

The Potomac Flyer

June-July 2023

The Newsletter of the Potomac Division, MER, NMRA



Inside This Issue:

New Superintendent at the Throttle

June 10th MiniCon with Chesapeake Division in Columbia, Maryland!

Andrew Dodge's Central Maine Railway

Meet the Member: Dale Latham

Consider Operations

plus Layout Open House & Clinic Reports & NMRA At-Risk Policy Explained

Bill of Lading

- P 3 From the Business Car: [Ernie Little](#) at the Throttle**
P 6 June 10th Joint Meet with Chesapeake Division
P 8 MER Convention Registration Open
P 9 NMRA At-Risk Policy Explained by [Lee Stoermer](#)
P 12 Potomac Division Annual Meeting Report 2023
P 13 AP Report by [Mat Thompson](#)
P 14 April Layout Open Houses Report by [Jerry Stanley](#)
P 20 May Layout Open Houses Report by [Alex Belida](#)
P 26 Layout Update: [Andrew Dodge](#)'s Central Maine Railway
P 30 Meet the Member: [Dale Latham](#)
P 33 The Mini-Scenes Challenge
P 43 Consider Operations by [Brian Sheron](#)
P 46 Acetic Acid Car in O Scale by [Martin Brechbiel](#)
P 50 Details 1905 by [Tim Tilson](#)
P 53 Kadee Whisker Coupler Clinic Report by [Martin Brechbiel](#)
P 54 What Does Your Workbench Look Like? [Greg Cassidy](#)
P 55 Paymaster's Report
P 56 Potomac Division Events Calendar

Cover: A Bridge Scene on Bernard Kempinski's USMRR Layout ([photo by Jerry Stanley](#))



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: New Superintendent in Town

by Ernie Little, MMR, Potomac Division Superintendent



By the time this *Potomac Flyer* is published, the Potomac Division's 2023 elections, annual meeting, and the first new Board of Directors meeting will have taken place and be history. I want to thank a few members for their work in the Division. First, **Mark Gionet, Paul Hutchins, Bill Demas, and Brian Sheron, MMR** who served on the 2023 Election Nominations Committee for their work on the elections process. Second, I want to thank **Martin Brechbiel, MMR**, for serving as our Superintendent for the past four years. He led the Division through the challenge of COVID and was instrumental in developing and making the necessary changes

to keep the Division healthy and compliant with NMRA policies, procedures, and practices.

So, here I am writing my first Business Car column as the newly elected Superintendent. As I am sure my predecessors probably did, I am thinking, "How did I get here?" Well, the answer is simple: I stepped up after serving on the Board of Directors for several years. It was time for me to run for the Superintendent position. I also think that being a Master Model Railroader, I felt I had something to pay forward for the opportunities provided to me in the past. In my career with local Fire

Departments for over fifty years, I had been exposed to "paying forward." As a career fire officer, I had been in a position of making decisions based on the facts present, the probabilities of what was going to happen if I acted or not, and seeing successful outcomes. "What does that have to do with model railroading you might ask?" Absolutely nothing. However, having seen dramatic changes in the fire department that required solid management and leadership to get them in place, I saw that change created

challenging times. I also learned that change for the good is sometimes difficult to understand and make happen due to "tradition" and push back from the rank and file.

Change is not new to the Potomac Division. In his last column, my predecessor, **Martin Brechbiel**, related to us that we survived the COVID virus restrictive times by going virtual with many of our activities. It was a change that gave the Division some relief from the constraints imposed by COVID and the pains of travel through the metro area. This change also allowed us to participate with other NMRA Divisions and Regions worldwide in a way that had not been feasible before.

Welcome New Members

April 2023:

Carter Murray, Silver Sping, MD
Scott Valeroics, Kensington, MD

May 2023:

Earl Boatman, Herndon, VA
Thomas Kane, Purcellville, VA
Sean Hoyden, Broad Run, VA
Mark McGowan, Round Hill, VA

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 Ernie Little, MMR
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The Division has been going through change for some time now, some of it driven by changes in policy and procedure at the National NMRA and Mid-Eastern Region levels. One of the changes at the National level that affects us is the issuance of the NMRA "At Risk" policy. This policy has been discussed at various levels of the NMRA and our Division Clerk, **Lee Stoermer**, has taken time to offer an explanation in an article in this issue of the *Potomac Flyer* (see page 9). The policy was necessary due to the liability of the NMRA and associated Regions and Divisions. It is not something we can ignore; and we are making a policy change to follow NMRA's direction. This change needs to be understood and discussed to allow the Division to follow its requirements. Another change is that we are now on social media and have created the opportunity to share and support model railroading as a hobby in another way. A part of this is our website, which has undergone a change and is now more robust in providing accurate and up-to-date information.

One final item about change that I want to share with you is that of another change in our Board of Directors. At the first meeting of the new Board, in accordance with our

Bylaws, **Ken Wilson** was appointed as Assistant Superintendent to fill the vacancy created by my election to the Superintendent position.

I look forward to working with the other members of the new Board who are responsible for our Division governance: Senior Assistant Superintendent **Alex Belida**, MMR, Assistant Superintendent **Ken Wilson**, Paymaster **Jerry Stanley**, and Clerk **Lee Stoermer**. In addition, I look forward to working with our Committee Chairs, who do a lot of work in the background, unseen and unheard. They include our Social Media Chair, **Bill Schultheiss**. I would be remiss not to acknowledge the outstanding contributions of Achievement Program Chair **Mat Thompson**, MMR, who has announced he is leaving us (see page 13). These are the kind of people who will propel the Division forward to find and explore parts of the model railroading universe to seek out new information and skills, and to boldly go where no model railroader has gone before. (Yes, Star Trek, is still alive and a force within me!)

You might ask what I see as the future changes that are coming in the Division. We are now post-COVID, for the most part, but it isn't going to go away. We will have to continue to be vigilant and careful to keep it under control, using good practices and a lot of common sense. We can now emerge from our shelters and defensive positions and begin to move forward again. Please note that:

- A restart of our layout tour program has commenced with tours taking place in April and May and taking place at least every other month.
- Our monthly Virtual Clinic program, which allows us to record and post the clinics to our You Tube channel for future viewing, will be continued.
- We will continue our in-person Clinic program. We hope to find some additional venues we can use, especially in Maryland.
- Our public relations efforts at the train shows, where we can provide information on the NMRA and solicit new members, will be continued.
- Our efforts to hold meets cooperatively with other Divisions in the Spring and Fall of the year will continue. As an example, the Chesapeake and Potomac Division will meet on June 10th and the Potomac and James River Division MiniCon is tentatively set for November.
- We would like more members to achieve Master Model Railroader status.

We will continue to evolve into a stronger Division and allow our membership to grow and flourish. However, I need your help to make all of this happen. We, as a Division, have a lot of needs;

- A need for members to step up and offer their layouts for layout tours and a need for someone to step up to be the Layout Tour Coordinator. We also have to find a new AP Program Coordinator.
- A need for members to step up and offer to share their knowledge and skills by presenting live and virtual clinics.
- A need for members to step up and assist with staffing the Division table at train shows.
- A need for members with knowledge of newsletter, websites, and social media who can assist with maintaining these pieces of our infrastructure to keep them current and alive.

In closing, I will say that there is a “new Superintendent in town” who wants to keep our Division healthy and keeping the necessary changes manageable and moving forward. I have a lot of pride in saying that I am a member of our Division and I feel honored when we are recognized at the Regional and National level. Like General George Patton once said, “Lead me, follow me, or get out of my way.” With that, let's go forward and see where we go in the model railroad universe!

'Til next time... stay safe and healthy!

Ernie

June 10th MiniCon with Chesapeake Division



We're all set for a Joint Meet with the Chesapeake Division on June 10th at South Columbia Baptist Church in Columbia, Maryland. We'll have five clinics, a popular vote contest with "on track" and "off track" categories. The winners will have photos of their models in the next issue of the *Flyer*. There will be donuts and coffee, tea or water. So come on out!

Here's the schedule and a description of the clinics.

Joint Potomac & Chesapeake Divisions Meet Timetable

8:45 am	Open to Members for Registration Set Up Display Models for Popular Vote (2 categories: On-Track and Off-Track)		Coffee and Donuts!!!
9:15 am	Greeting and Announcements – Superintendents Church Representative		Coffee and Donuts!!!
	Clinics Set 1		
9:30 am	Potomac clinic 1	Chesapeake clinic 2	
10:10 am –	Break for Coffee and Popular Voting		
	Clinics Set 2		
10:20 am	Potomac clinic	Chesapeake clinic 4	
11:00 am	Break for Coffee and Popular Voting		
11:10 am	Clinic Set 3 Potomac Clinic 5		
11:50 am	Final Assembly, Popular Vote Results, Close out		
12:10 pm	Clean up after conclusion of Final Assembly		
12:30–1:00 pm	Potomac Division Board of Directors Meeting		

Clinics

Clinic 1 Motive Power: Alex Belida, MMR, Potomac, has always been fascinated by early generation locomotives used by some logging operations in the late 19th and early 20th centuries in the United States. One has long been his favorite—the vertical boiler engine. In working for his NMRA Motive Power certificate, he decided to scratchbuild one. In this clinic, Alex explains the process and decisions he went through.

Clinic 2 Weathering with Oils: Jeff Burch, Chesapeake says oil paints provide a way to weather models in an unrushed manner. They have a long working time in comparison to acrylics. Oil paints can be used to provide a color fade, rust, grime, paint streaks, or even to provide a nice color variance to depict a lightly

weathered freight car or locomotive. The following techniques will be demonstrated: light weathering with a dot-filter, heavy rust or grime, fading/bleeding white lettering on a freight car side.

Clinic 3 Backdrops: Brian Sheron, MMR, Potomac, notes that model train layouts are mainly constrained by two factors, limited available space, and accessibility. Both factors inhibit the viewer's perception of depth when viewing a model railroading scene, unless we can add backdrops to our layouts that will impart the feeling of depth. Brian will describe various techniques that a modeler can use to achieve the perception of depth on their layout.

Clinic 4 Weathering with Vallejo Acrylics: Mike Shylanski, Chesapeake, says versatile Vallejo paints and washes can be very effective at giving your model rolling stock a realistic appearance. This clinic will show examples of how you can hand weather or even hand paint HO freight equipment. Approaches to modeling everything from galvanized car roofs to rust effects will be illustrated. Era-specific weathering will be highlighted.

Clinic 5 Trash to Treasures: Martin Brechbiel, MMR, Potomac, You see these items, models, structures, old half built kits, etc., from what seems an eon past as you wander the aisles of train show and meets, or as you peruse the listings of eBay, shake your head invisibly and think to yourself, "What trash, garbage, rubbish...". Yet, some of these items are just waiting for you take them home and work a bit of magic on them, rebuilding and/or repurposing them for use on your layout. So, I look for and find the occasional hidden treasure, and take them home for very little cost (free sometimes!) recognizing the inherent play value that lives on waiting to be appreciated. I'll show you a few examples these and present the processes that I employ for both rolling stock and structures that become scenery vignettes.

Popular Vote Info: We're encouraging members to bring models for display at the Joint Meet. As mentioned, there will be a popular vote for favorite On-Track model (engines and cars) and for Off-Track model (structures). Everyone who brings a display model should also bring a card or slip of paper and put down their name and a description of their model and then place it with the model on a table that will be set up for this purpose. (We'll have paper for those who forget.)

Those who want to vote should take a "ballot" paper (which will be provided at the the meet) and write down the name(s) of the owner(s) of the model(s) they like best for either or both of the categories -- On-Track and Off-Track. Board members of the two Divisions will count the votes and announce the winners in the closing session and their photos will be taken with their winning models. These will appear in the Potomac Flyer's August-September issue.

You Won't Want to Miss This Event!



We're also planning a Potomac Division Meet on August 5th in Waldorf, Maryland and we're looking for clinicians. If you're interested, please contact Alex Belida at:
Sr-Asst-Super@potomac-nmra.org



Registration is open for the Oct. 19-22 MER Convention, *Round the Curve to Altoona 2023*, at the Altoona Grand Hotel. To register, go to:

<https://mer2023.org/registration.html>

The schedule of events including clinics, open houses, operating sessions and rail tours is available at:

<https://mer2023.org/calendar.html>



NMRA at Risk Persons Policy: What It is in Basic Terms

by Lee Stoermer, Clerk, Potomac Division, NMRA

You might wonder why the NMRA has gone to the trouble of developing a directive such as the At-Risk Persons Policy. The short of it is that due to issues outside our organization (mainly involving the Boy Scouts), there has been an increased liability risk for any organization whose activities might involve children. Most organizations, being prudent and wanting to reduce their chances of litigation, have therefore developed policies and procedures for the protection of minors and other at-risk persons.

There is much more to the NMRA's policy. If you prefer to read it for yourself the link is included here: <https://www.nmra.org/nmra-risk-persons-policy>

If after reading this brief overview and then reading the full policy, your opinion differs, the Board of Directors would welcome hearing your views. I am not a lawyer but do have experience in code enforcement, and while not the same, they have similar traits in taking a directive and determining how it is implemented or enforced. This is a very brief overview of the At-Risk Policy as I understand it, and a general explanation of how the NMRA expects your Board of Directors to implement it.



To put it bluntly, the At-Risk Policy does not allow the NMRA to be an active participant in activities geared directly towards underage persons. The At-Risk Policy does allow the NMRA and Potomac Division to offer promotional materials and in-kind items and to provide indirect support. But NMRA members who attend such activities cannot say they represent or are acting on behalf of the NMRA or the Potomac Division. The policy does not say that you, as an NMRA member, cannot participate in such activities, it

just says that you can't identify yourself as *"Lee - Clerk of the Potomac Division of the NMRA, thanks for having me here today...."* You also may not identify your affiliation by wearing NMRA apparel or by specifically saying the NMRA or Potomac Division is 'doing' the event.

This policy is primarily intended to separate and distance the NMRA and Potomac from activities involving underage youth to reduce liability on the part of the NMRA and Potomac Division.

Let's go into detail on what you as an NMRA member can and cannot do at an event involving underage persons. As a Potomac Division member, you can provide modeling

or similar lessons, and the NMRA can provide materials. But you cannot wear an NMRA logo shirt. You can't say you are there representing the NMRA or the Potomac Division. If asked if you belong to these organizations, you don't have to hide it. On the contrary, you can mention it -- just maintain a level of discretion as to the capacity in which you are appearing.

The policy does not prevent At-Risk persons from attending or participating in an NMRA event, including a Potomac Division MiniCon or clinic, provided that the underage/At-Risk person attends with their parent or legal guardian and is not left unaccompanied or out of direct view of the guardian during the event.

Should the At-Risk person be attending without a parent or legal guardian, they **MUST** have an affidavit that designates who is in charge of the child. That document must be signed by the person responsible for the child and it must be notarized. Here is a link to that form.

https://www.nmra.org/sites/default/files/nmraorg/bod/EHB/legal_guardian_designation_affidavit_june_2022.pdf).

Discussion amongst the Potomac Division Board members since the policy was released by NMRA Headquarters has led to a few measures that must be implemented within our organization and for events we are involved with.

One action item is to post a notice about the At-Risk policy along with the link to the required documentation in each edition of the Flyer newsletter. This will disseminate the information to all members and have it included with each one as a standard ad space item to draw the attention of members on a regular basis.



Next is that a short sentence or two will be included within the announcement of any event flyer that might be distributed, noting the At-Risk policy and *“for more information go here___”* with a link to the National web page and form.

The final item is to post a sign at the entrance of an event drawing attention to the policy, how it's enforced and noting that a form is available to sign at the check-in desk. Note: we do not provide a notary at any event so that then falls back on the attendee to handle.

This is the real short version of it. The Potomac Division and the NMRA can provide materials, can supply info to a youth group and allow our members to participate. But

the Division cannot be identified as hosting the event nor shall members say they are providing support as an official Potomac member.

I am not a fan of this, as I am sure many of you may not be either, but I fully understand the history behind the issue and this response. It's been a long time in coming, and frankly I am surprised it took this long. The NMRA is in no way at the forefront of this type of policy implementation. Unfortunately, with litigation being as pervasive in our society as it is, the lawyers got involved and this is what they've formulated to protect the organization and to maintain insurance coverage at an acceptable (meaning affordable) level to our membership and the financial stability of the organization.

In closing, I ask that if you have children, grandchildren or other At-Risk persons who will be attending model railroad events with you, please be prepared and have proper identification/documentation available. If, for example, you want to bring one of your grandchildren to a Division event, get the child's parent to fill out the affidavit with you as a designated responsible person, get it notarized, and make sure you bring a copy of it with you, perhaps on your phone. We don't want to be the bad guys in this instance and be forced to deny participation because of a lack of preparation by the attendees. But to protect the organization, it's a necessary requirement. The ramifications of not following this policy can be disastrous to the whole organization. I expect a review of this will occur during an upcoming Board meeting as well as being a topic during the next few in-person meetings to allow some questions and open discussion. Realize though that we are limited as to this policy and its application as it is laid out very clear.

The Board of Directors and I look forward to hearing back from you on this and ask that your comments be sent to me at Clerk@potomac-nmra.org. This is how I am interpreting it and how the Board is preparing to implement it. If you read this differently, I welcome your viewpoint. Your comments and opinions are important for us to hear.

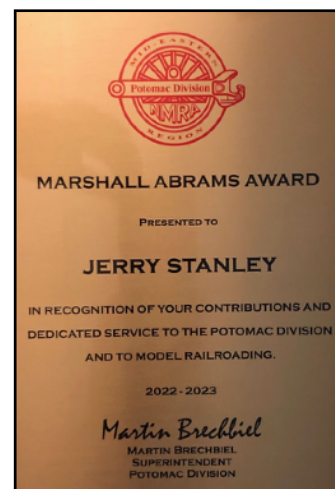


Annual Meeting Report

The Potomac Division held its annual meeting on Sunday, April 30th. Some 20 members participated in the virtual gathering by Zoom. After brief reports from members of the Board of Directors, outgoing Superintendent **Martin Brechbiel, MMR**, announced the results of the 2023 Board elections. **Ernie Little, MMR, (photo right)** was elected Superintendent; **Alex Belida, MMR**, was re-elected Senior Assistant Superintendent; and **Lee Stoermer** was confirmed as Division Clerk. The three candidates were unopposed. 55 votes were cast.



Ernie announced that Paymaster **Jerry Stanley (photo left)** is the recipient of this year's Abrams Award for his service to the Division and the hobby. Jerry's Hobby Barn regularly hosts in-person clinics.



Ernie also unveiled a plaque honoring Martin for his service as Superintendent. It was presented to him after the meeting **(photo left)**.



The meeting concluded with an open forum. The discussion focused on retaining members and efforts to engage young people in model railroading.

Achievement Program Report

by Mat Thompson, MMR, Potomac Division AP Coordinator



This is my final AP column. My wife and I have decided to move to Williamsburg.

Our new Superintendent, Ernie Little, and his leadership group are already talking with potential new Achievement Program Coordinators. The crop is rich; you will all be in good hands.

The thrill of this position has been meeting and spending time with the talented members of the Potomac Division. I wasn't stuck with a job; I was given the opportunity to meet and enjoy being with my fellow model railroaders. Many times I was so struck with their skills and creativity I had to remind myself that my role was to be sure that they got credit for their work. It's been a delight!



Mat Thompson photo

I will close with a picture of Alex Belida's scratchbuilt critter which earned a Motive Power Merit Award. Watching it run around his layout and listening to him explain how he built it is the fun of the Achievement Program.

See you trackside and can't wait to hear about your modeling projects.

April 22nd Open Houses Report: Sethian & Kempinski

Text and Photos by Jerry Stanley

Do you have a bucket list? I do. On mine, I have such things as wanting to achieve Master Model Railroader status, growing the Potomac Division to a thousand members, starting a revival in the hobby, and seeing youth flock to join the NMRA. These all will take time and lots of hard work; but a more attainable bucket list item is to see some well-known layouts. Did you know we have some AMAZING layout owners in our Division? Two of these world-famous layouts were open to Division members in April.



John Sethian's PRR Nassau

John Sethian's PRR Nassau Division two-rail O scale layout has been on the covers of *O Scale Trains*, *Model Railroader*, *NMRA Magazine* and in the NMRA 2022 calendar. John held an open house on Saturday morning, April 22nd. Unfortunately, I had a scheduling conflict that day. I called John and asked him if he would stay open a little longer so I and two others could see his layout a little late. John graciously stayed open and even gave us a personal tour (thank you so much John) and what

a delight it was to see such an incredibly detailed model railroad. It is so detailed that I had to return to scenes several times just to take in more of them. One of the scenes that really impressed me was the "Nassau Stand In" tower. At first glance it looks like an amazing tower but if you look closer and peek through the windows you can see a worker at the controls, a man at a desk, and a picture on the wall...WOW. John ran his trains for us and I was astonished to see a Pennsylvania passenger car roll by fully detailed with passengers in their seats and food on the tables!





One of the things that I found very interesting was John's unique way of building his railroad. Typically, we model a section of a railroad and reduce it in scale to fit our space. John instead took photos, created scenes, and tied them together to make his railroad. For instance, on his valance, he displays signs for "Princeton Junction Signal Bridge," Edward Hopper's "Approaching a City" and many more. They are so smoothly transitioned with each other that one does not realize that each section is its own scene. If you ever get a chance to stop in, you should ask John to point out his references to movie scenes or life events. One of the life events he has modeled is a carriage wreck his daughter was involved in. Thankfully, she and the other passengers look unhurt! I really enjoyed John's railroad. I think it would take a day or two just to soak in all the details and the stories behind the scenes. Maybe one day we can get John to write a few articles about the stories in his scenes.



Some additional scenes from John Sethian's PRR Nassau Division layout. John in photo above right.



Bernard Kempinski's USMRR

The next open house was the equally famous US Military Railroad Aquia Falmouth Line in Virginia set during the Civil War era in 1863. Bernard Kempinski has written such books as *Model Railroads Go to War* and *Waterfront Terminals and Operations*. The USMRR was featured on the cover of *Model Railroader* in October 2019; in *O Scale Trains* in January/

February 2023; and in a *Model Railroad Video Plus* layout tour. Bernard's layout features open spaces with hand-laid track, amazing scratch-built structures, hand-painted figures, Civil War era structures, and soldiers in action. His ships and the dock scene on the layout are worth the trip alone.



On this layout you will find Union soldiers marching out of camp and cavalry trotting off to chase Confederates. You will also see such mundane life scenes as oxen pulling a cart full of logs, a young lady with her pig, and a cannon battery that looks like it is preparing for



action. I really enjoyed the carpenter shop with the tools on the work bench and scraps of wood in the bins. The details are amazing, the scenes are interesting and fun, and the craftsmanship of the model railroad, which is largely scratchbuilt, is astounding in its detail and perfection. I felt like I had actually traveled back in time to 1863.

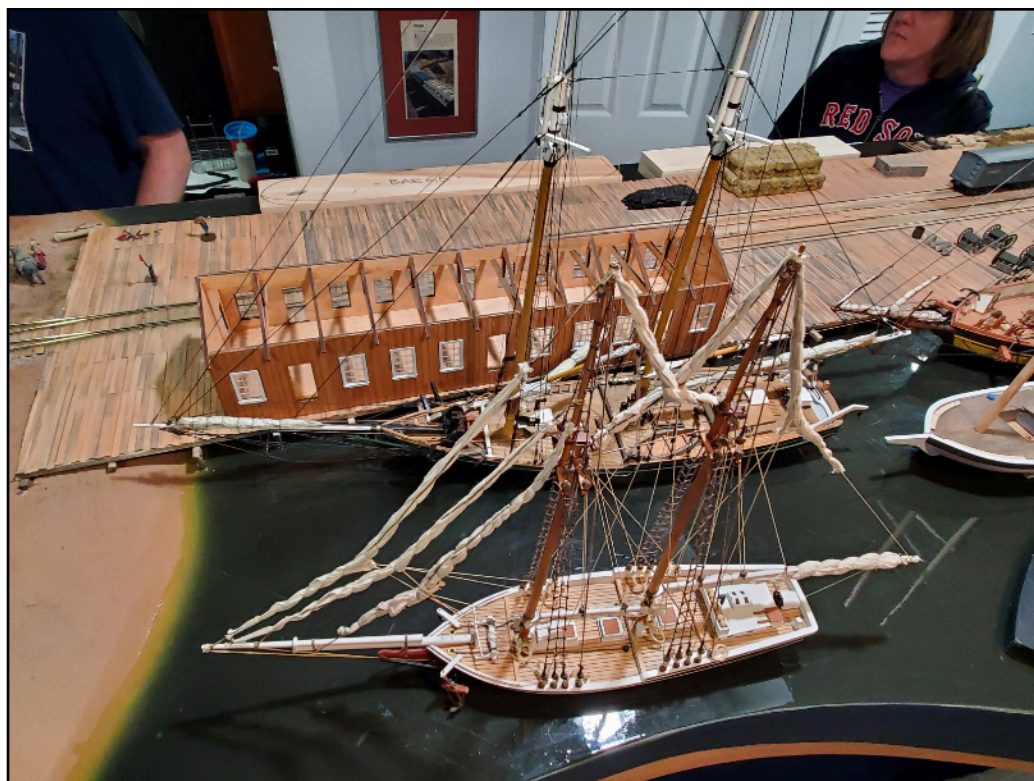
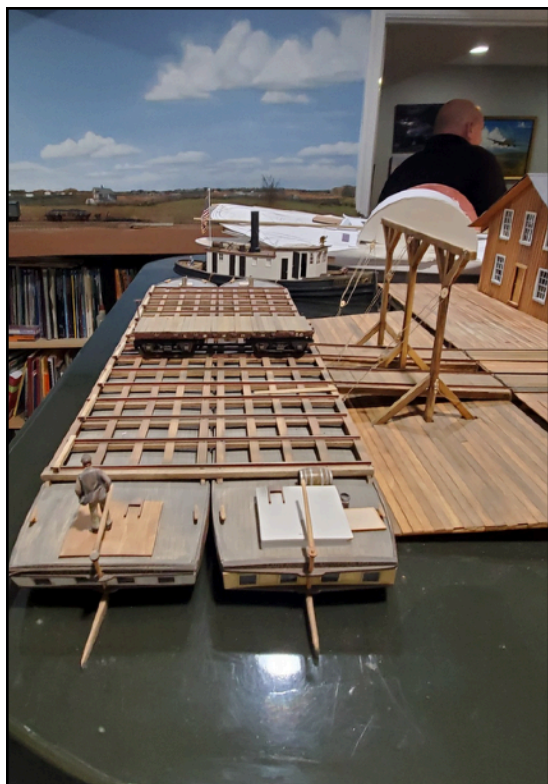


There were a few people running trains (can you imagine the opportunity to be allowed to run trains on this famous layout?) during the open house. I was delighted to see a young boy at the controls and Bernard helping him ([photo below](#)). I was so impressed with this act by Bernard. He obviously has thousands of hours scratchbuilding this layout and yet he allows a young boy to operate. That act alone speaks volumes about Bernard Kempinski.



As impressive as these two railroads are, the hosts themselves were even more impressive. I personally cannot thank them enough for opening their homes and their layouts and allowing us into their lives on a Saturday. I also want to say thank you to their spouses. When you visit a layout and the wife is around, make sure you say thanks to them, too.

[Some additional scenes from Bernard Kempinski's USMRR on next page](#)



May 20th Layout Open Houses: Sheron & Ripple

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

Dean Ripple's B&O Monongah Branch

Dean Ripple's layout originated in 1991 as a 4'x6' that slid under a double bed in an apartment. Now in the basement of a detached home, it has grown to a 12'x16' West Virginia-based layout, circa 1950's, that features part of the run from Grafton to Charleston with a major central engine house and yard in the middle at Buckhannon and a connection with the Western Maryland in Elkins.



Dean (photo right) is part of the Anachronistic Era Operating Group and hosts regular operating sessions. Dean says he can keep about three operators busy at a time. Recently, he reports he has also done an interchange job with his son's switching layout two floors up in Dean's house.



This gorgeous layout is virtually complete. It features extensive scenery, including hundreds of trees and a variety of structures, some of them scratchbuilt (photo left). Dean has lately been working on new rolling stock.

All of the trains on the layout are led by brass locomotives, mainly Mikados and other similar smaller engines. The track and turnouts are

primarily Peco 100 resting on a cork roadbed. Control is by Digitrax DCC.



Here are some scenes from Dean's layout.

Manual turntable

Overview (Ripple Photo)



One of Dean's steam engines



Cutaway building on edge of layout with full interior detail.

Main street in Buckhannon (below)



Brian Sheron's Long Island Rail Road

Brian Sheron, MMR, [\(photo right\)](#) models the Long Island Rail Road, Port Jefferson Branch, Atlantic Branch, and the City Terminal Zone, circa 1964. The layout occupies three rooms in his basement, a 13'x19' room, a 12'x12' room, and 10'x20' room, totaling some 310 square feet, all controlled by Digitrax DCC. Brian belongs to an operations group that meets roughly three times a month. Though I am no operator, I've been invited to join a couple times. While I struggled with my assignments, I did get help. Overall, I was blown away with the sheer scope of this extraordinary layout.

It is primarily a double track, folded dog bone arrangement in HO scale. One branch (City Terminal Zone) runs into the 12'x12' room



where he models New York City, complete with Penn Station and an operating overhead EL.

Work started on the layout in 1988. The track is Atlas code 83 flextrack. One freight yard is code 70 flextrack. Turnouts are mostly Atlas Customline.



The layout is 100% scenicked and full of detail with over 1900 figures and 800 vehicles. Most streets have



working streetlights. The buildings on the layout have interior lights. There are also a large number of electro-luminescent signs, contributing to impressive nighttime scenes ([photo above](#)).



Some additional scenes from Brian Sheron's layout



Layout Update: Andrew Dodge's Central Maine Railway

Text and Photos by Andrew Dodge, MMR

[Photos may not be reproduced for any purpose anywhere without the explicit permission of the author.]



South Deer Island work crew

1. What is the name of your layout?

I have transitioned from modeling Colorado railroads for the past 60 years to now portraying a freelanced railroad along the coast of Maine. To simplify the makeover, I have gone from the Colorado Midland to the new one that is the Central Maine Railway.

2. What scale is your layout?

I model in O Scale Proto 48. Unlike standard O Scale, Proto 48 uses the correct track width of 4' 8.5". While requiring a high level of quality in both the track and the wheels, it provides a more realistic representation of the railroad.

3. Does your layout have a specific era and/or location?

As far back as I can remember, the late 19th century has always held a certain allure. When I transitioned from HO to O Scale in the late 1980s, I decided to

model the period between the 1880s and 1900. My current layout is set in 1898 along the coast of Maine between Belfast and Camden and includes Deer Island.



Dock at Camden Junction

4. What are the overall dimensions of your layout?

The finished portion of the layout occupies two rooms in the basement. The larger of the two is approximately 28' by 28' with a smaller connecting room that is 13' by 18'.



Lobster Boat and Passing Train

5. How do you control your layout?

I have been using the NCE radio control system for years. The nice thing about radio control is that the operator does not have to rely on cords or stand in front of a control panel. You can walk with the train, which is the next best thing to being able to ride in the cab.

6. When did you start making your layout?

This is a difficult question to answer because some buildings, trackwork, electrical wiring, and all of the motive power and cars

have been repurposed, redesigned, and refitted from Colorado to Maine. The work to rebuild the layout, redo the lettering on the equipment, and redo all the scenery and backdrop began in June 2022 and was completed in February 2023.



Number 6 at Deer Island Water Tank

7. Do you host operating sessions or would you consider doing so?

I have hosted operating session on both my Denver, South Park & Pacific Railroad and the Colorado Midland Railway. I have started developing a timetable and creating a routing system for the rolling stock to operate on the mainland and to transfer to Deer Island by ship. When a system is in place, I will hold op sessions.

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

Passenger Train Near Lake

Except for track in the staging area, all the trackwork is hand laid. While no commercially available rail fits any prototype rail, I have selected code 100 rail, which is the closest to 60 pound rail in O Scale. The height and base of code 100 is equivalent to 75 pound rail but the



width of the head is only .040, which is 20% less than the prototype. Thus, the appearance is as close to my prototype rail as I can get.

9. If you were to brag about your layout what would you describe as its outstanding feature(s)

One modeling feature that has interested me for many years has been the incorporation of ships and trains into one model endeavor. My current layout includes two ships, a side-wheeler and a tug with a car float, that will actually operate between the mainland and Deer Island. The ships are mounted on dollies and will “sail” according to tidal conditions carrying passengers and freight cars back and forth.

***Editor’s Note:** A description of Andrew Dodge’s Colorado Midland appeared in the June-July 2021 issue of The Flyer. A former Potomac Division Board director, Andrew is now a member of the South Mountain Division.*



Burnt Tree Industrial Railroad Ride

On Wednesday, May 17, 2023 several members of the Potomac Division went on day trip to visit the Burnt Tree Industrial Railroad. It is a 1/8 scale model railroad and you can ride the locomotives and cars. This railroad is located in Aroda, Virginia and has approximately 2,800 feet of track on its mainline, sidings, and yard. This video was shot by Superintendent Ernie Little, (photo left) who was the engineer on one of the locomotives:

<https://www.youtube.com/watch?v=oWd9csVAV3o>
(We’re trying to set up an outing to this venue.)

Meet The Member: Dale Latham

Editor's Note: We have launched this new feature to promote greater knowledge about members of the Potomac Division and their model railroading interests. If you are willing to participate, please send an email to potomac-flyer@potomac-nmra.org and we'll send you a list of questions. You can choose to answer the ones you want and even add additional information you want to share.

HOW DID YOU GET STARTED IN THE HOBBY: My lifelong love for trains and modelling began shortly after I was born in 1947, when my grandfather had me in the cab of a C&O mallet at 6 months old in Potomac Yards. He had once worked for the RF&P and retired from the Railway Express Agency. His father had been a special agent at Potomac Yard and my grandmother's father was a section foreman for the Southern Railway in northern Virginia. I lived at three different locations in Alexandria until I married and moved to southern Maryland. Each home was within sight and sound of the railroad and so I literally saw and heard trains every day of my life. Even today, I live less than a mile from CSX's Pope's Creek Secondary. There's still nothing like laying in bed at night and hearing a train blowing for the crossings as it journeys up and down the line.



(Belida Photo)

My first train sets and accessories began arriving when I was two. They were inexpensive Marx 0-27 sets with a Lionel 'Scout' set thrown in. I still have the tender from the Scout set and quite a few pieces of my Marx equipment. We had been living with my grandparents before my parents were able to buy their first home in 1950. It was a very small row house which meant the trains only came out at Christmas to circle the tree and then were put away until next year. Finally, when I was about 11, my mother let me put a 0-27 set-up in the tiny attic we had which was reached by a drop-down stairway from the ceiling. It was freezing in the winter and over 100

degrees in the summer, so my modelling was mostly limited to a couple of months in the spring and fall, but I still had fun.



It looks as though I knew what I was doing. (Photo provided by Dale Latham)

Finally, in the late 50's I was exposed to HO scale at George's Model Craft and Hobby Shop on King St. in Alexandria. Money was always tight, but I managed to purchase an Aristo-Craft plastic C&E boxcar kit. It came without trucks or couplers and was 89 cents. Several months later I was given a dollar and bought a set of trucks for 50 cents and two sections of 'Snap-Track' for another 50 cents to push the car back and forth on. Virginia had no sales tax at that time. If it had, I would have been able to only get one section of track. Finally in 1959, I really was able to get involved in HO. I got an Athearn rubber band drive "Hustler" set which came with the "Hustler" Industrial Switcher, two cars, a caboose and a circle of track. I added the two straight sections I had previously purchased to create an oval on which to 'race' my train around and boy did those rubber band drives race. I've been modeling and railfanning without a break ever since.

HOW LONG HAVE YOU BEEN AN NMRA MEMBER: I joined the NMRA-MER-Dixie Division in 1969. I took in some Home Layout tours over the years, volunteered as a bus tour guide during the 1982 National Convention in D.C. and went to a couple of local MER conventions. I met my future wife Anita in August of 1970 and made sure she knew beforehand my obsession with trains. We were married in Sept. 1971 and she has put up with me now for over 51 years. With the birth of a son in 1979 and a daughter in 1982, I dropped my membership in the NMRA for a few years. I re-joined the NMRA in Oct. 1989 and have been a member ever since. I've been to a number of MER

Conventions, but the '82 D.C. convention remains the only National one I have attended. I'm also a member of the RF&P, Southern and C&O Historical Societies; the railroads I grew up with.

WHAT I MODEL: I have a freelanced railroad in HO scale running from Richmond, Va. to Connellsville, Pa. The Piedmont Southern began life in the mid 70's and I've stayed with that name ever since. That was at a time when most model railroads were freelanced, as prototype rolling stock was very limited to certain railroads. I model a fictitious division yard about halfway between the two cities and the trackage north through the Shenandoah Valley and the Appalachians. The time period is 1956 and the season is the summertime. The layout is built for operation and I belong to the Chesapeake Trainmasters Club which meets every Tuesday for sessions. I feel very lucky to have had my layout appear twice in Kalmbach's issues of 'Great Model Railroads' as well having photos in Model Railroader and Model Railroad Planning and twice in their yearly calendar, the last being for March of this year.

FAVORITE PART OF THE HOBBY: My favorite part is scenery, although I really enjoy all aspects of the hobby except one. That's working on locos to make them perform better. I just don't seem to have the knack. I can take an average running loco, work on it and end up with a poor running engine. My layout appears finished, but as we all know layouts are never really complete. I have never been afraid of tearing down and replacing sections or whole layouts, if I believe I can improve their look or their operating possibilities.

MODEL RAILROAD PHILOSOPHY: It's simply that model railroading provides the greatest hobby there is. It's the most complex of hobbies and offers the opportunity to learn so many and varied disciplines like art, history, carpentry, electronics, photography, modeling and so on. Finally, it's allowed me to meet so many great people who all share the same love for trains.

ADVICE TO NEWCOMERS: One bit of advice that I would offer is to look into the AP program and see if that is something you want to work on now or in the future. Even if you are not sure, document all of your modeling now. I can't tell you how many hours I've operated on layouts without any documentation. Or how many electrical circuits I built and installed but later ripped out or how many freight cars were scratch-built only to have them destroyed in drops to the floor. None were judged or documented, so here I am at age 76 having to build items that I really don't need for any purpose other than getting an AP certificate. Time is precious. Now, I barely have enough time to keep my railroad maintained and ready for weekly operating sessions. I wish I had looked into the AP program earlier. Don't make the same mistake I did.

Editor's note: Dale has offered to host another layout open house in connection with our planned August 5th meet in Waldorf, Maryland.

The Mini-Scenes Challenge

by Alex Belida, MMR, Flyer Editor and Publisher



I'll be honest. I wasn't quite sure what to expect from this particular challenge topic, which was suggested by another Potomac Division member. You can see what actually emerged in the following pages. If you see something you particularly like, send an email letting us know which was your favorite. The email address is, as always: Potomac-Flyer@potomac-nmra.org, and if you have a suggestion for a future challenge, let me know.

We aren't asking for any submissions for our August-September issue. Instead, to mark the second anniversary of *The Potomac Flyer's* Challenges, we will be inviting the members whose submissions in the various categories over the past two years were voted "most favored" to send in photos and descriptions of their personal "favorite" models (engines, rolling stock, structures) or layout features. No restrictions will be imposed in this, **The Anniversary Challenge: The Favorites of the Favorites**.



The invitees include Mark Gionet, whose *Lucky Strike* sign in our last challenge for billboards, posters and signs was voted most favored.



Congratulations, Mark, and thanks to all those Potomac Division members who sent in submissions.

For our October-November issue, we will seek submissions of **bridges**, so get your cameras ready and send in your photos plus a brief description. The deadline will be September 10th, but you can send them to *The Flyer* now. We'll hold them.

(The following entries appear in the order in which they were received. The texts and photos are by the modelers who submitted entries unless otherwise noted.)



1. John Paganoni's Night Scene



This structure represents the Shelton Loom Company in my hometown of Montville, Connecticut. It was located on the Palmertown Branch of the Central Vermont Railway. The lighting is by LED lamps. The ones on the ends of the building are goose necks with shades and the interior ones are straight pole type lamps hanging from the ceiling. The structure was made from two modified/detailed Walther's "American Millwork Co." kits. The smokestack is also a Walther's kit. I understand this mill is currently being converted to residential and office spaces. I do hope they retain the smokestack as it is the only one left in Montville and should be listed as an historical structure. Sadly the entire Palmertown Branch was removed due to a flood washout of a trestle in the 1980's. *John Paganoni, MMR*

2. Marty McGuirk's Country Store and Gas Station



I've always been a sucker for country stores - both prototype and model. When South River Modelworks released their kit for the Streeter's store a number of years ago I was one of the first purchase one! The kit lived in its box for a number of years until I dug it out during Covid and built it. The structure itself is stock, but it came with gas pumps too early for my era. I

replaced them with pumps more like those seen during the 1940s and 50s. I also wanted to include a gasoline sign on a post, a common element of country stores in New England. I started with the post from a JL Innovative gas station detail set that I painted flat white. Then I painted a piece of thin (.005") styrene dark blue and applied Microscale Esso decals to the styrene. I snuggled the decals in place with Solvaset and let them dry. Once they were dry, I carefully trimmed around the edges of the decal, flipped the sign over and applied a second Esso decal sign to the opposite side. I allowed the decals to dry completely overnight. I rusted the edges of the sign and the post with Raw Umber and Mississippi Mud acrylic paints applied sparingly with a piece of torn sea sponge. I fabricated the crossarm for the sign from various thicknesses of brass wire. The base is basswood coated with Ceramic Stucco to give it a little concrete texture. I painted it with light tan acrylic paint and weathered it with some rust-colored chalks. **Marty McGuirk**



3. Alex Belida's "Hauling Oil" Mini-Scene



As another long workday draws to a close, the team at Drake's Oil Well sends off a load of oil-filled barrels by horse-drawn wagon while a larger load of Pennsylvania crude is poured into a Densmore tank car for shipment by rail. In this archival photo, Colonel Drake in his top hat (up by the wooden oil barrel on the left middle of the photo) views the work. The scene on this 2'x18" HO scale diorama includes a vintage Ye Olde Huff-n-Puff kit for Drake's Well, two portable logging camp cabins from Scale Model Masterpieces, my scratchbuilt Densmore tank car and hand-laid track.

Alex Belida, MMR

4. Rich Randall's Unexpected Guest



A special secret guest appeared on the Northern Pacific at the branch line transload site at Marengo, Washington. One family had the scoop and was there to greet him.

Rich Randall, South Mountain Division

(The Flyer welcomes submissions from members of other Divisions.)



5. Brian Sheron's Mini-Scenes



This scene is of a Long Island Lighting Company crew working on a power line. The barricades and flagmen direct traffic around the bucket truck. The flashers on the barricades are connected to a flasher circuit and actually flash.

The photo below shows Marshall's Place. I named it after

Marshall Abrams. The street band to the right is NTC, or "Not the Choir." When I created this scene at least 17 years ago, I was a member of a band called "Not the Choir." I decided to add them out in front of Marshall's place with a sign that says "Will Play for Food." I also put a drunk leaning on the lamp post out front. **Brian Sheron, MMR**



6. Rich Steinmann's Dog in Tower



This is Dover Tower on my HO scale Erie-Lackawanna Railroad Morris and Essex Division. In his book Erie-Lackawanna In Color Volume 9: Working the Extra List, Arthur J. Erdman has a photo of the tower. In the caption, he states that a neighbor living near the tower had a dog named Cappy who spent more time in the tower than he did at home. Apparently, he liked to sit in the tower and peruse the vicinity for any cats wandering by. When I got my copy of the book in 2016, I knew I had to model Cappy. I found a good representation of him in the form of a Preiser figure and perched it in the doorway. Now any stray HO scale cats in Dover will have to be extra careful. **Rich Steinmann, MMR**

7. Greg Cassidy's "Depot Coffee"



The original HO kit was a Motrak Models Freight Depot, but I changed mine to a later time when the railroad was gone and a rail-trail had taken its place. The bicycles and figures are from Miniprints. **Greg Cassidy**



8. Martin Brechbiel's Scenes



All dressed for travel and waiting for the train at the Markes station. Markes station is one of the original scratchbuilt stations that served as the basis for the “Marvis” kit and clinic.

Old John and Zeb enjoying the view after a long day at the supply shed. The caboose is an older Ambroid or Gloor Craft kit car that was salvaged and put to use as a scenery item.





In the town of Lemasters, the Methodist church takes delivery of a new piano to the approval of the church ladies while more distantly observed over at the barber shop. Agett, of Agett's Funeral Home, awaits the arrival of today's client.

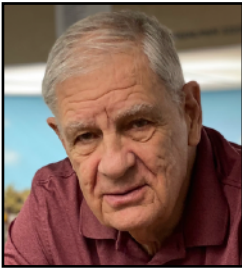
Rip and Hays enjoy a break from all the action at the pickle plant with a game of checkers on the porch before the next delivery of cucumber arrives. The ladies inside are ready for the cucumbers to be carried in to be processed.

Martin Brechbiel, MMR



Consider Operations

Article and Photos by Brian W. Sheron, MMR



One of the biggest reasons people enjoy model railroading is because of the variety of skills that they can apply to the hobby. For example, woodworking is required to build the benchwork for a layout, electrical skills are needed to wire up the layout, and model building skills are needed to scenic the layout. Because of this, modelers can periodically shift their focus from working on one area that requires a certain skill to working on another area that requires a different skill.

Some of us may focus on one area over others, and that's okay, because the objective of the hobby is for us to personally enjoy it. However, one area that is often overlooked is operations. So, what is operations anyway?

Once we get our layout up and running, even if it is just benchwork and track with no scenery, we may ask the question "Now what?"

For some of us, building models or working on other aspects of the hobby may be our primary interest, while running trains is a secondary interest. However, for many of us, once the track work is in place and wired up, we want to run our trains. Although watching our trains circumnavigate our layouts can be enjoyable, over time if we just run our trains around the layout over and over that enjoyment may get a bit stale. However, the enjoyment of running our trains can be greatly enhanced if our train movements have a purpose.

Photo right: Tony Jenkins and Gil Fuchs working in Sunnyside Yard on Brian's Long Island Rail Road



Real trains have a purpose, which is to move people and goods from one place to another. Since we are modeling real railroads, why not model this purpose as well? We call modeling the movement of goods and/or people with our model railroad "operations." For example, instead of just running a train around the layout, we give it a specific manifest and purpose, such as delivering some box cars to a warehouse, delivering some tank cars to an oil supplier, and maybe delivering an empty gondola

to a junk yard to pick up scrap. And while the train is delivering these cars, perhaps there are empty cars to be picked up and taken back to the freight yard.

There are many types of operations methods, such as car cards, switch lists, timetables and train orders. This article is not about describing in detail the various types of operations, their pros and cons, etc. Rather, it is to emphasize the concept of adding operations as an additional model railroading skill you can learn and enjoy. In fact, one of the categories in the NMRA's Achievement Program is "Chief Dispatcher," which focuses on, in part, getting experience operating at a variety of jobs, such as road engineer or yardmaster.



If you are unfamiliar, the best way to learn about operations is to simply participate in an operating session. There are several ways you can do this. The Potomac Division has hosted an "Operations Saturday" for the past several years. These sessions are designed for fellow model railroaders who have perhaps never operated before, or for those who may not have a layout but enjoy running trains, or even for seasoned pros who just like to operate.

Photo left: Bill Demas studying his instructions for car movements at the Long Island City car float yard on Brian's Long Island Rail Road

Another opportunity exists at the Mid Eastern Region's annual convention. At every convention, there are several local model railroads that are scheduled for operating sessions during the convention. You simply sign up and then show up at the host's house at the designated day and time.

There are also a number of operations groups within the division. A list of operations groups within the Potomac Division can be found on the Potomac Division website under the "Information" link. Although these groups usually have a cadre of regular members, some of them have openings for new members and/or guest spots, such as when a regular member can't make a session.

Joining a model railroad club is another option. These clubs usually operate on a regular basis. A list of clubs can be found on the Potomac Division website. Go to the "Information" link and then click on "Local and Interesting." Also, if you or a friend have a layout, consider starting up your own operations group.

If you have never operated before, attending an operating session on a train layout you are unfamiliar with can be quite daunting. However, the hosts will be well aware of this and will help you learn. Often, you will initially be paired with an experienced “regular” who will guide you and answer questions. It usually takes several operating sessions before you start to learn the layout and the operations methods.

So don’t be afraid to learn about operations as an exciting additional facet of model railroading.

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Brian Sheron, MMR, is a past Superintendent of the Potomac Division whose Long Island Rail Road hosts regular operating sessions.

NMRA's Partnership Program



PARTNERSHIP PROGRAM

NMRA members can log in and click on the **Benefits** tab to view the **NMRA Partnership Program**. Please patronize all of our partners for some fantastic discounts as an NMRA member!

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[New Partners in RED*] April 2023

Partnership Program

Acetic Acid Tank Cars in O Scale

Article and Photos by Martin Brechbiel, MMR

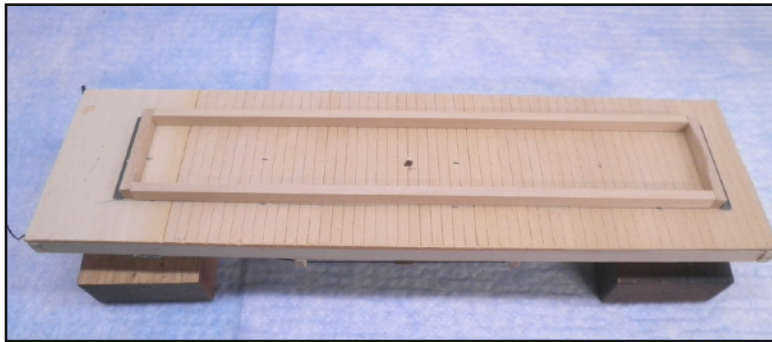


When I was building the Riverside tank car¹, I was in the middle of a tank car building flurry. It was one of several projects that I was working on, although most were older brass cars that I was updating and adding details that were either missing or just too dated. At that time, I followed building the Riverside tank car with another tank car that used the same basic platform but was also a model of an earlier era tank on a flat car. Unfortunately, I flew through the build of this one so fast that I quite forgot to pause and take photos except of the final product.



So, I'll sum up the components and you can look at the photos. The flat is very much like that of the Riverside tank car. The tank is just a section of electrical conduit. A visit to Home Depot gets you enough for 10 cars with scrap for other fun projects. The ends are brass US Hobbies parts and the dome is a nice casting from Scale City Designs. I drilled out a hole for the casting and secured it with Goo and a little CA (superglue). The rivet strips are a very old Walthers product and are copper. Later ones are tin-plated steel. The cradle for the tank is just large strip basswood cut and beveled for the sides. The end blocks are shaped to meet the tank ends using a drum sander in a battery powered Dremel. (I might have to get a second one of these and sell off the corded one.) The side blocks were stacked and clamped in place and

capped with the two end blocks to drill through the stack to accept a 0.040" steel wire. This wire is added through the course of assembly of the cradle for alignment. This wire is also cut slightly short so a Nut-Bolt-Washer (Tichy) could be added over the end holes. Before the tank was installed, each side block was drilled from the top to accept the tank bands. These bands are made from 0.015" x 0.060" brass strip with 0.033" brass wire soldered to their ends.



The flatcar, ready for accepting the tank and the tank bands, was pre-painted (Rustoleum rattle can flat black and flat aluminum) prior to assembly. The tank was seated in the cradle and each tank band was added securing the tank in place. A drop of CA as the each band end was inserted into a side block

locked them in place. The bands are then really functional and do hold this tank in place. A quick overspray of clear gloss and this car was ready for decals. I had already found an interesting set of decals from K4 (<https://k4decals.com/>) for an acetic acid car, so I was set. These went on very neatly without much fuss and settled in nicely. I sealed everything in place with clear matte (Rustoleum rattle can), added trucks and couplers, and was done with this car, now ready to move some acetic acid.

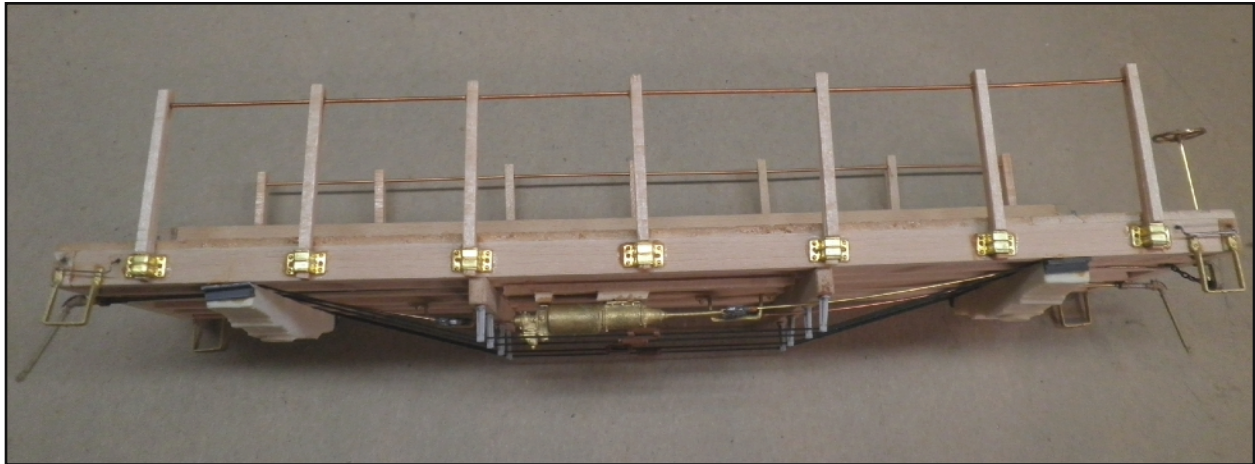
But wait....the decal sheet had enough for two cars on it. I'll build another car, but a different earlier style car with truss rods. On to the next car!



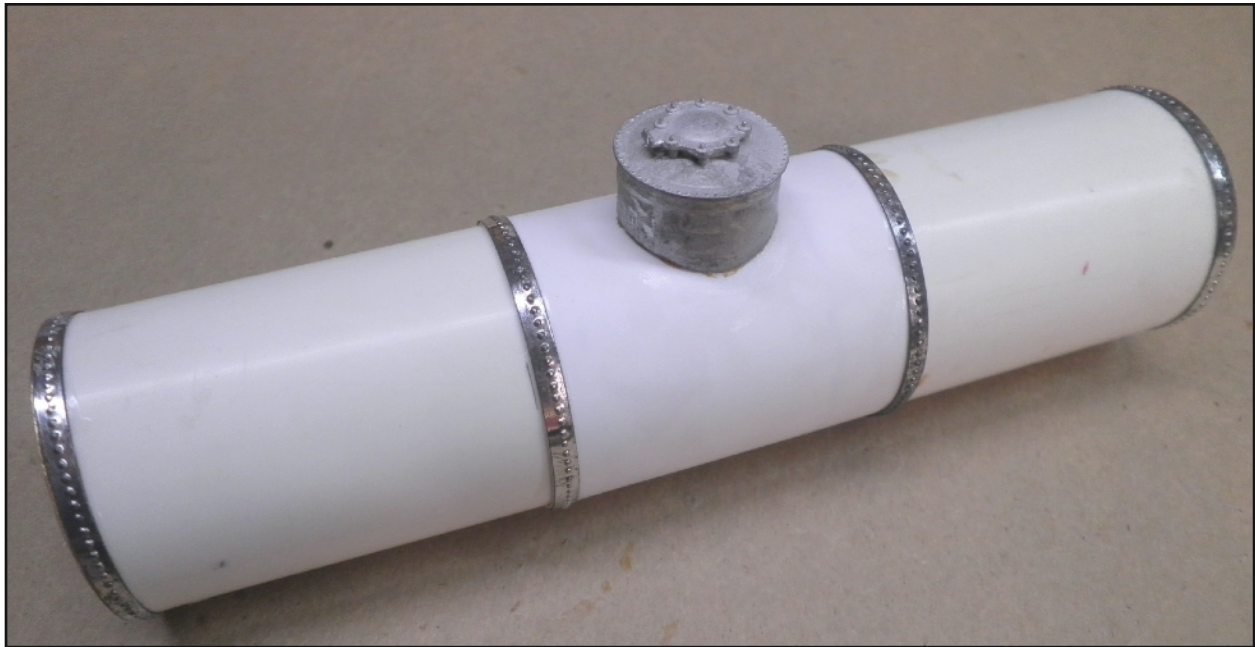
This car starts by building my "standard" wood truss rod flat car. This car has seen a number of incarnations that have been published in *The Flyer*,² so I'll not revisit this in any detail here. There are a few minor changes in this car from prior versions, the primary ones being (1) a cradle for the tank added to the top of the flat car decking along with some Plastruct ABS angle at the ends, and (2) the hole drilled centered through the decking for a screw to anchor the tank to this car.

Stake pockets (US Hobbies) were added to the sides. Stakes were fabricated from stripwood to fit these pockets neatly and then all were drilled to accept 0.032" phosphor bronze wire (Tichy). A little CA secured the wire in place.

The tank was fabricated from some plumbing pipe. Short sections are available from Home Depot. The dome is the same casting as before from Scale City Designs. The center section got a wrap of 0.010" styrene to replicate that this tank was assembled



from three sections. The rivet strips were again Walthers, but the somewhat newer tin-pated steel. The ends were formed from 0.015" sheet brass shaped over a heavy, and very rugged, brass tank car end for the old Jones & Laughlin tank car. Once



shaped, these ends were added to the pipe with Goo and CA.

After adding additional details to the flatcar base, such as the brake wheel with the ratchet & pawl and air hoses (PSC), it was ready to accept the tank. Both were pre-painted (Rustoleum rattle can flat black and flat aluminum). The tank was carefully seated in the cradle and a small hole for the anchoring screw was drilled into it through the decking from below. A screw was run up through and into the tank

securing it in place. A quick overspray of clear gloss and this car was ready for the other half of the decals from K4. Once completed and set, I sealed everything in place with clear matte (Rustoleum rattle can), added trucks and couplers, and was done with another acetic acid tank car.

These were fun cars to build, and when I get back into “tank car building mode” I will have plenty of plumbing and electrical conduit tubing available along with the rest of the details. K4 provides a lot of interesting and unique possibilities and much, if not all, of their product line is available in multiple scales.

References:

¹Riverside Oil Tank Car in O Scale, *The Potomac Flyer*, Dec/Jan, 2022-23, 46-51.

²Keeping Busy During a Pandemic, or Building MoW Cars - Part 5, *The Potomac Flyer*, April/May, 2021, 49-53.

Martin Brechbiel, MMR, is the former Superintendent of the Potomac Division and editor of O Scale Trains Magazine.

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/>

1905 Details

Article by Tim Tilson, Photos by Joe Barsotti



Details help to establish the era of our model railroads and provide a realistic background for our trains. My home layout features the Duluth, South Shore & Atlantic on the 28-mile route from Trout Lake to the marine ferry at St Ignace, Michigan. Along the way, there are four small rural towns. The layout is set in 1905, so finding the right details takes some work.

Vehicles: Henry Ford started production of the Model T in 1908, so it is unlikely there were any automobiles in rural northern Michigan in 1905. Thus, all my vehicles are horse drawn. For buggies, I have

found old Jordan kits on eBay. They are a bit expensive and somewhat scarce, so I check on them every few months or so. They are very easy to assemble and the horse comes in two versions. A second source of vehicles is Berkshire Valley Models (berkshirevalleymodels.com), which stocks a variety of buckboards and surreys. Berkshire also has a nice selection of farm and commercial wagons. The horses must be purchased separately, which increases the cost but allows you to model your vehicles as moving or stopped.

Another source of wagons is Musket Miniatures (<https://musketminiatures.biz>). Although this is a historical wargaming company, it does make HO scale items (albeit from the American Civil War.) Musket Miniatures sutler's wagons work very well for farm wagons and cost less than those of Berkshire. However, because these are wargame figures, the horses are mounted on bases. I chose to use these to get started and painted the base to match the road. Outland Models (<https://outlandmodels.com>)

carries a variety of laser printed wagons. Bar Mills Models (<https://barmillsmodels.com>) produces a laser printed wooden milk and ice wagon. RS Laser Kits (www.rslaserkits.com) offers a farm wagon and a delivery wagon.

Besides vehicles you can also include ships and boats. Model Tech Studios



(www.modeltechstudios.com) makes a schooner (S0083) and a Steam Launch (S0197) just like the one made famous in *The African Queen*.

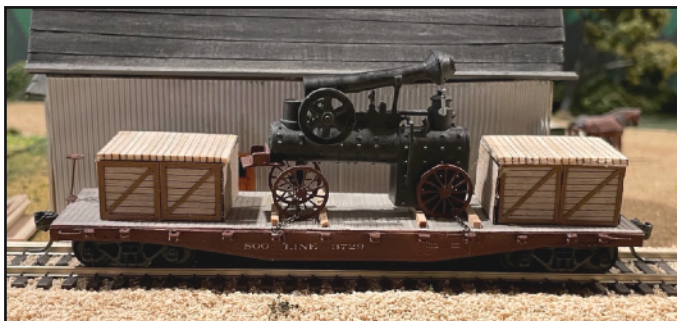


Figures: Having figures in the right clothing adds to the correct “look” of a layout set over a century ago. This is especially true for women’s fashions. The early 20th Century was the era of the Gibson girl. If you are unfamiliar with this “look,” just Google it. Victorian or Old West female figures are not right for this era. Men’s clothing is much less subject to “fashions.” Consequently, some men’s Old West figures may work. However, avoid using figures in cowboy hats. Andrew C. Stadden (www.acstadden.co.uk) makes a great line of figures from the early 20th Century for both the Victorian and the Edwardian era (1901-1910). The latter are

perfect for a layout set in 1905. Included in the line are children’s figures, complete with a boy in a sailor suit. Nothing captures the flavor of early the 20th Century than a boy in a sailor suit! Finally Miniprints (www.miniprints.com) offers an extensive line of animals. Rather than including the usual deer on the layout, I opted for bears, eagles, moose and ducks.

Details: Obviously, you can’t have orange safety cones or stop signs on a layout set in 1905. So here are some other options that will help you achieve the right look. First, all your depots should have outhouses. There are a variety of choices from a wide number of companies: Model Tech Studios (<https://modeltechstudios.com>) (D0284); Woodland Scenics (785-214) Better Than Scratch (www.btsrr.com) (23004, 23005) and RS Laser Kits. All four of my depots have the correct number of privies. You can make piles of lumber from scrap bass wood, although RS Laser Kits does have laser cut lumber stacks. Likewise, there should be woodpiles for those wood fired kitchen stoves. Other details from BTS include: sawhorses (23020), wash lines (23007), and cable reels (23003). Sierra West (www.sierrawestmodels.com) offers a wide range of period details such as wooden barrels and wash tubs. Gardens are another detail that you might add. Any number of manufacturers make cabbages, lettuce, cucumbers, carrots, tomatoes, pumpkins etc.

Flatcars: I have three flatcars with period-specific loads. The first is a horse-drawn steam tractor from Model Tech Studios (S0201). The next flatcar load displays two of the wagons from Musket Miniatures on their way to a local farm supply store. The final load, from





MultiScale Digital (www.Multiscale.Digital) is a circa-1905 Hydraulic Intensifier. While it isn't being shipped to any of the small rural towns on the layout, it can be part of a through freight on its way to the Algoma Steel plant in Sault Ste. Marie, Ontario.

This model is no longer available, although you may be able to find it on eBay or a similar website. Finally, Stuart Products (<https://alexanderscalemodels.com>) makes a Turbine Gear and Blocking Kit (SP204) that would look right for 1905.

So, there you have it. Details for small towns in 1905 are available. You just need to work at it and be creative.



— — —
Tim Tilson's HO scale layout models the 28 miles of the Duluth South Shore and Atlantic from Trout Lake to St Ignace on the Straights of Mackinac in 1905.

Editor's Note: In our *May Newsbrief*, we said this issue of *The Flyer* would include an article by Nicholas Kalis on visiting the Hagerstown Model Railroad Museum. That item will appear in our August-September issue.

Clinic on Installation and Use of Kadee Whisker Couplers

Text and Photo by Martin Brechbiel, MMR



On March 11, 2023, the Potomac Division was treated to a clinic on the installation and use of Kadee Whisker Couplers at the Knights of Columbus hall in Fairfax. Bill Mosteller (photo left) conducted this clinic with the objective that attendees would learn how to choose,

install, and maintain Kadee whisker couplers. With a wide assortment of options and styles of couplers available, the challenge is deciding which coupler is the right one for your car, locomotive, etc. A properly chosen coupler should not require adjustment.

The critical component of this exercise was use of a height gauge that all modelers should have in their possession to insure that their model's couplers are installed consistently. Bill had some of his gauges for sale that straddle the track without causing a short for \$9. Also addressed was the enhancement of operation with the addition of a bit of graphite in the coupler box and how to mount that same box to various cars. One note here is that the clinic addressed HO gauge. Couplers in other gauges may have differences in available styles and mounting means, yet the need for a height gauge remained consistent. Donuts were consumed and much was discussed by attendees, and a good morning was had by all including our AV tech.

What Does Your Workbench Look Like?

Greg Cassidy shared these photos of his workbench and paint station with a homemade paint booth.



If you're willing to have your workbench shown in The Flyer, just send in a photo and a brief description to: Potomac-Flyer@potomac-nmra.org

Paymaster's Report

by Jerry Stanley, Potomac Division Paymaster



1. Checking account (beginning balance)
\$5894.99

2. Cash on Hand \$25 coffee
\$150.00

3. Total assets as of 2/28/2023 (end balance)
\$6044.99

4. Deposits by date
a) \$0

5. Total Deposits \$0.00

6. Individual Deposits
a) \$0.00

7. Total Deposits \$0.00

8. Total payouts

a) #754 \$150.00 Knights of Columbus rental, 1/31/23

b) #756 \$150.00 Knights of Columbus rental, 3/07/23

c) #757 \$146.29 Ernie Little, Division Awards

9. Total Payouts \$446.29

10. Checking account balance as of 2/28/2023 (Lines [1+5]-9) = \$5448.99

11. Total Cash on hand 2/28/2023 \$150.00

12. **Total Assets (lines 10+11) \$5598.70**



Calendar of Coming Potomac Division Events

Sunday, June 10th, 2023, Joint Meet with Chesapeake Division, Columbia, Md.
(For details, see page 6 this issue)

Sunday, June 18th, 2023, **Virtual Clinic** 3 PM
Kurt Thompson, MMR - Doing the paperwork - Earning your Dispatcher Certificate

Saturday, July 8th, 2023, **In-Person Clinic**, 10AM - George Myrick and Ernie Little -
Using Decoder Pro to Program Locomotives - Ernie's Garage

Sunday, July 16th, 2023, **Virtual Clinic** 3 PM - Bob Sprague - What's new on the Old
Ma & Pa; Update on the Ma & Pa, Roland Park Division

Saturday, August 5th, 2023 **In-Person Clinic/Meet** 10AM - Waldorf Fire Department,
3245 Old Washington Road, Waldorf, MD (Details still being worked out but there
will be layout open houses in the afternoon.)

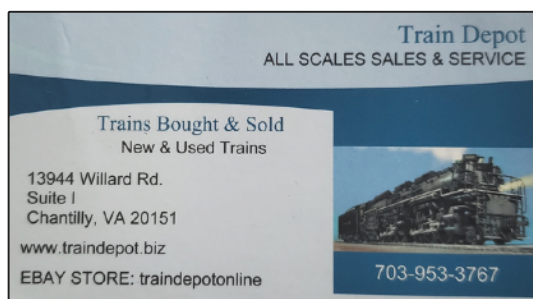
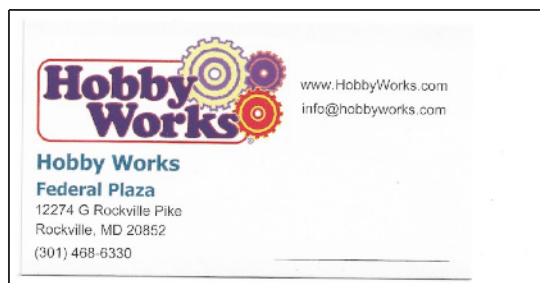
Sunday, August 20th, 2023, **Virtual Clinic** 3 PM
Bill Mosteller - Earning the NMRA AP Electrical Certificate with a small layout



2023 MER Convention, October 19-22, 2023, Altoona, Pa.
More Info at: <https://mer2023.org/>

November 4th or 18th, 2023, Joint Meet with James River, Battlefield Baptist
Church, Warrenton, Va.

Hobby Shop Business Cards



Note: Train Depot has moved to 7249 Gabe Ct., Manassas, VA.

END OF THE LINE