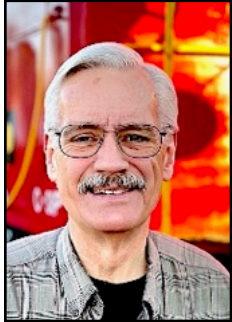


LAYOUT TOURS JUNE 27TH

Article and Photos by Ken Wilson



On the last Saturday of June, the Potomac Division had the opportunity to visit four layouts after a clinics session at the Leisure World clubhouse in Silver Spring. Following these presentations, we were invited by **Henry Jordan** (Honorary Life Member #41) to visit the lower level where the Leisure World Model Railroad Club has three layouts.

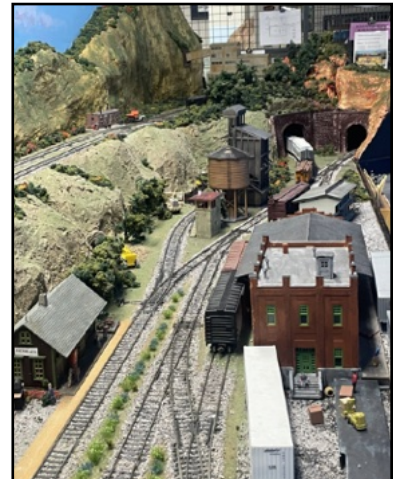
Leisure World Model Railroad Club



Entering the room and turning to the right is the O-27 layout featuring numerous vintage animated accessories. The track plan is much more than what you would expect as a typical O-27 layout ([photo left](#)). Multiple loops, switches, and sidings add some interest along with scenery including several tunnels.

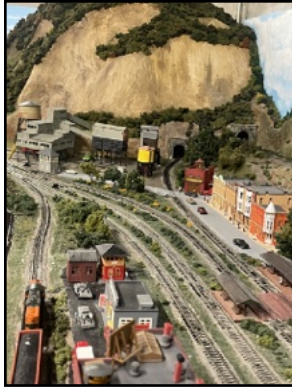
At the opposite end of the

room is the HO layout ([photo right](#)), which is the largest of the three. The design is two levels, but the lower level is out of view staging representing, at one end, Birmingham and Atlanta, and at the other end, Pittsburgh and Cleveland. There are numerous sidings and several yards on the main level that provide challenges for the club members during operating sessions.



Looking down the aisle between two sections of the layout, there is an interesting blend of backdrops. The original backdrop attached directly to the backside of the layout is now joined by a newer one ([photo right](#)) that is the full height of the wall. The painting of both is nicely blended and effectively disguises the existence of the room. To the right, the tracks enter a tunnel through a





mountain, but what is seen on the other side is the third layout: this one in N scale ([photo left](#)). Once again, there are a number of sidings and yard space offering multiple areas for operations. Henry had several members of his club present to keep trains running on all three of the layouts. Henry, as a resident of Leisure World, has been able to secure free meeting space and special layout tours a number of times for the Division, and we all owe him a huge thanks for his continuing service to the NMRA.

Western Maryland Railway - Thomas Subdivision

Leaving Leisure World, the first stop was in Derwood, Maryland to visit [Tom Matty](#) ([photo right](#)). His HO scale layout is set in the 1969-1979 era and represents the Thomas Sub of the Western Maryland. Tom's layout fills two rooms, one 19'x 32' and the other 16'x 22', and is double deck point-to-point with staging at both ends. He uses uncommon, but prototypical looking, ProtoThrottles. Since he is modeling railroading in West



Virginia, there are numerous coal tipples and heavy industry ([photo left](#)) that the railroad serves. Tom describes his scenery as being only 15% complete, but he has excellent results blending photo backdrops

with his 3-D models ([photo right](#)). Tom's roster of locos is quite impressive as well. In 1985 he set a goal of acquiring a model of every diesel purchased new by the Western Maryland and reached that accomplishment this year. He has 153 diesels with unique numbers, and additional ones representing various paint schemes used through the years rounding his fleet up to 200.





While all 200 were not visible during the tour, several interesting examples could be found. On one of his turntables there is an EMD BL-2 with a slug ([photo above](#)) and several ALCO RS-3 "hammerhead" versions ([photo below](#)). ALCO only made five of this version of the RS-3, with four purchased by Western Maryland and one going to



the PRR. The unusual high short hood was needed for installation of a steam boiler for passenger train operation and a dynamic brake. Bowser made this model, and you can rest assured Tom has all four road numbers.

Central Maine Railway

Our next stop was in Olney, Maryland to see **Andrew Dodge** ([photo right](#)) and his O scale Proto 48 Central Maine Railway set in 1899. This is Andrew's fourth layout in this location and is a freelance design. His layout is approximately 1,000 square feet and fills two adjoining basement rooms with a third for staging. Trains start in Bangor (represented by staging) and travel to the main hub of his layout at the fictitious





Camden Junction (photo left). Freight and passenger cars leave Camden Junction and continue to Deer Island (which never had a railroad in reality), south to Camden, or west to Bald Mountain, but that route is temporarily closed due to the damage done by the Portland Gale (a true storm) which occurred late the year before. Passengers going to Deer Island sail on the paddle wheel steamer *Mt. Desert Isle*, which is beautifully modeled on a

dollied platform (photo right). During operations the ship "sails" on casters from the mainland over to Deer Island. Freight traffic is handled by a car float under the control of a tugboat. Andrew's maritime models are completely scratchbuilt as are all of his structures, cars, and locomotives. His locomotives are a fleet of primarily 4-6-0 and 2-8-0 types (photo below) and have a variety



of servicing locations including a two-stall engine house with a gallows turntable, a large coaling dock, and a roundhouse winterized with heavy planking adjacent to a snow shed. Industries served include fishing, lumber, and a granite mine. There are a number of eye-catching scenes including a transfer

crane for moving slabs of granite from wagons to a railroad loading dock, passengers waiting for boarding the *Mt. Desert Isle*, a track crew surveying the damage of a pair of trestles washed out in the Portland Gale (photo right), and a horse and rider keeping a wary eye on a bear amongst the trees in the distance. That bear has plenty of trees for coverage. Andrew has crafted over 1,000 of them



to blend in with his heavily forested backdrops. Passengers brought to Deer Island by the *Mt. Desert Isle* try to avoid the bears by staying at several resorts nearby.

Kentucky Western Division of the NKP



The final stop of the day was in Clarksville, Maryland to visit **David Vaughn (photo left)**. David models in O scale 2-rail (OS2R) and has combined sections of three historic model railroads, the most famous of which is roughly 40% of John Armstrong's Canandaigua Southern Railroad (CSRR). These model railroads were never meant to be joined together, but David has done an excellent job of achieving that task. The railroad fills a large room that is 18'x 90' and is described as a "simple design" that is primarily a double track mainline with turnaround and staging at both ends. The

track folds back over itself and uses multiple levels from 34" to 80" to create the ability to run very long trains. Traveling at reasonable speeds, a round trip takes 35 minutes **(photo right)**. The uppermost level in one area is suspended on small cables attached to ceiling joists above. The cables are neatly hidden by running them through utility poles and then the exposed wire above was painted to match the blue of the backdrop. While David models the Nickel



Plate in May 1958, he is running his railroad jointly with the CSRR, and the two railroads have trackage rights with each other. He has restored a number of the CSRR locomotives including John Armstrong's scratch build 4-6-6-6 **(photo left)** which is a semi-streamlined fictional creation. His structures range from large



trackside industries ([photo above](#)) to highly detailed small roadside businesses—including the iconic diner from Edward Hopper's painting *Nighthawks* ([photo below](#)).



David cautions his visitors to be aware that his aisles are narrow: they are indeed very narrow. But that lost aisle space has been filled with a spectacular railroad that does not feel cramped by tight radii or short trains.

Ken Wilson is the Potomac Division's Paymaster