

The Potomac Flyer



August– October 2008 The Quarterly Newsletter of Division 2 (“Potomac”), Mid-Eastern Region, National Model Railroad Association, Inc **Fall Quarter**

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Does the Clerk have your e-mail address? If you are not receiving reminders then probably not. Send it to potomac_nmra@comcast.net now!

Potomac Junction 2008 Reston, VA – Oct 16-19

By Bill Demas

The 2008 Mid-East Region Convention, hosted by Potomac Division 2, “Potomac Junction 2008,” will be held at the Sheraton Reston October 16th through the 19th, and will feature many events designed to enhance your enjoyment of and participation in the model railroad experience.

An all-star lineup of tours of nationally known layouts and their builders, clinicians and unprecedented access to a bevy of Master Model Railroaders, prototype tours, and the opportunity to visit sites in the National Capital Triangle area of Washington, Baltimore and Annapolis await this year’s attendees.

More than 30 clinics have been lined up featuring a wide range of topics among which are Brian Scace’s Alternative Approach to Layout Design; The Art of Decaling by William Mosteller; Building In Styrene by David Renard; MMR, Building In Wood-The Post Office(*) by Clint Hyde and Martin Brechbiel; Building and Coloring Masonry Buildings(*) by David Emery; Cadrail Update by Dennis Vaccaro; Rich Mahaney’s Designing Industries for Your Model Railroad; Fine Scale Animation by Bill Day; Kit-Bashing Freight Cars by John Johnson; Operations Switchlist Software by Marshall Abrams; Weathering Rolling Stock by John Drye; Startup Ops Using Car Cards by Roger Sekera; Cheap and Easy

Trees(*) by Chuck Hladik; Sawdust Scenery by Noll Horan, MMR; and Timetable and Train Order by Steve King, which will include hands-on operations to apply the lessons learned at a group of local layouts. The asterisk (*) denotes hands-on, extra fare clinics.

Layout Tours have been arranged by geographical clusters to allow attendees the opportunity to visit the wide range of layouts in as easy a manner as possible considering the reality of Washington area traffic. Many of the layouts on tour are nationally known and have been featured in the national hobby press. Brass Hats for more than 25 layouts have signed up so far, including Doug Kirkpatrick’s HO Virginia & Western; Rob Allbritton’s Z Gotthard Line; J.D. Smith’s Southern Railway ‘rathole division;” Dean Ripple’s HO B&O, Brian Sheron’s HO Long Island Railroad; Mat Thompson’s Oregon Coast Railroad, Bill Day’s two-in-one extensively animated D & D HO and Allisonville Short Line HOn3; Lance Mindheim’s HO tropical shelf layout, Howard Zane’s freelanced HO Piedmont Division, Arthur Boyd’s N Clear Creek & Caldwell Mining & Railway Company; Richard Wright’s O Hi-rail Conus Lines, and many more. In addition, several club layouts including Severna Park HO urban setting, the Northern Virginia Model Railroader’s Western North Carolina, and the Prince William Model Railroad Club HO gauge layout in the Quantico, Va. *Continued on page 5*



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, Howard, 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.

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The Potomac Flyer

Potomac Division's quarterly newsletter © 2008

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For more local information, see the
Potomac Division web site at:

http://home.comcast.net/~Potomac_NMRA/

From the Business Car

by John Drye
Division Superintendent
jdrye52@aol.com

As you'll see elsewhere in this issue, the Potomac Division is hosting the MER Convention this fall. With the National Convention in far-away California, this is a great time to have an NMRA event so close to home. We'll see the usual great events: layout and prototype tours, clinics, on-site modular railroads, auction and white elephant events, a company store and what is sure to be a fascinating after-banquet roundtable discussion featuring a slate of the regions best model railroaders, our Master Model Railroaders (MMRs). It's not too early to make plans to attend.

Part of those plans could easily include participation in the convention contests and NMRA Achievement Program (AP). It is not too early to begin work on a contest entry and to begin the AP process.

Readers of "Scale Rails" have been following the excellent series of articles on the AP and becoming a MMR. According to the NMRA, the AP provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading.

The AP includes 11 categories, at least half a dozen of which prominently feature building models: Master Builder - Motive Power, Master Builder - Cars, Master Builder - Structures, Master Builder - Scenery, Master Builder - Prototype Models, and Model Railroad Engineer - Civil. Each of these involves kit or scratch building several railroad models, from locomotives to factories to water towers to tunnels and bridges. We all need lots of these models for our railroads anyway, so the AP provides a great opportunity to learn the tricks of the trade involved in filling our railroad empire with quality models.

A recent addition to the MMR ranks, Gerry Leone, was kind enough to share some of his thoughts on becoming a MMR in the pages of the magazine:

I learned that there are an awful lot of really good guys in this hobby. Guys who are willing to offer advice and constructive criticism. Guys who are friends enough to be fair, impartial, objective judges when the time comes.

Both the Potomac Division and the MER have AP Managers who are willing to provide guidance all the way through the process; with the paperwork and with the aforementioned advice to make your models truly stand out.

I learned that "the right tool" really does make a difference. I learned that I want - no, need - most of the items in the Micro-Mark catalog. My wife, who pays the bills, learned that I'm well on my way to achieving that goal

Continued on page 5

Achievement News

By Bill Roman

Since we're well into the summer, just a reminder that there are only about 3 months until the MER regional convention in October. If you've been working on a model (or thinking about starting one), time is growing short for its completion and the preparation of paperwork for the contests and/or AP judging. As has been mentioned many times, the best write-ups to accompany a model entry are those on which the entrant has taken time to describe fully what went into construction of the entry.

One aspect of judging that we haven't discussed recently is the Construction Judging Points Matrix, which is used for evaluating Motive Power, Cars, and Structures. This tool contains a range of points from 0 to 40, which are awarded based upon Quality & Workmanship and the complexity of the model. A very simple model poorly constructed could receive 0 points, while a very complex model of exceptional quality could receive 40 points. While no specific examples are provided, NMRA mentions such things for consideration as: the amount of effort to fit multiple parts; difficulty of the model and/or construction techniques; number of roof valleys; multiple walls compared to a simple structure; multiple sides compared to a round or square structure; the complexity of a center flow hopper compared to a simple boxcar; a 4-6-6-4 is more complex than a 4-6-4; and the fact that repeat use of the same part is not necessarily more complex but does indicate additional effort.



Long Island Rail Road Photo by Bill Demas

Nominations for the Board of Directors

Bill Demas, Clerk Potomac Division

The Nominating Committee is accepting nominations for election to the Potomac Division Board of Directors for 2009.

Normally, elections are held at the Division Mini-convention in the Spring, but since we are hosting the Region Convention this Fall, elections will be held at the convention hotel during the course of the convention.

There are five elected Board members. No one is elected to a specific position, but election is to the Board as a whole.

Nominations are open until September 30th. An individual may be nominated by a second party or by self declaration. The list of nominees will be published in the Fall edition of the Flyer and on the website and votes may be cast by absentee ballot sent to the Division mailing address after October 1st and no later than October 14th, or by vote in person at the convention. Voters must be members in good standing at the time of the elections. Results will be announced at the convention.

Nominations may be submitted to any member of the Nominating Committee, John Drye, Mark Andersen or Bill Demas, at their email address(es) or the Division postal mailing address as published in the masthead of the Flyer.

Nominations cannot be accepted from the floor at the point and time of election.

Currently, four of the five elected Board members, Marshall Abrams, Mark Andersen, Bill Day, and Bill Demas are standing for re-election.

Qualifications require only current membership in good standing in the NMRA, and a willingness and ability to put forth a reasonable effort on behalf of the membership for the good of the Division.

Northern Virginia NTRAK News

By Steve Jackson

Many of the members of NVNTRAK are trying to catch their breath after a great setup at the Derby City Express convention in Louisville, Kentucky. In addition to a great assortment of vendors and manufacturers, the show featured really large n-scale layouts. The World's Largest NTRAK Layout title was taken. I don't know what the final count was, but it took my son and me over 3 hours to traverse the whole layout. We were afraid that we would run out of time, so some of those 3 hours were run at close to full-throttle. This was a REALLY BIG layout! In addition to the NTRAK layout, there was a very large T-TRAK layout as well. The T-TRAK layout earned the title of Largest T-TRAK Layout in North America. The standard is based on a Japanese idea and no one could figure out what their largest layout might have been. Overall, it was an amazing show and I was really glad to have been a part of it.

While we may need it, the rest of the summer is not shaping up to be a time to rest for the club. The NMRA convention is in Anaheim CA in mid-July, but due to the long distance, I don't know of any real coordinated participation. However, we will have our usual monthly setup at Fairfax Station on July 20. This is a monthly show for us and is always a great crowd.

We will start off August with our backshop session at the firehouse in Alexandria. We will be working to get some of our modules repaired for shows later in the month. Earlier this year, our club suffered the loss of a trailer when one of our members was rear-ended on the highway, lost control of his vehicle, and ended up in a ditch. Luckily, the member was fine that that was what really mattered. Since then, the club has been working with insurance folks to get a new trailer. Now that these financial issues have been settled, we have the task of repairing the modules that were damaged in the trailer. We will need everything we can get for the shows

later in the month. August 17th will see another show at Fairfax Station for our monthly setup. On the weekend of August 22-24, the club will have two big shows. The N-Scale Weekend is a show that is held annually in Bedford, PA. I have not yet made it up to this show, but the folks that go rave about it. They say that the vendors and hospitality really make it worth the drive. The folks in Bedford know how to make visitors feel welcome. For those of us who can't get up to Bedford, we will have a concurrent show in Chantilly, VA at the Greenberg's Train and Toy Show. This will be what we call a "double-header" weekend with two shows and both of these are big shows so we will be able to use all of our recently repaired modules. For Labor Day Weekend, the club will run our caboose layout at Fairfax Station. This layout is mounted in the caboose at the station and features some of the local scenes along the Southern Railroad near the station... including the station.

September will be a relatively easy month for us, but features one of our most-rewarding shows. In the middle of the month, the club will set up at the Fairfax station. The following weekend will see our return to the National Burn Camp. This is an extremely rewarding show. We set up for the kids at this show as we always do, except that we hand over the throttles to the young engineers. The camp is set up for young burn victims. Some of them have severe scars, but they can always find a way to run that throttle up to full speed. Seeing these kids be, well... kids, is extremely rewarding. They can forget any problems that they might have and just play.

If you want any information about any of our past shows or upcoming shows, you can find it on our web site at www.nvntrak.org. We have an events link that accesses our calendar and an events pictures page that hosts photos of past shows. Our newsletter (The Callboard) is also posted on the site, although this usually lags the publication of the paper copy.

Thanks for your time. Talk to you again soon.

Continued from page 1 Potomac Junction

train station. In addition, the NVNTrak and HO Potomac Module Crew, and Noll Horan's HOn3 module layouts will be set up and in operation at the Sheraton Reston.

A lineup of prototype tours, including a Friday visit to the Manassas Quarry and a Saturday tour of the Ivy City Amtrak yards and Union Station in Washington, DC are also on tap.

In addition, the best weather of the year in the DC area is in the Fall, right around the time of the Convention, and the Washington-Baltimore area have many rail and non-rail sites to be seen, such as the B&O Museum in Baltimore, and the iconic tourist attractions of Washington, DC itself. Several of the layout tours are in the Annapolis area, which boasts not only the Naval Academy, but the oldest in-continuous service statehouse in the U.S. Many of you may want to plan the day in Annapolis and/or Baltimore. All three cities are less than 35 miles apart and are easily accessible to Reston and one another. There is free shuttle service from the hotel to the Reston Town Center where bus service goes directly to the West Falls Church Metro station for easy access (and a great train ride) into downtown DC and the close-in suburbs. In the past, several attendees have come early to take advantage of seeing the sights without the crush of the summer tourist season and folded in a trip to Washington with attending the Convention.

One new wrinkle of this year's Convention will be on Saturday night after the banquet. A panel discussion featuring six or more of the MER's Master Model Railroaders will be held, and this will be your chance to "ask the MMRs." Convention Chairman Bob Minnis will chair the panel and this will be a great opportunity to "mine" the minds of these accomplished fellow MER members. The live auction conducted by Bob Charles will conclude the evening activities. A white elephant table will operate during daytime hours on Friday

and Saturday for those who chose not to participate in the auction.

Martin Brechbiel, MER Contest Chairman, has written about the special contest awards for the model entries in the May-June issue of the LOCAL. The Convention urges all members to enter; remember, it's not just models, but photos, arts and crafts as well that are eligible for entry and awards.

For a complete listing of all functions and their accompanying details, please check out the Convention website at <http://home.comcast.net/~PotomacNMRA/MER2008/>. This site will be updated on a regular basis as changes and new information becomes available.

Hotel reservations must be made directly with the Reston Sheraton at 703-620-9000. The NMRA-MER room cost is \$99.00 per night and reservations must be made by September 16, 2008 to guarantee this rate.

Continued from page 2 Business Car

Who could pass up the opportunity to acquire a new tool, or two!

Has (the MMR Program) made my modeling better? Without a doubt. But more important, the MMR program made my hobby better.

Guidance and ideas, along with the rules and forms, are easy to find on the NMRA Website: <http://www.nmra.org/education/achievement>. AP Managers and Judges are a phone call or e-mail away.

There are three months between now and the MER Convention. Take another look at the articles in Scale Rails; maybe you'll find a category worth taking a shot at. Maybe we can compare notes in Reston. Have a great summer, and happy modeling!

Western Maryland Scenic Railroad Donation By Bill Demas

Again this year, your Board voted to make a donation of \$500 to the Western Maryland Scenic Railroad to be used as they saw fit.

We recently received an acknowledgment letter and photographs of how the money was spent this year. They used it to replace the faded & deteriorated station signs at the Cumberland Station.

The letter and photographs prove that this was money well spent. We hope the membership will appreciate it and take pride when you go up to take an excursion trip on the WMSR.

Western Maryland Scenic Railroad
13 Canal Street
Cumberland, Maryland 21502
1-800-Train50
(301) 759-4400

May 16, 2008

Mr. Bill Demas
The Potomac Division, Mid Eastern Region
National Model Railroad Association
4604 Bel Pre Road
Rockville, MD 20853-2208

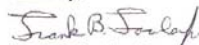
Dear Mr. Demas:

The Western Maryland Scenic Railroad appreciates the donation approved by the Board of Directors of the Potomac Division, Mid Eastern Region of the National Model Railroad Association. Because of your generosity, the WMSR wanted to use the money to make an improvement to emphasize the historic nature of the Scenic Railroad and improve the quality of our operation.

This year, we decided to use your donation to replace four faded and deteriorated station signs located on each end of the overhead platform canopies at the Cumberland Station. We had a local sign company make the four station signs out of metal and secured them to new plywood. The signs were secured to the canopies with painted stainless steel screws. Enclosed are six pictures showing the new signs. These signs significantly improve the appearance of the Cumberland Station.

Thank you again for your donation.

Sincerely,


Frank B. Fowler, Jr.
General Superintendent

Enclosures 6

WWW.WMSR.COM
The Western Maryland Scenic Railroad is a 501 (C) (3) Company



Around the Division

The Day and Dean Railroad Layout Tour by Mark Andersen

Describing many railroads, one generally describes the scenes as quaint, statically active and quiet. Quite the opposite is true with this railroad. Giving up a pantry or mudroom off the kitchen, Bill's wife Carla kept the railroad as part of her home. Kept in the light of family and friends, the Day and Dean grew within the confines of this 8' by 9' space. Gaining access to his empire through a carpet covered duck under, the railroad's script can come to life under the controls of our engineer.

Depicting the 1940s, steam power is prevalent, but diesels are making inroads in the Day and Dean railroad. The story starts in the early morning with choreographed sounds, spinning fans and blinking lights. We start our day as coal is loaded from aerial cable lifts from the Lucky Lou mine onto waiting trucks. A lone truck "tips" its load into waiting narrow gauge coal hopper. Our Hon3 locomotive steams its way to the Fulton County Coal Company tipple. The coal tippler does actually "dump" its load and a waiting D & D coal train is loaded with its precious cargo. As the D & D train steams near town, the train is broken down and the various freight cars are

Continued on page 10

The Potomac Module Crew

by Mark Andersen

Aaah, the end of summer is rapidly approaching and we are now thinking of ways to use the cherished commodity we all value, *Time!* Speaking with friends, several had brought a project and a “tool box” of modeling stuff to spend the evening or idle hours during a summer rain creating while on vacation.

Continuing on that thread, I brought some plans, bass wood and hardware to create two cars. This ultimately leads to the Mid-Eastern Region Convention in Reston, Virginia this October's 16th through the 19th. Our contest room is taking on all comers for our Achievement Program, hoping to achieve the 87.5 points necessary for Merit Award Judging, I'm planning that two cars are in the running, hope does spring eternal.....

Mastering skills by creating models is a countless efforts put forth by us. These efforts will and do help achieve ability. Think of the many buildings one has come across in your lifetime, do some stand out? Bob Minnis has model several buildings on his modules from fond remembrances of his youth. Frank Sikorski models the Pennsylvania Railroad of his youth. While yet another excellent modeler, scratch builds his way through a pickle plant, country store, machine works, freight station, post office, just to name a few of Martin Brechbiel's creations. Martin has also authored several articles on creating wooden cars in various forms and some located on the MER's own website.

The saying, “the world is your oyster, make of it what you wish!” Hoping your love of oysters is that of mine, give it a try and build something. Many of us are here for reviewing and suggestions, improving our skills are what we can do for each other. Noll Horan, John Griffith and Martin Brechbiel have helped answer those questions that I have pondered over. There are many others that have helped as well. The greatest stumbling block for me has been motivation. We all suffer from this, great on ideas, but as always, life gets in the way. Well, hopefully the future will be different with this meager start?

May and June brought us out for two venues, the first at Fairfax Station and then Manassas Heritage Railway Festival shows. As a continuing effort of

support for the Friends of Fairfax Station and telling the story of the station and it's historical importance in the area from before the Civil War. The funds raised by the museum help towards the myriad of expenses an older structure warrants. Their website <http://www.fairfax-station.org/> opens up the opportunity to learn of their work and other links that might interest you.

The Manassas Heritage Railway Festival is a family celebration of the rich railway history that Manassas has to offer. Manassas Junction was the site of both the 1st and 2nd Battles of Manassas during the Civil War and was the site of the nation's first military railroad. Attractions at the festival include VRE hourly excursions, full-size Norfolk Southern rail car displays; a variety of elaborate model railroads; railroad history and memorabilia; many vendors selling their wares; living history and folklore; live entertainment; many different food choice; and children's rides and activities. This in many our eyes is the most favorite show of the year. We've experienced surprisingly odd cold, torrential rain and stifling heat. We had the heat again!!! Bruce Strickland, Dennis Overcash, Ed Price and Colin Weiner all endeavored to eradicate those “DCC Demons,” for which we are Thankful!!!! The show as always was a blast, of the air horn from the freights and Amtrak trains that went past the old historic station. We look forward to next June 2009.

This August will provide a busy time for the module crew, as we'll be displaying at Lyceum (August 2 & 3, 2008), at Dulles Expo Center for Greenburg Shows (August 23 & 24, 2008) and then Fairfax Station (August 31 and September 1, 2008.) September brings the Tidewater Show for those going whose efforts are orchestrated by Bruce Strickland. Next comes the MER convention in Reston, “we“ hope to see you there?

As always, “We're always looking for a few more members!!” Our website, <http://homepage.mac.com/cjweiner/pmchorr01/PMC-Frame00.html> is beautifully maintained by Colin Weiner, who is in the process of converting us over to an easier domain name. If there are any questions, any member can answer these, but if you need an immediate or more personal answer, please contact me at andersmd@cox.net or call 703-625-1272. Again Thank You for your time-Mark

Around the Division

Welcome to the Long Island Rail Road

by Brian Sherron

On May 18, 2008 about 40 lucky people came to visit Brian Sherron's Long Island Rail Road. Brian provided the following welcome. Please enjoy your visit to the Long Island Rail Road (LIRR). The time is about 1964, Barry Goldwater is running for president against Lyndon Johnson, and the world's fair is being held in Flushing Meadow on Long Island.

The Long Island Rail Road (yes, rail road is two separate words for the LIRR), with its logo of “dashing Dan” and “the route of the dashing commuter”, is the largest class one commuter railroad in the United States. First steam, and then after 1955, only diesel engines, would pull strings of P-54 passenger cars (known affectionately as “ping pongs” because of their motion when coupled between two PP-72 heavyweights) from the Long Island suburbs into Jamaica station each morning. There, throngs of commuters would “change at Jamaica” onto third-rail electric trains that would carry them under the East River and into Penn Station and their jobs in Manhattan. Every evening, this ritual would be reversed.

The branch I have modeled is the Port Jefferson (on Long Island it is simply “Port Jeff”) branch. Which runs from Hicksville, in the center of Long Island, to Port Jefferson, on the north shore of the island, about 60 miles from NYC. Some of the towns along the way include Syosset, Huntington, Greenlawn, East Northport, Kings Park, and Port Jefferson.

I started the layout about 6 months after we moved into our house in 1988. The part of the layout that is in the larger 13' x 19' room was essentially complete by 1996. It was the featured article in the September, 1997 issue of Railmodel Journal. From 1996 to 2003, I took a break from model railroading (one too many drops of solder dripped on my ankle while working on wiring under the table).

In 2003, Nick Kalis called and asked if I would be willing to host an open house for the Potomac Division. I initially debated, but agreed and used it as a good excuse to get back to model railroading and “tune up” the railroad. My last open house was in 2004. For those of you who may have visited the layout then, I have since redone the Jamaica station passenger platforms, the third-rail electric trackage coming out of Jamaica, converted to Digitrax DCC, installed sound in most of my engines, and removed most of the under-table turnout machines and associated indicator lights, wiring, and control panels, and replaced them with hand throws (I wasn't joking about the solder problem!) I am currently in the process of upgrading my Digitrax system to radio-controlled wireless.

While I have not modeled any scenes exactly (except for the Sherron's marine building, which is a replica of my dad's marina on Huntington Harbor in the 1950's), I have tried to capture the general “feel” of the area during this time. Many of the businesses modeled on the layout are named after actual businesses that operated in the Huntington and Northport areas during this era. The LIRR did not run close to the water on the Port Jeff branch. However, I took a little artistic license to model some waterfront scenes next to the trackage, because I like to model waterfront scenes!

The latest addition (which I started about 3 years ago) is the model of New York City and Pennsylvania Station in the smaller front room. I chose the “center island” layout concept rather than “against the wall” because of practical concerns, such as access to the water meter, furnace, and hot water heater.

After they leave Jamaica, the third-rail electric trains go down-grade and into the East River tunnel. They travel under the river and arrive at the LIRR's underground platforms in Penn Station. The underground retail shops and the LIRR ticket office directly above the LIRR platforms are a fairly accurate representation of this part of the station.

Although the LIRR did not run above-ground trackage onto Manhattan, I again exercised “artistic license” and ran a loop around Manhattan so trains arriving at Jamaica could turn around and “head back out on the island” without having to back out of Jamaica.

To capture the hustle and bustle of NYC, I have modeled an elevated train, or “el” system, perused ebay relentlessly and obtained out of production Bachmann “cityscenes” buildings, built 3 CMR kits, and kitbashed numerous City Classics and DPM kits to create the tall buildings found in a large city.

All of the engines and passenger cars are accurate models of the engines and passenger cars that ran on the “Port Jeff” branch during that era. The diesels you see include RS-1'S, RS-3'S, C-420 high-hoods, H15-44'S, CPA24-5'S, and DS4-4-1000's. In addition, although they did not run on the Port Jeff branch, there are two Budd rail diesels on the layout that were known as the “Babylon Scoot.” The third-rail electric trains are also accurate models of the P-54 MP's that the LIRR ran from Jamaica into the city.

The layout has over 300 vehicles, and I have lost count of the number of people, but it is also well over 300.

Because the NYC layout is an island, photos will unfortunately show a pipe, window, or workbench in the distant background. To deal with this, I purchased a 4' x 8' styrofoam sheet, and have not attached it permanently to anything, so it can be slid around behind any part of the layout and used as a backdrop for photos. However, building flats still need to be built and glued to it.

Potomac Division Division 2, Mid-Eastern Region, National Model Railroad Association
4604 Bel Pre Road Rockville, MD 20853-2208



Web page:
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The Potomac Division provides various activities for all interested model railroaders, such as home layout tours, prototype tours, and Mini-Conventions. 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 more than 10 NMRA Master Model Railroaders in our area, as well as hundreds of other outstanding modelers.

The Potomac Division includes: The District of Columbia; Calvert, Charles, Howard, 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. All members of the NMRA who reside in one of these areas are automatically members of the Potomac Division. Guests are always welcome at Division events.

Personal Information

First Name	Last Name	Work phone
Address	Birth date	Home phone
Address 2	NMRA #	NMRA expiration date
City	State	ZIP+4
Email		

Interest Survey

Primary Scale	Secondary Scale	Favorite Railroad(s) & Prototype(s) Modeled:	
Do you have in primary or secondary scale		Please list the NMRA Special Interest Group(s), model railroad clubs, and railroad historical societies to which you belong:	
<input type="checkbox"/>	A layout		<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 interest?		<input type="checkbox"/>
Would you be willing to host a Home Layout Tour of your Layout? <input type="checkbox"/> Yes <input type="checkbox"/> No			

Newsletter Election

The quarterly *Potomac Flyer* is sent at no cost to the email address above (if one is present). If you don't want email delivery, please check here.

To receive the *Flyer* in hard copy delivered via the Postal Service at the above address, please check here and enclosed \$5.00 for a one year subscription. Please make your check payable to Potomac Division and mail with this form to the address at the top of the page.

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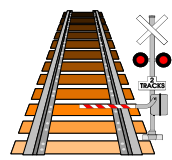
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Continued from Page 6 Around

distributed to their receiving industries. Our coal hopper is delivered to its coal yard and “dumped.”

There are 41 different movements of sound, blinking light and actual operations, such as the dumping of coal from a truck, to a hopper, to a tipple, to a standard hopper and finally resting and being dumped through the coal yard’s coal trestle. Mr. Day has painstakingly designed his “animated layout” giving it life.....

Successfully presenting animation clinics at our Mini-Conventions here in the Washington area has grown to presenting at three National NMRA conventions. He has successfully modeled a steel mill with loading scrap metal hoppers being pulled up to charge the furnace; previously modeling a working coal tower for charging coal into locomotive tenders and an operating Bascule lift bridge. Nationally, regionally and locally Bill has received numerous awards of merit and has been published in numerous magazines on animation.

We want to “Thank” Bill and Carla for opening their home to us and the special warmth and life a model railroad can have.

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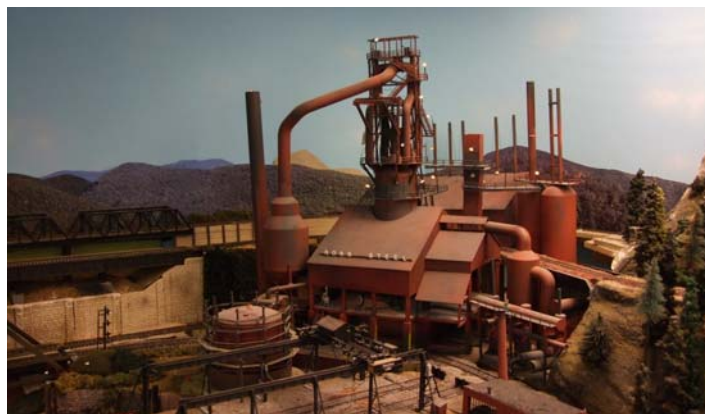


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Have information of general interest? Send it in we will post it here.

New Potomac Division Web Site

Check out the "New" web site more info, more fun even some how to: http://home.comcast.net/~Potomac_NMRA/

Next time someone asks, "What does the NMRA actually do?"

FOR IMMEDIATE RELEASE

June 6, 2008

NMRA Patent Challenge Update: Real Rail Effects fails to respond to NMRA DCC-sound patent challenge

The deadline for Real Rail Effects, Ltd. (RRE) to respond to an NMRA patent challenge has passed, with no response from RRE.

RRE was granted a patent by the United States Patent and Trademark Office (USPTO) based upon a claim that the technology for using sound with DCC was invented by RRE. The NMRA, with the technical and financial support of a number of DCC manufacturers and hobbyists around the world, filed a challenge to the RRE patent.

The NMRA filed the challenge because we believe that the claims in the RRE patent application were not supported by the facts. The NMRA was aware that prior art and other evidence existed which negated RRE's patent.

The NMRA felt that, should it remain in force, the RRE patent posed a threat to modelers and manufacturers of DCC equipment because it would both increase the costs to modelers and unfairly restrict manufacturers who provide decoders with sound. Therefore, the NMRA coordinated an industry-and hobby-wide effort to have the patent overturned. The NMRA submitted evidence from a number of sources raising

substantial questions about the validity of the patent.

On February 11, 2008, the USPTO issued a ruling granting the NMRA's patent re-examination request. The examiner stated in the ruling that there was a substantial likelihood that a reasonable examiner would consider the prior art important in determining the patentability of the application of RRE.

After the examiner at the USPTO determined that the position of the NMRA had merit and compelled a new analysis of the patent, RRE had two months to respond to the re-examination request. The deadline for a response has come and gone, and RRE made no reply. The NMRA is now very hopeful that a favorable decision will be announced and that the position of the NMRA and its supporters will be vindicated.

The NMRA considers this a clear triumph for the modeler and the model railroad industry. We are proud to have led the challenge team that has made this victory possible.

www.NMRA.org

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nmrlegal@charter.net

Your article could have been here

Send your article in for the next Issue. We always need more

Potomac Division Calendar

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

AUGUST

- 2-3 PD Module Crew at The Lyceum, Olde Town Alexandria, Va.
 - 10 Layout tour at Arthur Boyd's, and Leakin Park Baltimore, MD
 - 17 NVNTrak at Fairfax Station Museum, VA
 - 23-24 NVNTrak at Greenberg, Chantilly, VA
 - 31 NVNTrak & PD Module Crew at Fairfax Station Museum, VA
-

SEPTEMBER

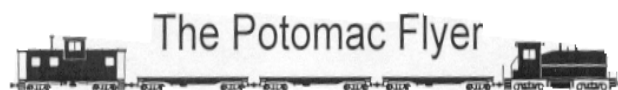
- 1 NVNTrak & PD Module Crew at Fairfax Station

Museum, VA

- 21 NVNTrak at at Fairfax Station Museum, VA
 - 28 Layout tour at Dean Ripple's, Gaithersburg, MD
 - 28 NVNTrak at National Burn Camp
-

OCTOBER

- 11-12 Great Train Show, Timonium MD
- 16-19 MER Convention Reston, VA



The Quarterly Newsletter of

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National Model Railroad Association

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