



The Potomac Flyer



Nov 2001—Jan 2002

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

Winter Quarter

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

Achievement News

by Ed Price

edmund.w.price@usace.army.mil

Congratulations to Potomac Division Member Wilbert Jones, who recently received the NMRA AP Author Certificate, and our newest Golden Spike Award winners, Mark Andersen and Walt Schuchman. I would like to encourage those of you that have been thinking about the Golden Spike Award to complete your paper work (available on the NMRA web site). When you finish filling out the form, please contact me if you live in Virginia or Bill Roman if you live in Maryland so that arrangements can be made to view your work. The requirements for this award are (1) display 6 units of rolling stock; (2) construct a minimum of 8 square feet of layout; (3) construct five structures; (4) install three types of trackage that is ballasted and installed on proper roadbed; (5) wire the trackage so that two trains can be operated simultaneously, and; (6) provide one additional electrical feature.

The Division will have a model contest at the mini-convention in March and again at the midi-convention next October. I would like to encourage anyone who has not entered a contest before to enter. You can use the mini- to get acquainted with what's involved in a contest and enter again at the midi-. Models entered into either of these contests can be judged for NMRA AP merit points, but this is not a requirement of the contest. AP requirements, SOQ's (Statement of Qualifications) and forms can be found at the NMRA web site:

<http://www.nmra.org/achievement/apc9.html>

This site includes all the awards available with descriptions and requirements plus contest forms. In June of 2002, there will be a nearby MER Convention, in Richmond. This will be another opportunity to get your models judged and drooled over (but not on).

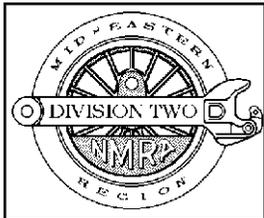
This month I would like to discuss the judging guidelines for AP Model Railroader Electrical Engineer Certificate. The requirements are shown in A through F below:

A. Construct and demonstrate on your own or club layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction, and containing at least: independent control of two mainline trains (in any direction, this is easy if you use DCC). You will need (1) Five electrical blocks; (2) One mainline passing siding; (3) One reversing loop, wye, turntable, or transfer table; (4) One yard with a minimum of three tracks and a switching lead independent of the main line (this means the yard and the lead on a separate powerpack from the mainline); (5) Facilities for the storing of at least two unused motive power units; (6) One power supply with meter(s) and protective devices (short indicator and/or circuit breaker) to ensure safe operation of the supply (you can use a commercial supply that has these features).

B. Wire and demonstrate the electrical operation of at least three of the following items: (1) Turnout (you can use a commercial powered turnout); (2) Crossing; (3) Crossover; (4) Double Crossover; (5) Slip Switch (single or double); (6) Gauge Separation Turnout; (7) Double Junction; (8) Three Way Turnout; (9) Gauntlet Turnout; (10) Spring switch; (11) Operating Switch in Overhead. These requirements don't have to be made difficult you don't have to scratch build any of these; you just have to show that you can make them work electrically.

C. Wire and demonstrate the electrical operation of at least three of the following items: (1) Electrical turnout position indication on a control panel or at trackside for a minimum of four turnouts; (2) Track occupancy indication on a control panel or at trackside for a minimum of five blocks; (3) Cab control, making provision for connection of at least two power supplies to a minimum of five blocks as the trains progress; (4) Engine ter-

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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 © 2000

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

Submission Deadlines	Spring issue	January 1
	Summer issue	April 1
	Fall issue	July 1
	Winter issue	October 1
Advertising rates:	1/8 page business card	\$25 per year
	1/4 page	\$10/issue
	1/2 page	\$20/issue
	full page	\$40/issue
	back cover, half-page	\$40/issue

Change of Address Send a completed USPOCOA form to:
Clerk, Potomac Division,
PO Box 3204, Manassas, VA 20108

For more local information, see the
Potomac Division website at:
<http://home.cox.rr.com/hydesystems/Potomac.html>
(that's a capital P)

From the Business Car

by Garret Nicholson
Division Superintendent

garret.nicholson@hotmail.com

The latest NMRA Bulletin has announced a dues increase. This has been rumored for some time and many people have reacted strongly to it. It seems that for some time the NMRA has been balancing the books by using money from savings. Eventually this would have bankrupted the organization. Worse than the deficit spending was the secrecy that surrounded it. Evidently few officers at any level in the NMRA were aware of the situation. There are many calls for more open accountability of the NMRA to the membership. The secrecy has caused a general drop in support for an organization which needs member support to survive. I urge you to write to our trustee Eric Dervinis to express your views so that he can present it to the other trustees.

Over the past several months, there has been much confusion in the Board of Directors about our NMRA sponsored liability insurance. It has been suggested that presence of a person at a Division event who is not a three tier member will void the insurance. The insurance certificate that I have says it is a commercial general liability policy. In a letter to Jim Kellow (MER VP) who asked for member questions for a future regional meeting, I pointed out that at our Division miniconventions which are usually held at churches, members of these churches or members of the general public frequently attend. Sometimes these people join the organization. Obviously, I asked if the presence of these people voided the insurance. I doubt if this true but could use the clarification. In a conversation with Nick Kalis, he expressed the opinion that it would be quite unusual if a general liability policy would not cover the organization from potential actions by the general public. We will keep you informed on this topic, especially if it turns out the Division should acquire its own insurance.

At our last Board of Directors meeting we started to draw up a list of events that we plan to offer at our weekend convention in Fall 2002. We need volunteers to put next to the events that we have planned. Please contact anyone on the Board to offer your help. We cannot have a successful convention or for that matter have one at all if we do not have help from the membership.

To the Editor:

I would like to respond to the guest editorial by Ken Jones in the August issue of the **Potomac Flyer**. I believe that people join an organization because the organization represents that individual's goals and beliefs. The purpose of most organizations is to give a stronger voice to the members than the individuals in the group can do alone. When the organization does not represent and advance these goals, that is when the membership declines. To use Mr. Jones' example, if the Aircraft Owners and Pilots Association ceased furthering the goals of its members, I am quite positive that its membership would decline. The organization should present a value to members and potential members if it expects to grow and prosper.

How do I feel all this relates to me and the various levels of membership in the National Model Association? First I belong to the National level because I believe in their main purpose. That purpose is to set standards for the hobby and encourage manufacturers to follow them. While I agree with Mr. Jones about the quality of the **Bulletin**, I do not believe that we need yet another slick magazine that carries a lot of the same ads and information that the commercial hobby press has. How many reviews of the Kato SD-something do I need to read before I choose to buy one? The **Bulletin** is an organizational publication and should be more limited to organizational matters such as meets, conventions, and standards issues.

I belong to the Division because it fulfills another purpose for me. This purpose is that of camaraderie and fellowship. The Division provides a forum for me to meet some of my compatriots in the local area. I have made many friends through Division activities such as layout tours and conventions. I have learned as much about the craft of model railroading from talking with my fellow

practitioners as I have from reading the model press.

As for the Region level of membership, there is no value to joining as I see it. The Region seems to do three things and I am not interested in any of them. The first is trying to collect money from me, the next one pertains to having a "regional" convention and the last is to publish a newsletter. When I was a member of the region, the only thing that I could ascertain from the newsletter was how great the last convention was and how great the next one is going to be. In random encounters with the **Local** since, this has not changed. This brings me to my next concern, the "region" conventions. The Region seems to have no responsibility for the conventions except to say NO! In addition, the Region demands money for having other organizations put the convention on for them. The collecting dues is self-explanatory. This point was strongly driven home when the Region Superintendent could not explain why anybody should join that organization. The only point he claimed was that the Region was the sanctioning body for the Potomac Division. *[Ed: this verbal exchange took place at PD Minicon 2001]*

The way to make membership grow in any organization means doing two things. The first thing an organization should do is prove its value to members and potential members. The next thing the organization should do is publicizing what they have done and what they will do for the membership. When people can see what an organization can do for them, they will support it by joining and staying for the long haul. Being a member of an organization has nothing to do with how "legitimate" a person is when participating in an activity that the organization represents.

Sincerely,

Bruce Strickland

by Matt Schaefer

TOO MUCH RAILROADING? - I was looking at our October, November time frame. For October 4 - 7 we had the MER in Lancaster, the Altoona Rail festival chasing the E-8's, and layouts at Bethesda-Chevy Chase Rescue Station and our monthly backshop. Ok that was one weekend then there were 2 more layouts in October and 5 layout shows in November. September 30th we had a joint show in Fredricksburg's Spotsy Mall joining modules and crews from Richmond and Newport News. September 8-9th we had a road crew put modules in a joint layout in Raleigh, NC. I know it is boring reading all this, you just have to be there to get that fun feeling.

The Narrow gauge gang really got some attention in the National Train show when our gang took 21 feet of Nn3 modules to St Louis. They clamped up to 14 more modules that came from around the country and ran all sorts of critters. I am waiting till they get smoke and sound in Nn3 so I can get some action up the New River Gorge.

New shows are always in the long range plans so we have plenty of time to talk up the fun. Plans for '02 include more involvement of our club and modules in the March 16th Potomac Division Mini-con in Annandale, VA. The same weekend a crew will take the Cardinal to Hawks Nest, WV and set up a 14 modules in the lobby of the lodge that hangs out over the gorge. Of course the modules will depict the New River Subdivision. In both of these layouts we are making plans for switching and over the road operations that will be open for all to join in the frivolity. Then September 19 - 22 we have our big N Scale uNconvention in Richmond, VA at the Science Museum. Mark your calendars now and remember our small monthly meetings.

NVNTRAK helps conventions and shows where we are able, by providing layouts or assisting other clubs to coordinate big shows. Conventions can attract a repeat crowds with modular layouts. For the Richmond GATS show we attracted the same 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/>

AP Notes

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minal, including an electrically powered turntable or transfer table, a minimum of three stall tracks, and at least two blocked storage sections for parking locomotives outside the stall area; (5) Two turnout junctions with electrical interlocking and protecting trackside signals; (6) Constant Lighting; (7) Electronic throttle with inertia and braking provisions; (8) Grade crossing with electrically actuated warning indication; (9) Two-way block signaling with automatic train detection for at least five blocks; (10) Operating overhead wire, using either pantographs, trolley poles, or both for current collection; (11) Installation of an advanced electronic and/or computer control for the model railroad; (12) Design, installation, and operation of animated mechanical and/or electrical displays; (13) Design, installation, and operation of mechanical and/or electrical layout lighting displays; (14) Installation of a command control receiver (modifications or additions to the device's wiring are required, installing a plug-equipped decoder into a manufactured prewired socket is not sufficient); (15) Handling at least two throttles at three or more separate locations.

Commercially assembled complete units are not acceptable in the items below: 16. Construction and installation of a sound system (this does not have to be an on-board sound system, it could be an under-the-layout system); (17) Construction and installation of a signaling system; (18) Development and installation of a CTC system; (19) Installation and operation of an on-board video system; (20) Computer generated block detection information; (21) Hardwired or stored control program (i.e. computer) for operation of the railroad; (22) Development and demonstration of a computer-to-railroad interface; (23) Other: (examples include flashing warning lights on locomotives, or end-of-train devices on cabooses). This long list is not meant to appear to be equal in difficulty – they are meant to give you a wide verity of electrical projects to choose from, remember you only need to do three of them.

D. Prepare a schematic drawing of the propulsion circuitry of the model railroad in Section A above (1) showing the gaps, blocks, feeders, speed and direction control, electrical switches, and power supplies (note that this requirement includes ONLY the propulsion circuitry. It is not required to include the wiring for electrical turnout control, signal systems, building lighting, etc. You do not need to include the details for parts of the diagram which are repeated. If a number of parts are wired in the same way, it sufficient to draw one section in detail and indicate other locations with rectangles.)

E. Prepare schematic drawings identifying the wiring and components of the three items in list B and the three items in list C. For the sake of clarity, these schematics should probably be separate from the propulsion circuitry schemat-

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AP Notes

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ic in D above. If you already have one over-all schematic of the layout, you might want to consider making multiple copies and going over the applicable lines with a highlighter for each feature. Note that this is just turning in the kind of documentation that you should be preparing for your layout anyway. It will make trouble shooting much easier in a couple of years when you've forgotten how it all went together!

F. You must submit a Statement of Qualification (SOQ - available from the AP Division Coordinator or on-line) which includes the following (verified by a witness that the Region AP Manager has designated): (1) The track plan for the layout used in A above (2) A description of each of the features used in (B) and (C) (3) The signed Witness Certification form, showing that each of the above items are operational and meet all applicable NMRA standards. For this Certificate there is no requirement for Merit Judging, only that the required features be present and operational, they do not have to achieve a minimum score.

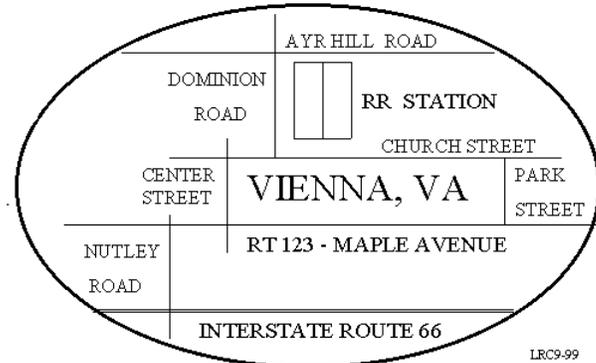
(Editor's note: these forms change occasionally, you should verify that you have the latest ones every so often.)

Northern Virginia Model Railroaders Open House

Northern Virginia Model Railroaders, Inc.
Open House dates:

November 17, December 15—12-4 PM
Washington & Old Dominion RR Station,
231 Dominion Road (at Ayr Hill Road),
Vienna, Virginia 22180

for more info, 703-938-5157
<http://www.nvmr.org/>



Yet Another Layout Track-planning Story...by Clint Hyde, your ed.

This year I've had occasion to help dispose of three different model railroad layouts, under three completely different circumstances. I've learned something important from this, worth keeping in mind when you are doing your planning...

At some point, you or someone else will have to remove the layout from your current location. Either you're going to move your entire household, or die. One way or another, it's coming out.

You could just rip it down and build a new one, but if it needs to get relocated, you'll be a lot more successful if you design it for disassembly and extraction. In the most obvious case, this argues in favor of building modules at home, even if you never participate in a typical modular layout—modules are easily disassembled and moved. But standard modules are also limiting in terms of unusual curves or serious crossing tracks. Variations including “dominos” and other sectional approaches exist.

It is, however, still possible to design and build your layout so that it can be disassembled into reasonably-manageable pieces. My layout, for example, while not modular, will break down into about 6 sections that can have the legs taken off and then be marched sideways out the basement

exterior door. This is partly because I built the benchwork in pieces, in my garage, prior to moving them to the basement.

Not so for any of the layouts I've helped dispose of this year. Not one of them was conveniently able to get taken apart. The end result was that that one of them just got cut into scrap (mostly due to insufficient time to do a clean job—the owner was in a major hurry). The other two had to be cut apart with a reciprocating saw, and there just aren't ever any convenient points in a layout to do that if you don't design them in from the beginning. After seeing the first one of them, I realized I had been lucky—I hadn't designed my layout for removal on purpose, except that everything I have built in the last 25 years has been aimed at being disassembled (or being small enough to go through a doorway in one piece). The pieces would be a bit larger than is convenient, but the breakpoints are clean—and I do expect to move it some day.

Be sure to take into account awkward turns in your house, so that your sections can negotiate any odd angles. Two of the layouts I helped move this year had to negotiate very odd angles and turns—you don't want to cut one into any more pieces than necessary, and you don't want to have to make cuts in undesirable places.

Potomac Division

announces:

The MIDI-convention, in conjunction with NVNTRAK

We are continuing the planning for a mid-sized MR convention in October 2002.

The clinics will cover a wide range of topics: the focus will continue to be the "hands-on" participatory things that have been so popular the last few minicons.

We'll have some serious fun at the modular layouts: plan on bringing a loco, sign up for an hour or two of real operations. Earn some Dispatcher AP points.

White elephant table, model judging, a non-banquet "catered" meal (featuring party subs and pizza, most likely).

Outside activities (home layouts and railfan photography locations) will mostly be self-paced, we won't provide tour-guides, just maps and pictures.

The goals: have fun, run trains, get your hands dirty making something, yak with your pals, go see a home layout or two, do a bit of railfanning and shoot some photos...

Check it out at:

**[http://home.cox.rr.com/hydesystems/midi-con/
Potomac-Model-Rails.html](http://home.cox.rr.com/hydesystems/midi-con/Potomac-Model-Rails.html)**

and:

The MINI-convention, March 16, 2002

St Mathews Methodist Church, Rt 236,
Annandale, VA

This will be a typical PD mini-convention. The clinic focus will be on scenery items, and hands-on participation.

White elephant table will be available (it went well this year), but you may have to babysit your items.

We haven't found a guest speaker yet—don't be surprised if there isn't one.

We should have both the NTRAK and HOTRAK modular layouts again, and another opportunity to get in some time on them doing some actual operations.

The web-master will try to get specific activity schedules posted on the web-pages in advance.

RICHMOND RAILS 2002. The Spring 2002 MER regional convention will be held June 6-9, 2002, at the Holiday Inn Select/Kroger South Convention Center in Richmond, VA. Call 1-800-397-1034 to reserve a room, mentioning "Richmond Rails" to get the special \$78 room rate. Registration details will be available on the convention web site:
<http://Richmondrails.homestead.com/>
Save the date.

from Mark Andersen

Hello All! I am your new coordinator. I want to "Thank" the many members of the PMC, that have guided, cajoled, corrected, rewired, programmed and directed me toward the enjoyment of model railroading. You have all shown the excitement one can have in a hobby and belief. This is evident in Zachary and Erica's (my kids) wanting to drive trains at the last show that we were invited to in Culpepper. I thank you!

Many things come to mind as I planned this byline. Bruce has organized and designed the layout plans for the shows that we all have enjoyed. He will continue as moderator of the e-group and help coordinate his contacts for future shows, I appreciate his help. We also need to have an idea in mind when operating trains, including operations. I am guilty of this most definitely. Besides the lack of operations, better attention to train driving and car operation road worthiness needs to be addressed. As one who does not have a home road to operate on, my experimentation with car building comes at the expense of others who also want to drive their trains. Now that I have more free time, I am actively going through each storage box tweaking each car, checking its weight, cleaning wheels of gunk, and adjusting couplers. Its important that we show courtesy to each other, consequently that we demonstrate this civility to our viewing public. After all, we want this hobby to grow!!!

Several of our PMC members are actively pursuing the Master Model Railroader certificates, congratulations. I encourage you to start small and work towards a certificate goal. Our own Ed Price is our achievement program representative, e-mail him or talk to him at the shows on how to start, I did. It's nice to be patted on the back for a job well done! I have judged two times so far, experiencing more in that brief time, than I could have from all my reading. I learned from my fellow judges as well. Take the initiative—be a judge!

The last two months of 2001, will make for some busy PMC time. We have the annual Rockville Lions Club on November 10-11, closely followed by the Friends of Fairfax Station Christmas Holiday fund raiser on December 1-2, and finishing on December 29-30 with the Greenberg Show in Chantilly.....save some money from Holiday Shopping!!! Also tentative plans include the Mini-Convention taking place in Annandale next year, more information to come.



a scene from the September Home Layout Tour

On September 15 and 16, ten members of the Potomac Module Crew joined the Tidewater Division Module Crew in Virginia Beach. Each year the Tidewater division sponsors a vendor show in the fall. Last year the PMC was invited to join our fellow modular modelers and this year we continued the "tradition". Eleven of our members participated to build a railroad that was 80' by 32' and contained approximately 50 modules. There seemed to be a contest among our module crew members to see who could buy the most stuff. I do not know who actually "won" but Dave Cooper and Bob Minnis seemed to be the leaders. We joined the Tidewater group for a get acquainted session at a local pizza emporium after set up Friday night. On Saturday, many of the PMC members went to Captain George's to enjoy the seafood buffet and tell tales. Although we have not yet been invited for next year, anyone interested might watch our schedule for next year and join the fun. Also operating as guests of the Piedmont Module Group this same weekend were two PMC members. We not only enjoyed the camaraderie of another club, but the 12 inch to the foot trains outside! The N-Trak fellows befriended Zachary on Saturday when he ran down to see the trains repeatedly, hopefully that small "N" seed wasn't planted upon his runs? We were graciously treated and look forward to another invitation next year.

We are always looking for new members, come and join in the fun. You may contact us via the website: <http://hometown.aol.com/pmchorr01/PMC-Frame.html>, E-mail Mark Andersen at mandersen@erols.com, call at 703-425-8997 or by mail from Mark Andersen, 4102 Wakefield Drive, Annandale, Va. 22003.

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 is 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**. Guests are always welcome at Division events.

Potomac Division Members are required to be members of NMRA and MER. If you are not, you will just be subscribing to the Flyer. This means you are invited to attend the Layout Tours and the miniconvention, but are not eligible to vote in the Board election, or participate in the model contests or judging (which require NMRA membership).

PERSONAL INFORMATION

Name

Street Address or PO Box

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City State ZIP + 4

Home phone

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email

WEB-SITE:
<http://home.cox.rr.com/hydesystems/Potomac.html>

Would you be interested in receiving the newsletter via email?

NMRA # Exp. date

MER #

Birthdate

INTEREST SURVEY

Primary Scale	Secondary Scale	
<input type="text"/>	<input type="text"/>	
Do you have		
<input type="checkbox"/> A layout or module?	<input type="checkbox"/>	
<input type="checkbox"/> Narrow Gauge interest?	<input type="checkbox"/>	
<input type="checkbox"/> Module interest?	<input type="checkbox"/>	
<input type="checkbox"/> Traction interest?	<input type="checkbox"/>	

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 and subscribers receive the quarterly *Potomac Flyer*. **NOTE: You must be a member of the NMRA and MER to be a Member of the Potomac Division.** Otherwise you subscribing to the Flyer.

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 * 9 Roosevelt Ave. * Wilmington, DE 19804-3044. **NOTE: You must be a member of the NMRA to be a member of the MER.**

National Model Railroad Association: Membership is \$45 per year for full membership, or \$23 per year for an Associate Membership. Full 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 DONOT receive the NMRA Bulletin.**

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

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

Clerk, Potomac Division * POBox 3204 * Manassas, VA 20108
The Division will forward National and Regional dues. Allow 6-8 weeks for processing, none of us are fast.

SUPPORT YOUR LOCAL HOBBY SUPPLIERS!

And tell them you saw their ad in *The Potomac Flyer!*

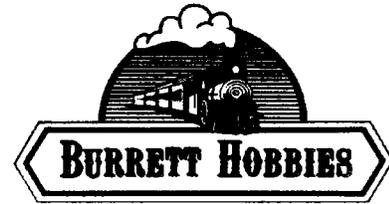
FINAL DETAILS

Bring your railroad to life!



Jon and Cindy Percy

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Bruce B. Blackwood

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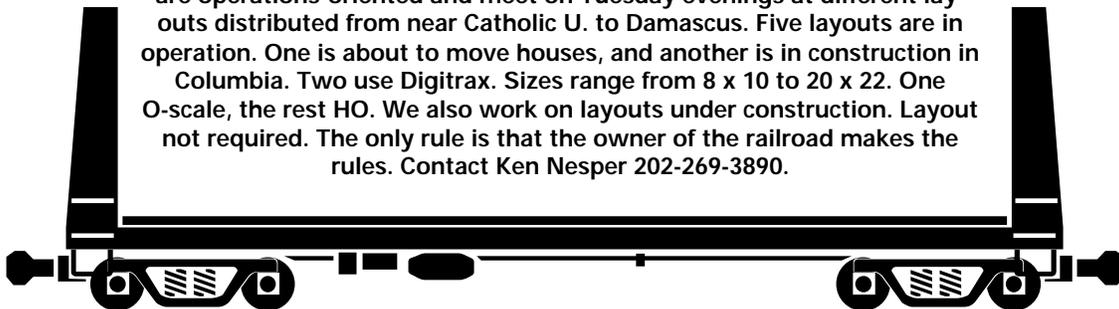
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<http://Richmondrails.homestead.com/>
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Established round-robin group seeks to replace departing member. We are operations-oriented and meet on Tuesday evenings at different layouts distributed from near Catholic U. to Damascus. Five layouts are in operation. One is about to move houses, and another is in construction in Columbia. Two use Digitrax. Sizes range from 8 x 10 to 20 x 22. One O-scale, the rest HO. We also work on layouts under construction. Layout not required. The only rule is that the owner of the railroad makes the rules. Contact Ken Nesper 202-269-3890.



Potomac Division Calendar

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

November



4 Layout Tour. George Hughes, see page 5.



17

Chesapeake Bay Railroaders Fall Open House. Large HO layout at 110 Dare Rd. Grafton VA. Admission: FREE Contact: George Downer, 757-868-7505 <http://www.trainweb.com/cbw/>

December



2

Layout Tour. Bill Robertson, see page 6



19-21,
26-28

13th Annual Holiday Trains at US Geological Survey Auditorium, 12201 Sunrise Valley Drive, Reston, VA Info: 703.648.5000 or <http://www.usgs.gov/trains>



29/30

Greenberg's. Capital Expo Center, Chantilly, VA.

January



20

Layout Tour. Jim Brewer, see page 7



26/27

Great Scale Model Train Show. Timonium. Be there.

The Potomac Flyer

The Quarterly Newsletter of
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