engineer Electrical, Association Volunteer, Model Railroad Author, and he finished this September with Master Builder Cars.

[The Three New MMRs: LaGuardia, Rodriguez, Steinmann](#)

**Bob Rodriguez is MMR #718.** Bob has been hosting operating sessions on his layout for many years and keeps records of who participates and the jobs they have been assigned. In 2009, he realized that he and many of his crew qualified for the Chief Dispatcher Certificate. He gathered them all together, including Pete and myself, and we did a review. Based on Bob's records, all three of us received that award. Bob has continued earning certificates, including Master Builder Scenery, Model Railroad Engineer Electrical, Association Volunteer, Model Railroad Engineer Civil, Model Railroad Author, and Master Builder Cars.

**Rich Steinmann is MMR #719.** Like Bob and Pete, he just earned his Master Builder Cars certificate and he just earned his Model Railroad Author Certificate. You may have seen his recent *Potomac Flyer* and *The Local* articles explaining operations on his Erie Lackawanna Railroad. On his journey to MMR, Rich also received certificates for Chief Dispatcher, Model Railroad Engineer Electrical, Model Railroad Engineer Civil, Master Builder Scenery, and Master Builder Structures.

Assistant Superintendent Ernie Little, MMR presented the plaques (along with a special cake [photo next page](#)) at a November weekend informal event with 45 model

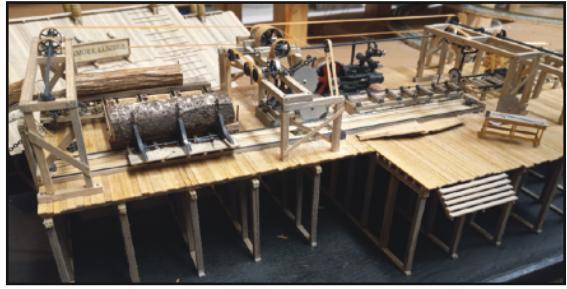


railroad operators from New Jersey, Virginia and Maryland called the NJ-DC Interchange.

**John Griffith** has completed the final two Achievement Program categories he needs for MMR, Civil ([photo middle left](#)) and Electrical, and all the documentation has been submitted; we just don't have his MMR number yet. John completed the requirements for the Master Builder Structures certificate in June 2004. In the following years he earned certificates for

Master Builder

Cars,  
Association  
Volunteer,  
Model  
Railroad  
Author, and  
Master Builder  
Motive Power.  
Along the way  
his sawmill



model ([photo right](#)) won First Place at the 2005 NMRA National Convention. Then, as John says, life intervened for several years, but he has now earned the final two certificates.

We have at least one more Potomac Division member on the brink of earning his MMR. **Bill Lyders** has six certificates and is halfway through Master Builder Cars.



**Bill Mosteller** completed the requirements for Model Railroader Engineer Electrical. This is his fourth certificate. Bill models traction so it was easy for him to show independent control of two trains on a 2x6 layout ([photo left](#)). This is a good example of the adaptability of the AP evaluation guidelines consider different modeling situations.



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# The Caboose and MoW Challenge

We fully expected that this issue's challenge categories would yield some classy looking submissions. And we were right! What modeler doesn't love cabooses and maintenance of way (MoW) cars?

So settle back and enjoy the following pages of *The Flyer*.

If you see one you particularly like, send us an email identifying your favorite. Send to: [Potomac-Flyer@potomac-nmra.org](mailto:Potomac-Flyer@potomac-nmra.org)

**That is the same address you should use to send your submissions for our next challenge. We're offering some options: send us a favorite scene with a crane or a loading dock or a scene with your favorite engine facilities.** As usual, send a couple photos plus a brief description of your submission, including scale.

The deadline for submissions is January 10th, 2023. But as we always say, don't wait. Send early.



Thanks for supporting the Potomac Division *Flyer* challenges. A significant number of members have participated in these special features. We'd like to increase that number. You don't have to be a Master Model Railroader to submit! We want to hear from as many of our members as we can.

Remember, our goal is to share ideas, inspire you and help improve your modeling.



Alex Belida, MMR  
*Flyer* Editor and Publisher

P.S. The winner of our last challenge for passenger cars, combines, RPOs, etc. was John Paganoni, MMR, for his "comboose." Congratulations John!



*The texts and photos that follow were provided by the members who submitted.*

# 1. John Paganoni's Many Cabooses



The [photo above](#) shows a lineup of five scratch built Central Vermont cabooses out of a total of seven that I made some years ago. This was quite a task as I even made each window as well as individually built cupolas. In retrospect, I could have made the job a LOT easier by simply making composite molds and used resin. I think I was so involved in researching these cabooses and trying to model modifications done to the prototypes that I didn't think how effective making composite molds would have been.

The [photo right](#) is caboose #4007. This car has a KC brake system and uses a vertical brake wheel. This appears to be "original equipment". The steps are also the old style with solid kick plates. This model had three guy wires for



the smoke jack per one of the photos I have in my collection. The cupola has the "newer mod" that has angle iron corner braces. This car still had arch bar trucks in my prototype photo.



The [photo above](#) is of caboose #4026. It has KC brakes, vertical brake wheel and staff, and arch bar trucks. The cupola corner bracing is the old style angle bracket arrangement.



The [photo left](#) is of caboose #4012. This caboose has the AB brake system. Trucks have been replaced with Bettendorf style. The smoke jack has two guy wires per the prototype photo I used in modeling this caboose. Note the step modification on this car with slats to enable kicking snow off the steps. This style was standard for Canadian National (the parent organization of the Central Vermont) cabooses because of heavy snow falls in

Canada, so it made sense to change CV cabooses to this step style since the CV headquarters was in St. Albans, Vermont, right on the Canadian border. The cupola has angle iron on the corners for strength. It is hard to see, but I put storm doors on this model. *John Paganoni, MMR*

## 2. John Paganoni's MoW Cars



Crane No. 4251 ([photo left](#)) was stationed at New London, Connecticut, and remained there into the early 1960's, after steam power was scrapped. It was rated at 120 tons. I actually saw this crane in action in

my youth when a Consolidation derailed and almost went into a mill pond on the Palmertown Branch. The Tichy kit (#4010) was quite close to the prototype in appearance, so it was a nice fit for my layout. The main modification to the kit was re-arranging the boom cabling and pulley arrangements. The cables and pulleys were the biggest challenge. The boom configuration that came with the kit used two heavy duty "torsion rod beams", which for some reason the CV did not use. I also added some extra details to approximate the prototype style railings, canvas weather curtains, guy wires to keep the boom from swinging during travel, and spot lights.

The Jordan Spreader ([photo right](#)) I modeled is configured close to the unit used on the Central Vermont Southern Division. Spreader No. 4284 was used for ditching, track/ballast installations, and snow removal. The basic kit was an older Jordan Spreader kit by Walthers (#932-53553). The plow conversion kit was a blessing from Custom Finishing (#247-317) as it was very unique and would have been a challenge to model from scratch. Precision Scale and Cal Scale provided some much needed detail parts. The cab was scratch built of styrene using photos for reference. *John Paganoni, MMR*



### 3. Mat Thompson's Bay Window Caboose



The prototype of this bay window caboose was built by the Northern Pacific Railroad during WWII. The cars were converted 36-foot boxcars for use as cabooses for yard transfers and local freight runs. The model is a brass offering from OMI. I painted the car and used decals I made to letter it for my Oregon Coast Railroad.

*Mat Thompson, MMR*

#### Potomac Division Teams

##### **Virginia**

**Arlington County: VACANT** (Please volunteer, contact Jerry Stanley)

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

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

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

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

##### **Maryland**

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

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

## 4. Martin Brechbiel's MoW Car



This is a little scratchbuilt car that was inspired by a large scale (bigger than O) kit car that I liked the look of, so I built it for the fun of it all, working from a few pictures. Windows are scratchbuilt as are the working doors on the hinges. Railings are red cedar scale lumber that I like to use since it's a little rough and not quite straight which gives those parts a little character. Lots and lots of little details are

scattered about everywhere. Tarpaper roofing is actually printed paper that has a nice thin quality to it. There's a full truss rod K brake underbody on this car as well.

*Martin Brechbiel, MMR*



## 5. Martin Brechbiel's Bobber Caboose



Here are photos of a little bobber that I built up from parts, and bits & bobs from all over. I had forgotten all about that bobber until recently when we updated my inventory and it was in the stack of boxes. It surprised me. I must have really been on my mark when I did that one. *Martin Brechbiel, MMR*

## 6. Alex Belida's D&RGW MoW Cars



In working for my Master Builder-Cars certificate, I looked for some unique pieces of rolling stock. When I came upon plans for two Denver and Rio Grande Western narrow gauge Maintenance of Way cars, I was sold. The cars were #06051, a “Rail and Tie” Car, and Car ##06092, a “Wheel and Tie” car ([photo above](#)).

For both, I started by 3D printing scale 30’x7 1/2’ undercarriage frames per prototype plans and added 3D printed bolsters, a train line, brake cylinder and levers. From that point on, I used scale stripwood to construct the needlebeams, floorboards, end walls, side rails, end sills and upper elements, using scores of hex-bolt-washers and nut-bolt-washers. Stakes were handcut. I added side mount stirrups and handgrabs per plan along with air hoses and uncoupling levers. Decals duplicating the prototype were added and the cars were painted the actual prototype grey color and weathered to reflect realistic MoW wear.



A load of weathered rails was added on the lower level of the “rail and tie” car ([photo above right](#)) along with handcut ties in the upper rack plus a barrel and crate and some chain. The “wheel and tie” car also received handcut ties, a load of HOn3 wheelsets and a kitbashed handcart as shown in the prototype plan.



The model of the “rail and tie” car was prepared mainly according to a plan drawn by Herman Darr in 1981. But additional info came from prototype photos, and from W.F. “Wes” Pfarner of the *Friends of the Cumbres and Toltec Scenic RR*, who provided me with additional details.

The “wheel and tie” model ([photo above](#)) was prepared according to a plan published in Robert Sloan’s book, “*A Century and Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981*” along with more details from W.F. Pfarner. **Alex Belida, MMR**

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## **Wanted Urgently: Layout Open House Coordinator(s)**

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

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

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

## 7. Bob Rodriguez's PRR Cabin Car



This Pennsylvania Railroad N6B Cabin Car in HO scale was constructed from scribed styrene sheets cut with a Cricut Maker Machine as well as various sizes of styrene strips. Windows, doors, end guard rails, roof grab irons, brake wheels, lanterns, steps, chimney and all brake components were designed and 3D printed for the model. Microscale decals were added after the model was air brush painted. Commercial parts used included trucks, couplers, and brass ladders on each end.

***Bob Rodriguez, MMR***

### Did You Know?

The Potomac Division website is loaded with useful information. Members should check it often for the latest news as well as updates on events like our clinics, workshops and layout open houses. There's also a whole archive of past clinics, a list of modeling resources and a library of previous issues of *The Potomac Flyer*. Bookmark this link if you haven't done so already:  
<http://potomac-nmra.org/PDnewsite/Main/Home.php>

## 8. Richard Steinmann's Dunmore Caboose



This is a model of Erie Lackawanna Dunmore Caboose C185. It is constructed from a JLL Models resin kit. The prototype was built for the Erie Railroad in 1945 or 1946 at the Dunmore Shops. It is painted Caboose Red in the Erie Lackawanna "paint dip" paint scheme with decals from Prime Mover Decals. *Richard Steinmann, MMR*



## 9. Bernard Kempinski's Armored Car



A B&O armored car and infantry car lead a train. A similar set would be on the rear end of the train. Iron T-rail acts as armor on the lead car. The box car is lined with heavy wood for protection of infantry. For more information see my blog at [B&O Ironclad Cars](#). The model is now part of the B&O RR Museum's collection.

*Bernard Kempinski, MMR*



*Editor's Note: I think this would surely "maintain" the way.*

## 10. Ernie Little's Rotary Snow Plow



My Favorite Maintenance of Way Car would be the rotary snowplow used by railroads in areas that experience heavy snowfall. In the [photo above](#), Norfolk Southern 35, a rotary snow plow shown on my Norfolk Southern Connector layout, is being assisted by a GP-9 Norfolk Southern locomotive number 890 on its way to the storage yard. In my research I have not found this car ever being in the Norfolk Southern system. However, there were and still are rotary plows such as Union Pacific 900075, [photo right](#) which was one of the last steam-powered rotary snowplows ever built. This plow was unveiled at the Illinois Railway Museum (IRM) on October 2 and 3, 2021 following a three-year restoration effort. It was built by the Lima Locomotive Works of Lima, Ohio in 1949. It was one of three steam-powered "rotaries" constructed at that time to clear snow on the Union Pacific's lines in the midwest and west. The rotary is effectively a giant snow blower on wheels. It used an internal Shay-type steam engine to turn a large blade at the front of the unit that throws snow to the side of the



tracks. The rotary had its own tender to carry fuel oil and water, but relied on a locomotive (or locomotives) to push it. The Union Pacific employed 900075 in snow-fighting service until retiring it in the 1970s. After retirement it went to a museum in Kansas City for preservation. In 1993, IRM acquired 900075 and moved it to Union, Illinois. For many years the museum displayed the rotary on the “steam leads” near the south end of the museum property. ***Ernie Little, MMR***



4

## Railroad Photographs



Decorate your layout room with color prints of engines and other railroad equipment!

3 sizes available

See the selection at:

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

# Tile Grout Pavement

Article and Photos by Marty McGuirk



I spent the last couple of months preparing my HO scale Richford Branch for an open house as part of the Mid-Atlantic RPM. A couple of months before the big day, I made a list of things that I'd like to get done on the layout. One of these items was to add the basic scenery textures, which includes the roads and paved areas.

I've tried all types of methods to make roads in the past. For smooth paved roads, especially when I plan to add any kind of lane markings, I think that plain sheet styrene is the best choice. And while it's really easy to add too much texture in smaller scales (I model in HO), I wanted to find a way to model less pristine roads and paved areas easily, much like I remember from my hometown in Connecticut. A faded gray color with some variations in shade and a slightly textured surface seemed to be the trick. But how to achieve this look?



An under-construction scene with the tile grout pavement in place. Note the subtle variations in color and texture in the "older" pavement on the left. This was done by "stirring in" small amounts of darker and earth-tone grout with the handle of a small paint brush while the grout was still dry. (Photo above)

My first idea was to try ceramic stucco texture. This is an artist's medium, best described as a very thick matte medium gel with a gritty texture. I've used it with some success in building foundations, but that stuff is pricey, and when I prepared a test section of road, i didn't achieve the right texture. Besides, it would be difficult to paint it to achieve the slight tone variations I was looking for.

My next attempt was AK Interactive asphalt and concrete textures. I found the texture just a little too gritty for HO scale (it's great in larger scales; after all it's really made for military diorama modelers). The color looked great and it's easy to achieve some subtle variations in tone with powdered chalks or Pan Pastels. Like the ceramic stucco, the AK product is a bit costly. But if you're doing a small diorama or small paved area, try it out. I think you'll like it.



**Sanded tile grout comes pre-mixed in a bewildering array of colors. (Photo left)**

I use tile grout as a base earth texture since it's easy to work with, inexpensive and doesn't require making my ground texture. My hobby time is too valuable to spend it sifting dirt! I always use *sanded* tile grout (for those who don't know, there are two basic types of grout, sanded and unsanded). The sand filler in the grout creates a tougher bond and shrinks less than unsanded grout when it dries. It also dries with a slightly gritty texture as you might expect.

A quick trip to Home Depot and I ended up with two bags of sanded grout for my road project -- one was a light gray color called Oyster Gray, the other a very dark gray (almost black) called Charcoal.

**Oyster Gray was much lighter than the label on the bag made it appear. (Photo right)**

When I opened the bag of Oyster Gray I was shocked to discover how much lighter (almost white) the stuff was - certainly lighter than the color shown on the label and the Charcoal was just too dark - almost pure black. Since neither color looked right, I tried combining them. After filling a small container about halfway to the top with Oyster Gray, I spooned in some of the Charcoal, stirring the dry mix as I went. I was worried that the result would be a "salt and pepper" effect but the stuff is fine enough that it really blends into a





single color. I didn't do a precise measurement, but I've found a 70% Gray to 30% Charcoal produced a faded pavement color.

**Adding charcoal tile grout to the Oyster Gray. (Photo left)**

**Mixing the two colors together produced a nice faded gray tone. (Photo right)**



Applying it is simple. I put masking tape to mark the width of the road and create a sharp transition from paved to unpaved areas. I apply the dry grout to the area of the layout that's going to be paved. Then use a disposable foam brush to smooth the grout. I noticed that the lighter gray grout tended to have clumps, but these were easy to break up during the smoothing process.



**Spoon the tile grout in place where you want the pavement to be. (Photo left)**

You can introduce subtle changes in the pavement color by manipulating the dry grout with the foam brush. You can also add more dark or light gray grout as desired. I sometimes toss some earth-colored grout into the mix to warm up the pavement color.

The last step is to secure the pavement in place. For this I mist the grout with a mixture of alcohol and water (about 25% alcohol/75% water). I start with a gentle mist to "lock" the grout in place and then completely soak it. The next day it will be rock hard. The final step is to add the characteristic lane streaks and some other weathering with powdered chalks.



Here's the result after smoothing it out with a foam brush. (Photo right)

--  
Marty McGuirk models the Central Vermont Railway in HO scale.

\* \* \* \* \*



## Model Car For Sale

Cincinnati Division 7 has asked for Potomac's help in spreading the word about a new, limited edition, HO scale freight car for sale/purchase. It is a N&W HC-46 ACF 2-Bay Covered Hopper in a unique repaint scheme with patched-out data; available in three different road numbers.

The following link provides details about it as well as pricing, shipping and ordering information: <https://www.cincy-div7.org/projects.html>

# Riverside Oil Tank Car in O Scale

Article and Photos by Martin Brechbiel, MMR



Ambroid, and then Northeastern, made a kit for this car a long time ago and made quite a few other kits in HO. Only a short list of these were translated into and produced as O scale kits. Sadly, the Riverside Oil tank car was not one of the kits that made the transition to O scale. I'd seen this kit car several times and thought it interesting enough to take it on as a scratchbuilding exercise. The first step was to obtain a set of instructions from the HO kit as it does provide scale drawings for building the kit. With that in hand, and a trusty scale ruler, I thought that scratchbuilding this car would be fairly straightforward. Shockingly, I planned on using styrene for some of this car.

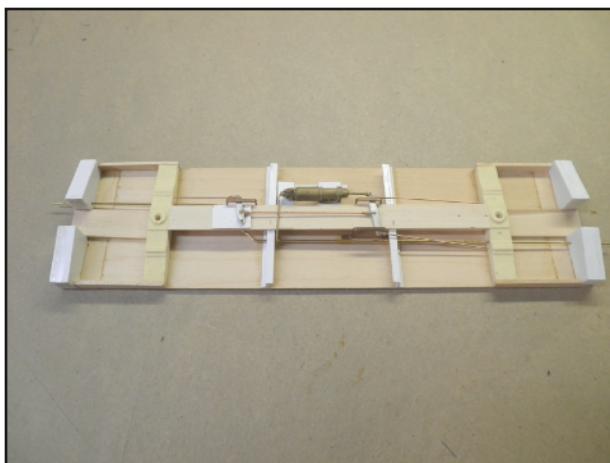
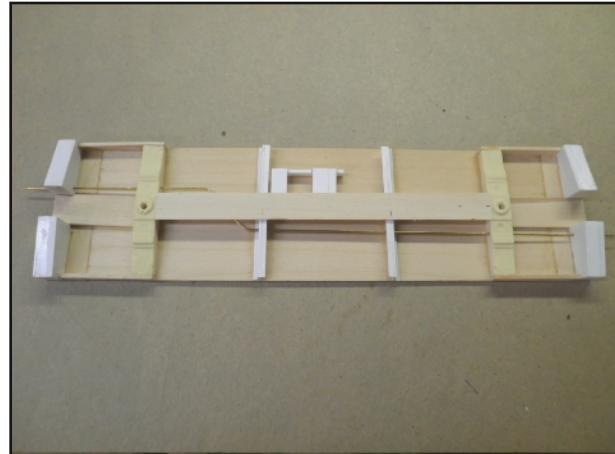
The starting point for this car was the floor. I made this from some basswood stock to the scaled up dimensions from the HO plans. I used some bits of scrap actually to arrive as a blank for the floor. The center sill was cut to length ( $\frac{1}{4}'' \times \frac{1}{4}''$ ) and capped with some  $1/32$  thick basswood. Bolsters (my resin castings) were drilled and tapped for 4-40 and then



were drilled and tapped for 4-40 and then glued in place to the floor using Goo and CA.

The end sill blocks were fabricated from 2" x 10" styrene strip (Evergreen No. 149) and 0.020" sheet styrene. Two of these were first drilled for the car line to pass through as were the body bolsters. An angled hole was drilled through the center sill as well. The cross members were fabricated from styrene 5/32" channel (Evergreen No. 265) and 0.080 angle (Evergreen No. 292). Two of these were also drilled for passage of the car line. Brass wire (0.033") was passed through the bolsters and center sill prior to the end sill blocks being put into place. These were mounted to the ends with Goo and CA. A coupler pad was added between them back to the body bolster. The side sill parts from each end toward the bolsters were made from basswood and glued in place with carpenter's glue. A platform for a K-brake casting was fabricated from more of the 5/32" channel and scrap styrene strip. The location of this brake casting was set by both the plans and by test fitting the casting with a brake lever in place.

A K-brake casting (PSC) was drilled on both ends. One end was fitted with the shaft and clevis casting that came with the casting and the back for 0.025" phosphor bronze wire (Tichy). The brake system plumbing was assembled from that 0.025" phosphor bronze wire using clevises fabricated from turnbuckles (Grandt Line No. 54) with one end removed. The brake levers were white metal castings from the parts bin, origins



but a rounded top rectangle with straight flat ends. It is also not smooth. It's corrugated. I found some corrugated siding from Plastruct (No. 91519) that looked right. Bending this to shape was like trying to push a rope. (Pause here for peals of derisive laughter and colorful language.) I hit upon an idea of making a form to

unknown. A bit of the wire was used to tie the end of the brake casting into the train line. The anchor plate for the one brake lever was scrap 0.020" styrene with the lever secured by a pin that passed through the lever into the center sill. The brake hangers were fabricated from 0.060" x 0.025" brass strip and secured in place with Goo and CA. This addressed nearly all of the underbody details for this car.

Now it was time to address the tank for this car. The tank is not a tube on the car

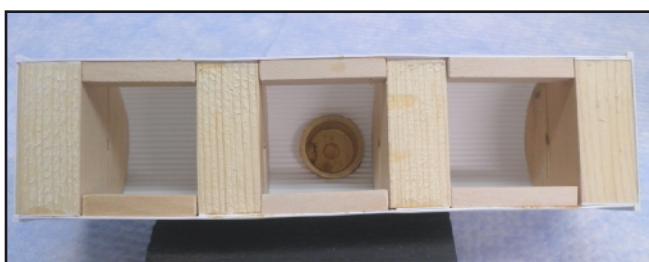
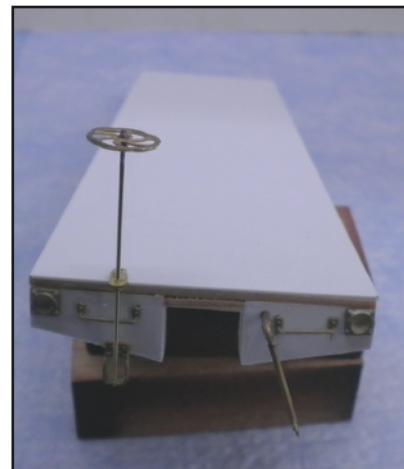
support and hold the corrugated siding in place. First, I had to make the form. I chose some scrap 1" pine for this purpose. To make the curved top I used a 1 ¾" hole saw. I cut two holes and saved the round parts. I also learned that I need a new 1 ¾" hole saw. I managed to get these two done without setting off the smoke alarms, but that might have been a near thing. I cut the round parts in two and glued these to more 1" pine cut to 1 ¾" wide and long enough to make the final assembly 7 and ¼' scale feet high. I added a skin of 0.020" styrene to the surface of the four forms. I applied some of the corrugated siding to one of the forms with Goo and CA to make one of the tank ends. Then I added 0.080" x 0.080" (Evergreen) styrene around the perimeter of the corrugated siding. This gives the corrugated siding something to butt up against when I assemble the tank body. But, before I started shaping the tank I had to prepare the top side of the floor.



The top of the car floor was skinned with 0.020" styrene. This was done so that I could do a styrene to styrene bond of the tank body to the car base. While at this stage, I added the air hoses (PSC No.

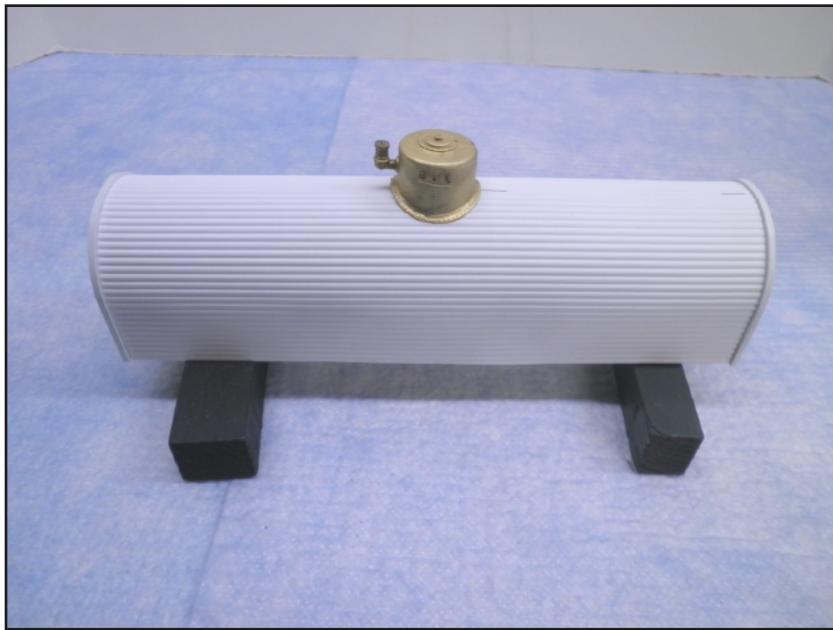
4278), poling pockets (PSC No. 4321) and grab irons (PSC No. 5623) to the ends, and installed a brake wheel on a shaft (0.028" brass wire) with a ratchet & pawl casting down through a brake stirrup (PSC No. 4669, No. 40442, No. 4171).

Building the tanks was a challenge. I cut in the corrugated styrene to length and then also to the tank dimensions. I also made a second end. I rolled the styrene over a bit of tubing for a few days. Then I glued the corrugated styrene for the tank wrapped around the one end. I tried just CA but that failed. I added a film of Goo and then used CA, and then firmly clamped the assembly into my woodworking vise at the end of my workbench for a few days. After I took it out of the vise I inserted the next block and repeated the process, and then two more times until I had the other end block in place. I added some reinforcing (scrap basswood) along the base as it seemed just a little floppy.



Adding the tank dome was also a bit of a challenge. It's not a round opening when flat and I thought even if I could figure out the dimensions flat that rolling it up might result in the styrene being more floppy. So, after I marked the center, I carefully marked and

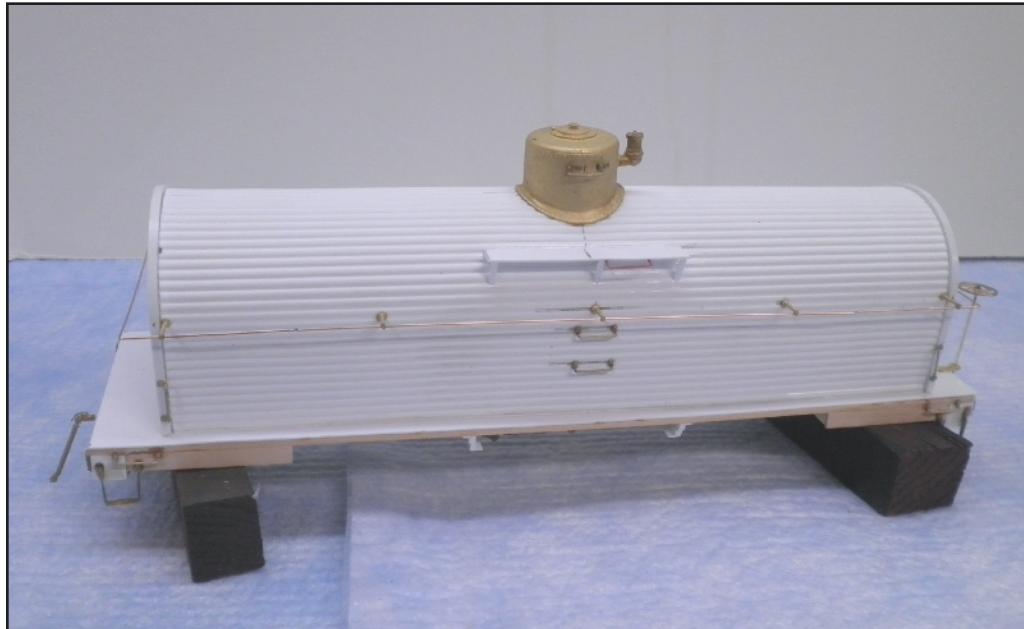
nibbled a hole that fit the brass dome casting (Wiseman Model Services). I slid it into place with some Goo and added CA from the inside, and then set that aside for a day. I think it turned out fairly decent, so I went back and reset every styrene to styrene joint with some Tenax solvent.



irons (PSC; No. 5623) were added to the dome on each side, to the tank sides at the ends, and to the car sides. Grab irons were also added as the means to ascend to the tank dome as per the kit drawings. Brass stanchions were added for the railing around the tank and 0.020" phosphor bronze wire was added. Stirrup steps were appended to the four corners of the car. Two platforms were fabricated from 0.020" styrene and small strip styrene was bent into place for the support brackets. On each platform, a grab projects out from the edge. These were made from 0.020" styrene rod bent

(broken and welded back together) and then welded to the platform. All of the parts for the platforms were "welded" into place using Tenax solvent.

Painting was interesting. A rattle can



of plain non-metallic flat aluminum paint involved a bit of a chase; metallic and/or gloss was the standard available everywhere, but I finally found what I was looking for hiding on a shelf at Home Depot (not listed on their web site...sigh). I painted the entire superstructure of the car and let that set and cure for a few days. Then I came back to paint the rest of the car flat black. Applying gloss lacquer was straightforward, and I let it dry and cure for several days while I pursued decals for this car.



Unfortunately, there are no commercial decals for this car. Making my own seemed the only route so I went down that road. I found several photos of the HO decals on the internet and while I could capture these photos, getting them straight (not curled), and not distorted was not working cleanly. Looking about I found that the actual lettering and font on the decals looked like an available Arial variant that I could access. All the lettering was black so that was easy on either of my printers. I typed all the lettering into a Powerpoint slide and then made four copies of everything on that single page; redundancy is your friend. The last sheet of my clear decal paper volunteered to take the plunge through the inkjet on a high resolution



setting and successfully exited in good form. I gave the ink a day to dry before overspraying with gloss and I gave that a few days to fully cure before using them on this car. I had reservations about decals, given the corrugated surface but I thought with care and lot of decal set they might conform to the terrain. I found that I could do a single side or end per day while checking in on how they snuggled down onto the surface adding more decal set until done. Thereafter, the entire car was sprayed with Clear Matte. I'm not entirely satisfied with the decals, or maybe it's my camera settings (and limitations), but the car is complete now and it looks a lot better in real life. Kadee couplers were added and secured with #0 x 3/8" screws. A pair of Athearn trucks completed this build.

—  
**Martin Brechbiel, MMR**, is the Superintendent of the Potomac Division. He promises his next article will be about a pair of “old-time” or early tank cars.

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## Models We Admire



**Nicholas Kalis** made this Merit Award model of the Waipahu Engine House (Oahu, Hawaii) in Fn3/G scale. It was scratchbuilt using basswood and hot glue. It includes a corrugated metal exterior and has an electrical conduit on the side of building made from 3/32 inch brass rod. Missing planks on the model mimic those missing on the prototype. Note modeled nails and green slime.



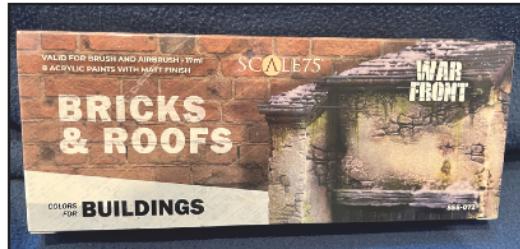
In these two lower photos, Nick has placed the structure on his layout.



# Product Review: MicroWorld Games

Review and Photos by Nicholas Kalis

Angel E. Garcia-Ablanque, CEO  
**MicroWorld Games LLC**  
[www.microworldgamesllc.com](http://www.microworldgamesllc.com)  
**240 426-9004**  
24441 Club View Drive  
Damascus MD 20872



On Saturday, October 1<sup>st</sup>, 2022, **Gary Eames** and I attended a modeling show by the National Capital Model Soldier Society (<https://www.ncmssclub.org>) at the Springfield Hilton. There we again met with **Angel Garcia-Ablanque**, whose native country, Spain, is the source of many paint products that model railroaders are coming more and more to rely on. His MicroWorld is a steady feature of the annual National Capital Model Solder Society Show as well as the

International Plastic Modelers' Society show (<https://www.novaipms.org>) held each spring at Fairfax High School. The MicroWorld Games booth is a model railroader's dream, with virtually every brand of paint and glue we have read about in the modeling press. When I asked Garcia-Ablanque why we did not see him at model railroad events, his reply was, "I have never been asked." Needless to say, our Potomac Division should probably be inviting Angel to our events. He could even deliver (as he did for me in an abbreviated form) a clinic on the history of the various model paint manufacturers we have come to rely on. A benefit of shopping with Garcia-Ablanque is that doing so supports a local business.



*Editor's Note: Nicholas Kalis has no relationship business with MicroWorld or its owner.*

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## Turning Plastic Into Wood Cheaply

by Jerry Stanley

Who ever thought you could use a little paint to make piece of plastic look like wood from just a foot away? **Nicholas Kalis** came to the Hobby Barn for a clinic to show just how to do that with inexpensive paint purchased at a craft store.

Nicholas has long been an advocate of looking outside the box to discover materials and methods for model railroading. For instance, he has discussed the paint and weathering techniques used by hobbyists who model tanks, planes, and other military equipment. He has also advocated looking beyond hobby stores for supplies.



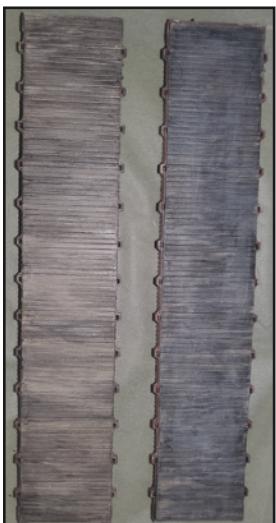
duty cleaning wipes to clean their fingers after smearing paint.

One of the attendees, **Ken Wilson**, brought a number of HO plastic flat cars and was kind enough to allow us to use them to experiment on with the colors.

Nicholas encouraged us to use photos of wood, flat car decks, fences etc. as guides to model the final look for our projects. He also dispelled the myth that everything must look weathered. If it is new in the era you are modeling, paint it like it is new. If it is twenty or thirty years old, paint and weather it accordingly.

To start off, we used a fine grit sandpaper to sand the top of the cars very lightly. A fine-tooth saw can also be used to give plastic wood grain by sliding the saw sideways across the plastic. Then all attendees painted the entire flat car deck with the Desert





Sand paint. We accelerated the drying process using hair dryers. Once this coat was dry, we dabbed on Buttermilk and then spread it with a fingertip. Next, we dropped a little India ink, letting it dry, and then stroked it with a small paint brush. Using the color Ash Grey, we dipped our brush in the paint, dabbed most of the paint off on a paper towel and then “dry brushed” over the India ink. The grey paint is used to give a more weathered look to the model being painted.

After finishing, it was very interesting to see the different final paint jobs using the same colors and same techniques but applied by different people.  
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**Jerry Stanley** is the Potomac Division Paymaster and the owner of the Hobby Barn.

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## Ops Fun at Bryan Kidd's Layout

Article and Photos by Jerry Stanley



Recently I attended an operating session hosted by **Bryan Kidd** at his HO Scale C&O Alleghany Division layout. On the appointed day, I woke up with a smile on my face that did not fade away until much later the next day! When I arrived at Bryan's home, he had already started conducting his pre-operations instructions. The smile meter rose a few more degrees. Upon completion of the instructions, we selected duties. Some worked yards, others assisted Yardmasters, and I was assigned to run trains.... yes, the smile meter redlined!

Bryan Kidd's C&O Alleghany division railroad is a point-to-point layout much like a real railroad. It starts in Clifton Forge Yard, which was being run by **Pete LaGuardia**, and ends at Hinton Yard with **Al Ravella** as Hostler. In between the two yards, you find Jerry's Run, White Sulfur Station, Alleghany Station, Ronceverte with **Rich Steinmann** as Yardmaster, and Whitcomb Junction.

**Mat Thompson, MMR**, and **Herb Biegel** ran dispatch. The engineers were **Mike Spoor**, **Brian Kelly**, and **Jerry Stanley**. Coal extras and pushers were **Steve Williams** and **Tom Pierpoint** with **Ernie Little, MMR** running the ballast train.



**Train 541 with Locomotive 543, C&O Northern pulling consist.**

At Bryan's C&O Alleghany Division, I got my first ever opportunity to run a steam engine with a passenger train! I LOVE steam and the sound and beauty of watching a steam locomotive rolling down the rails! I ran locomotive number 543, which is a 4-8-4 Northern with Vanderbilt tender, with a small consist of passenger cars. Out of Clifton Forge Yard, my first stop was Jerry's Run. Here a few passengers boarded, and soon we were on our way to Alleghany. This being a larger station, we had many who boarded and a few who disembarked.

Soon enough, the Northern slowly picked up speed, leaving Alleghany and departing for White Sulfur Springs. At White Sulfur Springs, the passengers all departed, this being the last passenger stop for this train. Right on time, the Northern started chugging out of the depot and onto the west-bound track to Hinton. Arriving at Hinton a little earlier than scheduled, we had to wait a few minutes to receive permission to enter the yard, turning the train over to the yard crew for servicing. The satisfaction of being an engineer on a passenger train and driving the Northern through Bryan's scenery, working with dispatch, and stopping at passenger stations was fun! Now onto the next assignment!



**Photo right: Rich Williams working Ronceverte Yard. Bryan Kidd is in the middle, and Steve Williams is facing the camera.**

If you have never operated on a railroad before, it can be intimidating and overwhelming — to use just a few of the descriptive words about how one might feel. But let me encourage you by saying that no one at any of the sessions I have attended has been judgmental. In fact, I have found just the opposite.



My first operating session ever was on Bob Rodriguez's, MMR Nickel Plate Railroad, which fills up his entire basement. It has incredible landscaping, remote dispatching, and a tunnel system that I have gotten lost in twice. Talk about being overwhelmed! When signing up to attend, I have let the owners of the railroads know in advance that I am new and learning to operate. The hosts have been gracious and have teamed me up with someone much more experienced. I have learned and grown more comfortable with each session.

**Photo above:** Ernie Little, MMR, running a ballast train and Brian Kelly at Jerry's Run. He is looking into the tunnel out of Clifton Forge for his train.

I find operating on different layouts quite fascinating. It is amazing to see different philosophies on the layout track systems being used, whether it be point-to-point, continuous loop, or a combination of the two, or the use of timetable or car card systems. There are also differences in landscape techniques and modeling eras, as well as many variations on how a railroad is built and operated. I have used these opportunities to learn and gather information to build a railroad at the Hobby Barn.

I have learned many lessons by attending operating sessions. For example, if you are building a railroad for operations, it is better to build a flat or level railroad. Because typical model rolling stock does not have brake systems built in, it would be very difficult to get parked cars to stay put on a sloped track system! Also, it is better to have the layout built at chest level or lower so that it is convenient to uncouple cars. If it is built at eye level, a ladder will be required to get high enough to reach a car to uncouple it. The depth should not reach any deeper than 30" maximum. Any deeper and it will be extremely difficult to couple and uncouple cars. For operations, taller landscaping such as trees or telephone poles should be at the back of the railroad. This is so that they do not become obstacles when reaching in to couple or uncouple

cars and, to the horror of the operator, potentially breaking a piece of the host's layout. These are a few of the things that I have learned from operating on layouts and picking the brain of the host afterwards.

With COVID behind us and more and more layouts opening for operations, don't let fear keep you away from one of the great aspects of this hobby. In addition to having a boxcar full of fun, you will learn different techniques, theories on design, and operating systems, and you will make new friends.

I would encourage you to sign up for an evening packed with fun. Hope to see you soon at one of the Potomac Division's great events.

## NMRA's Partnership Program



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[ New Partners in RED \* ]

June 2022

## Partnership Program

# Paymaster's Report

by Jerry Stanley, Potomac Division Paymaster

|  |                  |
|--|------------------|
| 1. Checking account (beginning balance period ending 10/31/22) | \$6098.24        |
| 2. Cash on Hand \$25 coffee                                    | \$25.00          |
| <u>3. Total assets as of 8/31/2022 (end balance)</u>           | <u>\$6123.24</u> |
| 4. Deposits by date  |                  |
| a) \$0   |                  |
| <u>5. Total Deposits</u>                                       | <u>\$0</u>       |
| 6. Individual Deposits   |                  |
| a) \$0   |                  |
| <u>7. Total Deposits</u>                                       | <u>\$0</u>       |
| 8. Total payouts   |                  |
| a) \$32.47 Hobby Barn clinic material                          |                  |
| <u>9. Total Payouts</u>  | <u>\$32.47</u>   |
| 10. Checking account balance as of 7/29/2022 (Lines [1+5]-9) = | \$6065.77        |
| 11. Total Cash on hand 8/31/2022                               | \$25.00          |
| <b>12. Total Assets (lines 10+11)</b>                          | <b>\$6090.77</b> |



## Potomac Division Clinic Schedule

Sunday December. 4<sup>th</sup>, 2022, **Virtual Clinic** 3PM

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

Sunday January 15<sup>th</sup>, 2023, **Virtual Clinic** 3 PM

Pat Rivard & Paul Hurly -- Making Trees.

**Saturday January 21<sup>st</sup>, 2023, Make and Take Clinic 10AM**

In Person - Martin Brechbiel, MMR - Resin Casting

Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

Sunday February. 19<sup>th</sup>, 2023, **Virtual Clinic** 3 PM

Brian Sheron, MMR - Forty-two years of tips and tricks

**Saturday February 25<sup>th</sup>, 2023, Make and Take Clinic 10AM**

In Person - Martin Brechbiel, MMR - Resin Casting

Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

**Saturday March 11<sup>th</sup>, 2023, Make and Take Clinic 10AM**

In Person - Bill Mosteller - Installation and Use of Kadee Whisker Couplers

Hobby Barn

Sunday March. 19<sup>th</sup>, 2023, **Virtual Clinic** 3 PM

Paul Bastek - Tools for Making Gauge 1 and Big Steam Engines

**Saturday April 8<sup>th</sup>, 2023, Make and Take Clinic 10AM**

In Person - Paul Bastek - Hands-on Tool Intro to Lathe, Milling, Soldering and 3D

Printing, Hobby Barn

Sunday April 16<sup>th</sup>, 2023, **Virtual Clinic** 3 PM

Brian Sheron, MMR - Details can make the difference adding details to your layout

**Saturday May 27<sup>th</sup>, 2023, Make and Take Clinic 10AM**

In Person - Paul Bastek - Hands-on Intro to Lathe, Milling, Soldering and 3D Printing

Hobby Barn

Sunday June 18<sup>th</sup>, 2023, **Virtual Clinic** 3 PM

Kurt Thompson, MMR - Doing the paperwork - Earning your Dispatcher Certificate

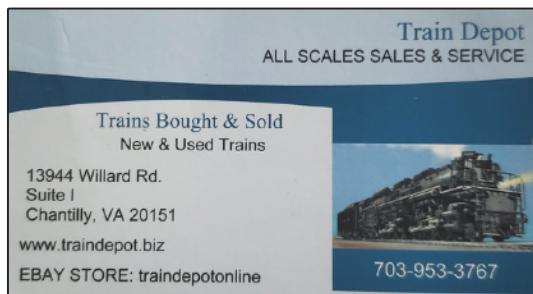
Sunday July 16<sup>th</sup>, 2023, **Virtual Clinic** 3 PM

Virtual - Bob Sprague - What's new on the Old Ma & Pa; Update on the Ma & Pa,  
Roland Park Division

# Hobby Shop Business Cards



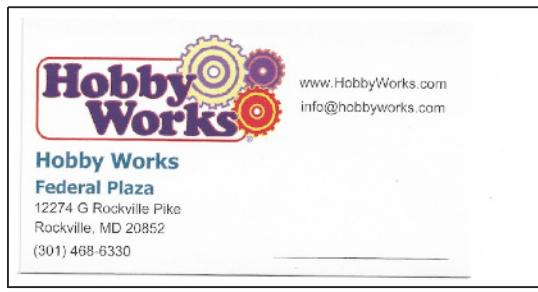
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