

## March 2000 Mini-convention combined with Swap Meet

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The March 2000 Mini-convention is coming soon, and this year we're going to have the swap-meet with it!

Last year the Swap-meet didn't get enough attendance to continue it separately, we mostly traded with each other, and decided the rest of you shouldn't be left out of that much fun.

Two doortop-sized N-scale layouts were sold, one with a number of engines and freight cars.

This year the mini-con will be at Marvin Memorial Methodist Church at 33 University Boulevard East in Silver Spring, Maryland, on March 25th. See the big star on the map.

For the latest info about clinics and the featured speaker, tune in to your Division web-pages, address at the bot-

tom left on page two (and correct this time). The complete schedule will be posted there as pieces become finalized, along with the map, etc.



There will be extra tables for swapper stuff, the HO Module crew, the contest and AP judging—all the usual suspects. If you're a vendor type, bring your stuff along, and a table or two, it's not yet clear exactly how many tables will be available.

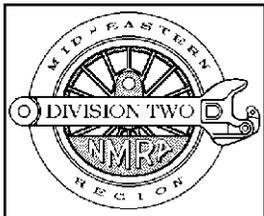
Clinics are not yet confirmed, but we hope to have Jon Percy again, and a couple of new folks...

### The Hub City Limited—MER Fall 1999 Convention

The MER Fall convention took place in Hagerstown this year, and the Ramada Convention Center. That sounds like a fancy place, but it wasn't. The convention was good, reasonably well attended (250 or so), and had plenty of interesting activities. I was only present for Saturday, did a make-it&take-it clinic given by our Superintendent Garret Nicholson, which is getting repeated at our mini-convention: Styrene construction. I also listened to Marty McGuirk talk about his cur-

rent under-construction layout, as he explained how he bought an old house and ripped out the basement, rebuilt it, and worked a layout into the remodeled space. The panel discussion Saturday night was most entertaining, with John Armstrong proving considerably more entertaining than the rest (which included Marty, Tony Koester, and Paul Dolkos). The usual batch of awards were given out, most judged model categories were sparsely entered.

**Reminder: We need zip+four from everyone soon. Check your mailing label—I may have it.**



## The Potomac Division

Division 2 ("Potomac"), Mid-Eastern Region,  
National Model Railroad Association, Inc.

The Potomac Division 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

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### The Potomac Flyer

Potomac Division's quarterly newsletter © 1999

**Editor** **Clint Hyde**  
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Chantilly, VA 20151-2614

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	Winter issue	October 1

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	full page	\$40/issue
	back cover, half-page	\$40/issue

Change of Address      Send a completed USPO COA form to:  
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For more local information, see the brand new  
Potomac Division website at:  
<http://www.mgfairfax.rr.com/hydesystems/Potomac.html>

### From the Business Car

by Garret Nicholson  
Division Superintendent

[argp@erols.com](mailto:argp@erols.com)

Your division is always happy to have volunteers for various activities. Several folks have helped out at layout tours recently, which is great.

Nick Kalis, another volunteer, has been organizing the Layout Tours for a couple of years now, and needs to have someone else take over this job. Duties are essentially to contact members and ask them to host a Tour, schedule it, and then follow up occasionally to make sure the hosts haven't had to cancel out for some reason (and then finding a replacement). Nick will be continuing through the end of 2000, but his successor will need to volunteer by summertime and get started on Tours for 2001, so that the hosts have plenty of time to get organized.

You do get the standard committee-member Association Volunteer AP points for doing this job, and you get to meet and talk to a lot of Division members you may not be meeting otherwise—and that is certainly one of the very best features about being a member of this Division.

## Achievement News

by Ken Berthoud

NMRA Achievement Program Representative

bucane@rcn.com

This quarter we extend our congratulations to Ron Schmidt for earning the Association Official certificate.

Recently the MER Achievement Program Representative passed full responsibility for the issuance of Golden Spike awards to the division AP representative. This change in policy will expedite processing of the documentation and delivery of the certificate to the member.

The Golden Spike Award is an excellent way to start your efforts in the AP program. Its requirements incorporate the basic model railroading skills. Many NMRA members already have small layouts that are close to earning a Golden Spike Award. Any NMRA member in good standing can evaluate your layout utilizing the Golden Spike application form as a checklist to determine whether you qualify. The member merely completes the form to include the applicants NMRA number and membership expiration date and forwards it to me for preparation of the award certificate.

### **Achievement Notes**

It's that time of the year for all members interested in the Division's Popular Vote Contest to start working on their entries for the upcoming March Miniconvention. We will have the same Popular Vote Contest and the Achievement Program (AP) Merit Judging. The past few years, many entrants entered only the Popular Vote contest; however, by completing two and preparing a modest writeup about your entry, those of you who are NMRA members can also apply for merit judging. If you desire to submit your model for merit judging I will make the current rules, regulations available. Please contact me by E-mail or telephone at the numbers listed on page 2.

### **Popular Vote Contest and Superintendent's Plaque**

The Popular Vote Contest is a competition in which all attendees at the convention can vote for their favorite model in each category, with the winners being those models receiving the most votes. Winners will receive special certificates as well as the accolades of their peers. Models entered in this contest will not be submitted for merit judging unless the entrant specifically requests it. While they are conducted concurrently, the contest and merit judging are otherwise independent activities. Superintendent Garret Nicholson will select a model/module as the Best of Show. The winner will receive the Superintendent's Plaque and a certificate to commemorate the award.

### **AP Judging**

AP Judging will be available in several separate categories: Steam Locomotives, Diesel and other motive power, Freight Cars, Passenger Cars, Caboose, Non-Revenue Cars, Structures, and Traction.

All entries presented for merit judging will be judged by NMRA regulations. Each entry must be accompanied by the NMRA Model Contest Entry Form and a Judge's scoring sheet. Please note that descriptions written on these forms can make or break merit qualification. Sometimes explaining why you did something clarifies it sufficiently for the judges to give you credit where the model alone might not earn enough credit to qualify for a merit

## Coupler Comments

### **Electronic Communications**

by Clint Hyde

Clerk and Flyer Editor

The Division was very fortunate last issue in that **The Flyer** got printed for free, saving us about \$250 (at 12 pp, each copy typically has cost about a dollar to have printed, folded, and mailed). At four issues per year, that dollar a copy is exactly the price of membership...so that's even.

What's still lacking there is timely delivery, however, and there are two ways around that: the first is to send each issue first class, which would be 65 cents/issue (instead of the 20 cents we pay now), necessitating a dues increase of \$2/year, or the electronic delivery I'm advocating.

I mentioned this last issue, got about 15 takers as a result. Let me explain this a little further...What I can do is create a "PDF" version of the flyer you are holding in your hands. This PDF version (which stands for Portable Document Format), is a computer file unlike any other—it is readable with Adobe Acrobat Reader, a program that is available for free from Adobe Systems, Inc., off their web-site (or it comes with any number of pieces of commercial software). i.e., there's no cost to anyone involved in this, and if you can receive attachments in email, you would just drag it someplace convenient, double-click it to start Acrobat Reader, and there it would be, exactly as you see it printed here, fonts, pictures and all. You could then print it yourself, perhaps just a page at a time when it's time for a layout tour and you need the map. It wouldn't be double-sided 11x17 paper, but so what?

The other thing that is valuable about getting this PDF version is that you can have it instantly. Our typical process is that if I finish production and print a camera-ready copy on Sunday, it can get printed Monday or Tuesday, get folded that same day, get picked up on Wednesday, get address labels on it on Thursday, get sorted for mailing on Friday, dropped on for mailing on Saturday, go to the post office on Monday, and finally get into your hands sometime over the next 2-3 weeks. This means publication deadlines well in advance of when you need the issues, for timeliness of tour and show dates.

The electronic version you can have within 15 minutes of when I decide production is done—instead of three weeks later. And you can have it again, later, if you lose it, because I can resend it in minutes. So sign up for this version—it'll be better for you, and you can help keep our costs down at the same time if you agree to drop getting a printed copy at the same time. You are welcome to both, of course, since the PDF costs nothing other than download time, which isn't too much as the file-size is reasonably small. Give it a try! **chyde@bbn.com**

The layout tour maps are coming from [www.mapquest.com](http://www.mapquest.com)—if you find them hard to read, let me know...

award. Take time to complete the forms—add additional sheets if necessary to complete your explanation.

We will need judges for these contests. If you are willing to judge, please contact me (Remember time spent judging counts towards your Association Volunteer Certificate).

by Matt Schaefer

The Fairfax Station Annual Train Show had 1,000 visitors and our new track lighting sparked up the caboose layout. Ell Geib cleaned the track so well for us we had hands off operation with “no defects” for hours. Z-scale houses are being used in the background on Fairfax Hill to force perspective and we are looking forward continuing upgrades to the layout display for the next millennium.

NVNTRAK went all out for November’s Model Railroading Month with events on three of the four weekends. We started with a three-event weekend (a public set-up at the Damascus, MD, Library Train Day on Saturday, and our normal Backshop and a clinic session at Granddad’s Hobby Shop on Sunday) and a two-event weekend on the third weekend (our normal Fairfax Station public set-up and a clinic session.) But the highlight of the month was a four-event weekend on the second weekend. We combined a clinic session at Granddad’s Hobby Shop, the Rockville Lion’s Club Train Show and the Gaithersburg Model Railroad Society Train Show with the MER convention in Hagerstown. With the exception of a few bleary eyes, frayed nerves and one module loading accident, our members had a great time educating the public and exchanging ideas with other model railroaders.

The Hub City Limited Convention was a fantastic opportunity for us to display operations that we don’t get to display at other venues. While we have tried dispatching before, our public shows always emphasize running trains on multiple tracked modules. Our MER layout emphasized the oNeTRAK variant of NTRAK. We were able to conduct several operating sessions using dispatchers and car card waybills. Several members entered the convention contests and did quite well. Everyone who attended the convention was enthusiastic about the experience and hopes to have the opportunity to have an operating layout at future MER conventions. Look for the club resident SPFs to be out in mass for the fall convention in Altoona.

We recovered somewhat in December with our participation in the caboose during the annual Fairfax Station train show and our club Holiday party.

Because of the great response we have received over the past year with “build-a-module” clinics at the Greenberg and GATS shows in the area, the club decided to expand the program in 2000. Not only will we continue these types of clinics at the public train shows, we are going to work through a series of clinics at our monthly Backshops on the first weekend of each month, building a module from the frame up. As we will build several club modules during this project, our members will be able to bring their own modules in and work alongside our more experienced members. There will be an NTRAK focus to these

*continued on page 7*

by Bruce Strickland

The planning continues for our big joint railroad at the Greenberg Train Show on January 22 and 23. The Potomac Module Crew, the Prince William Model Railroad Club and the Piedmont Model Railroaders are going to present the largest HO modular railroad in this area. The National Capital Chapter of the European Train Enthusiasts will be joining us. All the clubs hope this layout will be the first of many joint ventures.

After a quiet summer and early fall, the Crew has had a busy Christmas schedule. The Module Crew presented a railroad at the Rockville Lions Club Annual Train Show that consisted of thirty-eight modules. Helping us at this show were members of the PWMRRRC and Piedmont Model Railroaders. We ran our “dog-bone” style railroad again and we continue to learn more about the peculiarities of this of this creature—the dog-bone is a walking railroad. An Engineer has to walk with his train to keep it under his watchful eye. The walking combined with the long overall run of about five minutes per lap made for some very tired train crews after an extended amount of running.

On the first weekend of December, the Crew made its annual appearance at the Friends of Fairfax Station Train Show to help the museum raise money. This railroad is the smallest railroad we do, but it is one of the most fun ones we do. The railroad is twelve modules, but there are plenty of interested train fans, other scale railroads, Santa Claus and lots of good food.

We reappeared at the National Capital Children’s Museum this year. The Museum was our first ever appearance about eight years ago. We presented sixteen modules, as we “officially” appeared only the day after Christmas and the day after New Years. A handful of Crew members did, however, run the railroad during the week for the pleasure of Museumgoers as well as themselves. One of the popular things that we members do is go to lunch at McDonald’s—the McDonald’s in Union Station about a block away. Crewmembers venture into the Great American Train Store there as well as the usual train watching sessions that occur before and after lunch.

Future events include an appearance at the Lyceum in Alexandria, February 19 and 20. As always, come and say hello. We encourage other Potomac members to get a taste of Modular railroading by bringing some of their own HO equipment for a run on our railroad. We are DCC equipped but can run conventionally controlled power.

We are always looking for new members. If you think Modular railroading is for you please contact us via our Web page, E-mail at **Bstricklan@aol.com**, phone at 703-361-5620, or by mail at:  
Bruce Strickland  
10766 Tullamore Court  
Manassas VA 20111

# A Ride on the American Orient Express

by Matt Schaefer

As a good deed for the month we rode the American Orient Express (AOE) for 6 days from LA to Seattle and the new "Cascade" to Vancouver Canada to assist Dudley, my old 8th grade buddy and his bride. There was a send off party Oct 20th for us at LA Union Station. The AOE had 16 beautiful blue cars pulled by 2 AMTRAK P 42s and was similar to a cruise but with much smaller quarters and much more to see. A million dollars had been spent on each of the cars and they looked great and everything worked great, A/C, plumbing, etc. We had a crew of 40+ for 89 passengers. Many of the passengers were on their second or third trip on the AOE and recommended the 8 day Trans-Canada trip. What a testimonial—and we were not disappointed in any way.

**THE CONSIST** - All cars were certified to 100 MPH and we frequently had track speed of 79 MPH. The first 3 \* cars were crew cars with laundry/tool car first, next 2 cars each had 10 double bed rooms for crew then a crew lounge in the front half of the forth car. All passengers had rooms in 7 sleepers separated by 2 diners. To kick back we had 3 bars in the 2 lounges and in the observation car. The two lounges had 5'6" Baldwin grand pianos with concerts and sing-a-longs till 10 or 11 PM. All rooms had phones that could ring any other room and the purser's offices. All toilets worked great except there were two mounted cross-ways in the two lounge cars where the water was sloshing rim to rim as we rocked down the bolted and 49 MPH Beiber Line north of Keddie that took us through fields of lava all day Tuesday.

**OPEN VESTIBULES** - I was so happy for the smokers on-board as they all experience the thrill of standing in the open vestibule. The more you smoked the more you got to enjoy the ride in the wide open vestibule where you could really hear and feel the clickety-clack on bolted track. However for rail fans the engine gives a better view and likewise for the observation car but with bar, snacks and lots of RR friends too. When we got on the train I mentioned the car washer missed the back windows of the observation. The next day the rear windows were sparkling too, cleaned by the bartender in the observation car. It was early to bed so you could be in the observation lounge for sunrise breakfast with the early gang and watch the trains roll by.

**OPERATIONS** - AOE looked to Amtrak to handle the train with an engineer and a conductor. We also needed a pilot in the cab when we were not on an Amtrak route. The conductor sometimes rode in the observation car with us as he coordinated schedules, routing, all slow orders, the re-placement crews and the "dog catch" taxi. Many sidings had manual switches and the conductor helped with these. Only restrictive signals (less than clear) were called on the radio and repeated. Usually the train only needed to roll half the night to reach the next attraction and parked about half the night.

**THE ITINERARY** - The first night, Friday, we parked on a cliff on the Pacific Ocean just north of Vandenburg AFB. We watched the full moon all night and had Saturday breakfast before a bus tour to Santa Barbara to see the town and their great courthouse and other attractions. Returned for lunch on the train as we rolled up to Grover Beach (south of Pismo Beach), parked and

toured Patty Hearst's Castle. Back to the train for dinner where the crews talked about parties they have on the beach during stops. Most of the crew has a girl or boy friend working on the train making it more fun. We departed at 2 AM with the bright moon shining on the brown hills and arrived at Oakland Sunday after breakfast. The AOE pulled right into the SP shops and we walked around the wheel shop to the bus. The tour guide that was not really impressed driving by all the neat shops as we drove by headed to Knob Hill and Wino Valley, etc. So it went on like that for 6 days.

**FIRES** - We parked at Keddie wye, Portland Station and south of tunnel 6 on SP Cascade Subdivision on the 30 mile 1.7% grade. Due to fires in tunnels 6 and 7 we sat in the snow near Cascade Summit till 4 AM Wed morning. The "dog catch" had to round up 6 crews that had died during the night and left the trains till the crews were rested. We listened on the scanner as the taxis tried to find the crews, some of which had to walk back 100 cars in the snow to a road. One lady dog catch at 3 AM asked "Are we having fun?" and she got some quick answers. The tunnel fires had been burning for one week and the Amtrak Daylight had been taking a 6 hour longer routing up the Columbia and around. That route was our back up plan but was not needed. At 3 AM Wednesday morning they let the southbound Starlight and 2 freights go through and then we went north passing freights parked in sidings all the way to Portland.

**GUESTS** - You can have guests on board while stopped and maybe even a free meal. We invited 8 friends to come on board at various places but it never worked out. The problem is for your friends to find the remote siding or location in a RR yard and the schedule was changed several times. Jim Fitzgerald (inventor of NTRAK—ed.) and Lee were scheduled to come on board at Grover Beach for dinner but Jim did not feel physically up to the trip. You get used to the 5 star service and on San Francisco's Knob Hill we immediately noticed a problem. What is this, only two forks in the service instead of three?

**ACCOMMODATIONS** - We had the low fare heritage bedroom with toilet room.. The per day cost is about the same as other 1st class all RR tours, roughly 300 to 400/day per person. All meals were 5 star and were provided. AOE robes were provided and the shower was "down the hall". The larger quarters were available with twin beds and shower. Coming into San Francisco I was showering at 79 MPH and with each lurch my butt would kiss the cold steel shower wall. Yikes, so I learned to plan showers when stopped.

**THE CASCADIAN TALGO** - This is the latest of an old idea. In the 50's the C&O and other roads bought a couple of cars mainly for test and publicity. After seeing these in Spain we rode on the first Amtrak Talgo train Seattle to Portland for that NMRA convention. These are sexy looking trains that are capable of higher speeds but not on the 40 to 79 MPH tracks to Vancouver. Hopefully the operating cost is lower as its is smaller and lighter train. The Talgo has no observation car or back window. The lounge area is very small and with the one axle per car the Cascadian gives a rougher and noisier ride than a Superliner

*continued on page 6*

Are you a scratch-builder? Interested in participating in a group purchase of some materials—scale sizes of stripwood? We are contemplating making a bulk purchase of wood from Kappler USA (<http://www.kapplerusa.com/k-p-dlr.htm>), a dealer pak of KP090N (\$117) or KP090HO (\$150), or KP090O (\$175). If we do this, we need a list of who's interested and how much they want to figure the per-person cost, whether that's acceptable to those interested, and then have money up front (the Division does not have the money to pay for it). These are dealer packs, with a fair amount of stuff in them, at a 40% discount. The material is all basswood. Let Clint Hyde know, at either 703-803-3068, or [chyde@bbn.com](mailto:chyde@bbn.com)

**Reminder:** If you haven't been receiving division-related emails, it means we don't have your address in our database—send an email to the clerk ([chyde@bbn.com](mailto:chyde@bbn.com)) in order to get added.

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*continued from page 5*

which had 4 axles per car and another level between you and the wheels. But take the AOE if you like to go on a "luxury train" with open vestibules. Do a good deed and help out your old friends on a train ride.

=====

CONCLUSIONS - American Orient Express, AOE -

PRICE - The price starting at \$2, 200 each are high but reasonable if you count the 5 star service and total days of vacation, not miles traveled. The AOE schedules are arranged to take advantage of scenery that a normal schedule would miss. And there are open vestibules and the observation car which gives a much better RR view than the Superliner Lounges. We were lucky to have Bob Johnston, special correspondent for Trains magazine give lectures and mingle with everyone. There are no options or extra fares for tours or meals which makes planning simpler.

SERVICE - The food table setting was beautiful, the service impeccable and food very tasty. For chow we had 3 formal meals with full

set ups (3 forks for dinner) plus continental breakfast in all 3 lounges at 6 AM and snacks and tea in the afternoon. Dinners were beautiful 5 course meals. Now back home I realize the 3 forks and the RR china may be an overkill for our kitchen.

OVERNIGHTS AND TOURS - Many said they would prefer the convenience of staying in their own bed on the train instead of transferring to a hotel like on some rail cruises. If you want excitement don't miss the bus tours some of which remind one of wild Jamaican taxis. One bus had no heat all afternoon on a ride through snow and rain. Some riders did their own thing instead of the bus tours.

MIXING - You do get away from the news, your stock broker and TV which most consider a cherished feature for any vacation. The piano "bar" is one of many mixers and really bonds the travelers. This is a good vacation for family members with varying interests. The longer the trip the stronger the bonding between the passengers. The bonding clicks in after several days and is something you do not get if passengers are getting on and off or if you are on a big cruise ship. The difference in the passengers added spice like an in an Agatha Christie story. It is a recommended hoot.

# MODEL RAILROAD OPEN HOUSE

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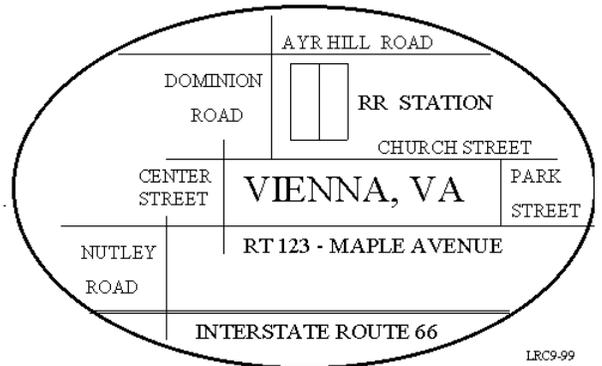
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Vienna, Virginia 22180, for more info,  
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<http://www.geocities.com/Heartland/Plains/6120>



## NV NTRAK news

*continued from page 4*

events, but the techniques apply to any scale. As always, members of the Potomac Division are invited to come participate. If you are working on a particular project or module in your own scale, bring it along to the appropriate session. We promise not to give you too much ribbing for working in something larger than N Scale.

NVNTRAK is signed up for both Greenberg shows in Chantilly in January and Upper Marlboro in February. Our first "build-a-module" clinics will be conducted during these shows. We will start a less hectic series at the Backshop on February 6th. The subject of this first clinic will be module frame building. While we will meet at Prince of Peace Church in Springfield, the clinic itself will be conducted at a member's home. If you are interested, show up at the church, where we will have a layout set-up and operating, and we will convoy from there. The March clinic, on March 5th, will be devoted to wiring. NVNTRAK will also participate in the GATS show in Gaithersburg in late February.

NVNTRAK helps conventions and shows where we can by providing layouts or in assisting other clubs coordinate big shows. Conventions can attract a repeat crowds with modular layouts. For the Richmond GATS show we attracted the same old clubs from all over the world that came to our '96 Alexandria convention. For more info on your local NVNTRAK club, the past shows and the schedule of coming activities see <http://www.nvntrak.org/>

A photo from the layout tour at Paul Dolkos last year...I think Ken Heinen (previous Flyer editor, retired professional photographer) took this...



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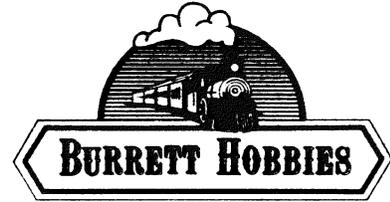
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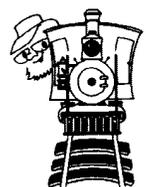
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# POTOMAC DIVISION

Division 2, Mid-Eastern Region, National Model Railroad Association  
MEMBERSHIP APPLICATION AND INTEREST SURVEY

The **Potomac Division** provides various activities for all interested model railroaders, such as home layout tours, prototype tours, and a Mini-Convention every March. We publish a quarterly newsletter, the Potomac Flyer, detailing Division activities. We proudly boast one of the greatest concentrations of model railroading talent in the country with over 10 NMRA Master Model Railroaders in our area, as well as hundreds of other outstanding modelers.

The **Potomac Division** encompasses 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. Local residence and MER or NMRA membership are not required for Division membership. Anyone interested in learning more about model railroading, improving their modeling skills, and enjoying the company of fellow model railroaders is invited to join the **Potomac Division**.

## PERSONAL INFORMATION

Name		Home phone		NMRA #		Exp. date	
<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>	
Street Address or PO Box		Work phone		MER #			
<input type="text"/>		<input type="text"/>		<input type="text"/>			
Additional Address				Birthdate			
<input type="text"/>				<input type="text"/>			
City	State	ZIP + 4	email				
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>				

## INTEREST SURVEY

Primary Scale

Secondary Scale



Do you have

A layout or module?



Narrow Gauge interest?



Module interest?



Traction interest?



Would you be willing to host a Home Layout Tour of your Layout?

Favorite Railroad(s) & Prototype(s) modeled:

Please list the NMRA Special Interest Group(s), model railroad clubs, and railroad historical societies to which you belong:

New and renewing members: please include a short paragraph or two describing yourself and your railroading interests for possible inclusion in upcoming Call Board columns.

## DUES CALCULATION

Please fill out this section completely, including whether you are new or renewing. Renewing NMRA and MER members, please supply your birthdate, membership numbers, and expiration dates in the Personal Information section above. *Incomplete information may delay your renewal.*

**Potomac Division:** Membership is **\$4 per year**. Members receive the quarterly *Potomac Flyer*.

\$	<input type="text"/>	New	Renewal
		<input type="checkbox"/>	<input type="checkbox"/>

**Mid-Eastern Region:** Membership is **\$8 per year**. Members receive the bimonthly *MER Local*. You may also write MER directly at: The Mid-Eastern Region \* Office Manager \* 13212 Bellevue St. \* Silver Spring, MD 20904. **NOTE: You must be a member of the NMRA to be a member of the MER.**

\$	<input type="text"/>	New	Renewal
		<input type="checkbox"/>	<input type="checkbox"/>

**National Model Railroad Association:** Membership is **\$32 per year for full membership**, or **\$16 per year for an Associate Membership**. Members receive the monthly NMRA Bulletin. You may also write the NMRA directly at: National Model Railroad Association, Inc. \* Headquarters Office \* 4121 Cromwell Rd. \* Chattanooga, TN 37421. **NOTE: Associate members DO NOT receive the NMRA Bulletin.**

\$	<input type="text"/>	New	Renewal
		<input type="checkbox"/>	<input type="checkbox"/>

Please make your check payable to *Potomac Division*. Send check with your completed application to:

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Clerk, Potomac Division \* PO Box 3204 \* Manassas, VA 20108

The Division will forward National and Regional dues. Allow 6-8 weeks for processing, none of us are fast.

# Potomac Division Calendar

Mark events now which you don't want to miss.

## February

12 Northern Virginia Model Railroader's Club Open House. see page 7.

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12, 13 Greenberg's Train Show February 12-13, 2000  
The Show Place Arena  
Upper Marlboro, Maryland

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20 Jeff Martello's Layout Tour. see page 6.  
1-5pm, 2307 Hildarose Drive, Silver Spring  
301-681-9862

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26, 27 Great American Train Show  
Montgomery County Agricultural Center,  
1 - 16 Chestnut St, Gaithersburg, MD

## March

18 Northern Virginia Model Railroader's Club Open House. see page 7.

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18, 19 Greenberg's Train Show  
Maryland State Fairgrounds, Exhibition Hall  
Timonium, Maryland

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25 **MINI-CONVENTION!**

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## April

1,2 Great Scale Model Train show,  
Timonium, MD.  
[www.gsmts.com/next.htm](http://www.gsmts.com/next.htm)

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8 Greenberg's Train Show April 8, 2000  
Sykesville-Freedom Firehouse  
Sykesville, Maryland

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9 Marshall Abrams' Layout Tour. 1-5 pm  
2906 Covington Rd, Silver Spring, MD  
(301) 588-1005

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15 Northern Virginia Model Railroader's Club Open House. see page 7.

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