

The Potomac Flyer



October—December 2010 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!

Walkersville Southern Excursion by Brian W. Sheron

Just a reminder that on Sunday, October 17th, the Division is sponsoring an excursion on the Walkersville Southern Railroad, which is a small, scenic railway just a few mile north of Frederick Maryland. The last (summer) issue of “The Flyer” provides a description of the railroad and the planned excursion.

For those of you that didn’t buy your tickets yet, we expect there will be plenty of seats on the train, so you can just “show up” at the station in Walkersville on the day of the trip and buy your ticket then. Tickets are \$10 for adults, \$9 for seniors (55 and older), \$5 for children (ages 3-12), and free for children under 3.

How do I get to the Walkersville Train Station?

From Washington, DC, Northern Virginia, and Montgomery County, Maryland, take Interstate I-270 north towards Frederick. I-270 ends in Frederick. Stay to your left and proceed on Rt 15 north towards Gettysburg. After you have gone several miles and passed all of the Frederick exits (including the Rt 26 exit to Walkersville), look for a sign that says Biggs Ford Road, and turn right onto Biggs Ford Road (there is a small group of stores on the right with an antique store on the corner). Follow Biggs Ford Road for about 2 miles until you come into Walkersville. As you come

into town, you will cross the Walkersville Southern railroad tracks and the station and parking lot are immediately on the right as soon as you cross the tracks.

What time does the trip start?

Plan to arrive about 2:45 pm. At 3 pm, the volunteers that run the Railroad will give us a guided tour of their yard area. The yard has a diesel engine house with a small switcher diesel undoing restoration/repair. The yard has a vintage box car, a couple of vintage cabooses, several ex-Long Island P-54 coaches (built circa 1925) undergoing restoration, an ex-Long Island P-72 coach, and a pullman parlor car.

At 4 pm we will depart the Walkersville Station and take a leisurely trip south towards Frederick. We have asked an ex-Long Island railroad conductor to join us, and he has some great stories to share about the infamous P-54 “ping pong cars”. The trip takes about 1 hour and 15 minutes, so we expect to be back in Walkersville by about 5:15 pm.



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.

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The Potomac Flyer

Potomac Division's quarterly newsletter © 2008

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|-----------------------------|--|
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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 **Marshall Abrams**
Division Superintendent
Abrams_railroad@comcast.net



Mark Andersen has resigned as Paymaster after eight years of service. Mark remains coordinator of the HO Modules Group. Thanks, Mark, for the job well done and all your contributions to Potomac Division. As specified in the Bylaws, the Board of Directors elected a member to serve out the remainder of the term. Our Paymaster is now Tom Brodrick, who returns to the Board having previously served as Assistant Superintendent and Layout Tour Coordinator. Welcome back, Tom. The election was held very expeditiously employing an email meeting (emeeting), a procedure authorized in the revision to the Bylaws approved at the last Minicon.

As described in a separate article, the Operations Initiative had a successful first run and will be repeated at the next Minicon. The venue, George Mason Regional Library on Little River Turnpike in Annandale, VA, was excellent. We're planning to use it for the series of clinic meetings to begin in 2011. Bill Day and Martin Brechbiel are organizing that series. Please contact them with your ideas and offers to help.

Senior Assistant Superintendent Bill Day came home from the NMRA National Convention recently held in Milwaukee with two First Place and a "Favorite Model" award. More information and a picture in the AP column.

While on the subject of conventions, remember that the Mid-Eastern Region (MER) convention is coming up September 30 – October 3 in Princeton, NJ. Get all the information at <http://mer.nmra.org/MERConv/MERConv.html>. I hope to see you there.

Brian Sheron has a separate article about the Walkersville Southern Railroad tour of the facilities and a chartered train ride on Sunday, October 17, 2010. Information and registration information are also available by clicking the announcement of the PD web page. I hope to see you there too.

Achievement News by Brian W.

Sharon Photos by author



The big news in the Achievement Program this summer is our own Bill Day. Bill, an animation expert extraordinaire, entered his working model of the Hulett Ore Unloader in the National Model Contest at the NMRA National Convention recently held in Milwaukee. It was the hit of the contest room. The judges gave it First Place in the kit-built structures category and the public gave it First Place (popular vote) out of all 18 of the kit and scratch-built entries. Bar Mills gave it its award for “Favorite Model.” If you see Bill, be sure to congratulate him.



After his award-winning operating Bascule Bridge, and now his award-winning Hulett Ore Unloader, the big question is, “What’s next on your list, Bill?”

On Saturday, July 10th, Marshall Abrams gave a well-attended clinic on an introduction to “Operations.” This clinic will be followed up with some hands-on operations at Marshall’s layout as well as Roger Sekera’s and Steve King’s layouts. There is more about this in this edition of the Flyer. “Chief Dispatcher” is one of the NMRA’s eleven Achievement categories, and focuses on demonstrating a proficiency in operations. So if you are interested in obtaining the NMRA Chief Dispatcher achievement certificate, but do not have any operations experience, these clinics are the right place to start.

This summer I found myself spending a bit more time than normal in my basement working on trains. The fact that this is one of the hottest summers on record, and the basement is the coolest place in my house, it gave me an opportunity stay cool and to finish up some of those projects you plan to get around to, but never quite do. One project I finished was an HO-scale wooden tank car, one of the four scratch-built cars I need for the “cars” achievement certificate. I mention this because I used Archer rivet decals for the first time. If you are not aware of these, they are decals that have cast resin rivets attached to decal paper. You simply cut out the length of rivets you need, quickly soak them in some warm water, and slide them onto your model, just like you would any other decal. While it is simple, I found these decals are a bit tricky to work with. The decal paper is very thin, and if you slide off too long of a row of rivets, or just aren’t gentle, the decal paper may tear, leaving you with several unintended short rows of rivets. Also, if you are doing a lot of rivets, be careful handling the model with rivet decals applied but before you put a sealer on them, as they can come off if you touch them too hard or accidentally rub them. In order for the rivet relief to show, you should paint them with an airbrush and/or thinned paint in order not to cover up the relief. Figure 3 is a photo of my wooden tank car with the Archer rivet decals on the car frame. Finally, note that the decal sheets are not cheap. One sheet is \$14.95. However, you get 28 rows of rivets each 4 inches long on a single sheet.

Adding fine details like rivets will garner you more points when your model is judged, and the Archer rivet decals now make that easier. For more information, their web site is www.archertransfers.com.



Northern Virginia NTRAK News

By Cliff Enz

Vaaterjuuze, vaaterjuuze- Or 'What NVNTRAK Did On My Summer Vacation'

Well, it's been hot! How hot? It was so hot, that it was cooler in India where I went this summer, than in DC. Ta-Ching!

The NVNTRAK's principal activity was the annual roadtrip to the N-Track gathering in Bedford, PA at the end of August. Our own Double D, Edd Braithwood usually leads the NVNTRAK crowd. As I write this, we are still waiting for the 'returns' on this expedition. The rest of us were at the Greenburg show at Chantilly that same weekend.

That's still not that very much. Well, we had our monthly setup's at Fairfax station, we received daily updates from Dave Davies on the progress of 'real trains' thru our area, and had a 'left-overs' weekend at Fairfax Station. The current economic climate caused the cancellation of the Alexandria Red Cross Waterfront Festival and the elimination of tents for Movies Under The Moon in Fairfax City, thus causing NVNTRAK to lose two popular venues. Scout Jamboree ended with lots of scouts getting their merit badges.

So here we are- Labor Day upon us, and little to write about. Greenburg was good, and our OLI presenters made good presentations to passers-by attracted by the photos and prospect of gruesome death beneath the wheels of a multi-hundred ton train. Well- if it bleeds, it leads! Some of our people (Dave Freshwater, John Cook) attended the OLI convention in Baltimore.

Personally, I took rail journeys on AMTRAK, DC Metro, Dulles Airport People Mover, Southern Indian Rail, and Dubai Metro. Dubai Metro presented the best railfan experience, as you could stand in the first car and watch as it went from station to station, no pesky driver to interfere with the view on this multi-stop 30 mile long rail line. Station announcements are delivered in Arabic and English. Southern Indian Rail was the second best railfanning experience, as the electric powered train offered smoother starts and stops than Amtrak and the opportunity to see many Alco WDM-2's working the branch lines and switching. From the sort-of-serenity of first-

class (mind the broken tray table), you could observe the madness of second class and the nightmare of commuter rail trains passing by, thru the dirty windows of your carriage. If you don't appreciate the simplicity of the Indian style toilets- (a hole in the floor), the car had Western style toilets as well. Personally I appreciate watching the passing scene. A great deal of upgrade work was being completed on the right-of-way including adding additional tracks and highway overpasses. Our 7 hour journey from Coimbatore to Chennai was quick and efficient. ChaiChai...

Our Indian host (we were guests at his daughter's wedding) choose this method of getting to the NEXT round of the festivities, and I was secretly delighted! He had rented an entire rail car for the Groom's party on their journey to the wedding (and back) and this was the next step-several days later to visit his daughter and son-in-law at the in-laws! More banana leaves died for the festivities! CawfffeeCawfffee...

Actually, as we got closer to Chennai midday, we saw young women from the lightly populated women's commuter carriages hanging out the door just to catch a breeze. There appeared to be no door to close on the commuter trains. No one was riding on the top of the train (ala 'Gandhi') the overhead catenary must effectively discourage that! Hanging out the door-very acceptable. TomatazopTomatozopTomatozop...

By far the worst railfanning experience was the Dulles People Mover, where you had to walk down a ramp to a subway that moved you to a place that was a long up ramp far away from your gate. The travel experience? Standing up, no scenery, carrying all your luggage? Need I say more?

On to Amtrak- at each meet, our NVNTRAK members get closer to matching the ambience of the northeastern corridor on their modules. Which is to say, decrepit. As for the travel-one actually had to get up and go to a 'club car' to get food or drink. No uniformed snack wallah chanted his wares, no one as much as said 'Zamosa' to me.

The Congressionals & Senator Passenger Trains

By Scott CR Henry



Like many modelers, I have always thought the PRR GG1 painted Tuscan Red with gold stripes is one of the most beautiful locomotives. The cheap Tyco version (not exactly prototypical) was one of the first locomotives I bought with my allowance. Thus it was a natural acquisition when I came back to HO scale in 2004.

After seeing & hearing the Broadway Limited version, I bought their model of locomotive #4913. Having no information about the trains which this locomotive pulled, it was typically seen with a variety of box cars following. Being more of a prototypical operator, it wasn't long before I began researching the locomotive and the trains it pulled. This research was done specifically to learn about what #4913 consist should be. I quickly learned about The Senator and Congressionals passenger trains. In 1952, the Pennsylvania Railroad (PRR) inaugurated new daytime service between Boston, and Washington, DC. *The Senator* was a new "Limited" train that was jointly run by the PRR and New Haven railroads from Washington, DC to Boston.

In addition, 2 new daytime trains were added between New York & Washington, DC a morning and an afternoon run each way. These two trains were named the *Morning Congressional* & *Afternoon Congressional*. They were quickly nicknamed the Congo for short. New equipment was bought from Budd for the two trains. A sufficient number of cars were bought for 4 trains, two Congressional sets and two Senator sets. While the consists were similar, the Congressionals and Senator were not identical. The consist for *The Senator* trains had a 14 car consist as listed below:



Advertisement for PRR Congressionals & Senator, Duke University Library Digital Collections

| Car No. | Car Type | Capacity | Units per Train |
|---------|----------------------|----------|-----------------|
| P85h | Coach | 74 Seat | 8 unit |
| D85ed | Coffee Shop & Lounge | | 1 unit |
| D85ad | Dining Car | 40 Seat | 1 unit |
| PP85 | Parlor Car | 34 Seat | 3 units |
| Poc85c | Parlor Lounge Car | 14 Seat | 1 unit |

The consists for the Congressionals added 4 cars, although the number of coaches remained the same at 8 cars. The 18 car consist as listed below:



PRR Congressional enroute, Hagley Museum and Library

Continued on Page 6—Passenger Trains

Continued from Page 5—Passenger Trains

| Car No. | Car Type | Capacity | Units per Train |
|---------------|-----------------------------------|----------|------------------|
| P85h | Coach | 74 Seat | 8 unit |
| D85ed | Coffee Shop & Lounge | | 1 unit |
| DL85d D85c | Kitchen / Lounge 64 Seat Diner | 64 Seat | 1 unit (pair) |
| PP85 | Parlor Car | 34 Seat | 5 units |
| PP85a | Parlor Car - All Room | 35 Seat | 1 unit |
| Poc85 b | Parlor Lounge Car | 18 Seat | 1 unit |

For both trains, the cars differed from the Tuscan Red with black roof paint scheme normally associated with PRR passenger cars. Instead, these cars were left in natural stainless steel color and had a Tuscan Red Stripe with the yellow Pennsylvania lettering above the windows. Motive power for the trains was the famous GG1s. In fact, a special paint scheme was developed for the Congressionals and Senator. Most of the GG1s were painted Brunswick Green, but in 1952 six units were repainted in Tuscan Red for service on the Moring & Afternoon Congressionals the Senator. The units selected for this service were numbers 4908 to 4913. After some time, four more (units 4856, 4857, 4876, and 4929) were also repainted. Presumably this was done to have additional units ready for service in the event others were in maintenance.

In 1955, the entire GG1 fleet was restyled. Most were painted Brunswick green. Only two units (4907 & 4916) were painted Tuscan red with a single buff stripe. Thus the “famous”, at least to

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PRR GG1 #4913 at Altoona Memorial Railroader's Museum in Altoona, PA, Jeff Mazurek

scheme was an extremely limited portion of the GG1 history. Only 10 of 139 GG1s produced carried this paint scheme for 3 years out of the 49 years they were in service.

Modeling the Congressionals & Senator

For the locomotive, I recommend the Broadway Limited version of the GG1; this particular model runs very well and includes sound. IHC and Rivarossi have also produced models of this locomotive.

To model the passenger cars, one should compare the pictures of individual models to the actual diagrams. Rob Schoenberg has posted all the needed drawings at his web site ([see Reference at end of article](#))

For the coaches, I did not find any completely accurate models. I reviewed the offerings from Walthers, Atheran, Con-Cor, and IHC. I purchased the Walthers Pullman 64 seat coach (item 932-6787), because the overall feel is similar, however the Wathers model is a Pullman based model not a Budd unit. Thus the fluting of the sheet metal is incorrect, as is the window placement.

For the Dining Car, the Walthers Budd Streamlined Diner Car (item 932-6326) is quite similar, but not exactly correct. Specifically, the window placement seems to be mirror reversed. However, I was not able to find a better match.

For the Coffee Shop & Lounge car, the Walthers Budd Streamlined Diner Car (item 932-6326) is a better match than it is for the Dining car. Again, I was not able to find a better match.

For the Parlor Cars, the Walthers Budd Streamlined Lounge Car (item 932-6426) is a perfect match, at least as far as I can tell.

For the Parlor-Observation car, I did not find a perfect match. I bought the Walthers Budd Tavern-Observation Car (item 932-6506); however, while it looks like a typical observation car, it is not correct. Specifically, the end of the PRR car was a rounded square style, not the "boat tail" style of the Walthers car. The Also, the window placement is inaccurate.

Continued on Page 7—Passenger Trains

Continued from Page 6—Passenger Trains

A small thing is that the Walther car does not have the telephone antennae of the original car on the Senator.

The Hagley Museum and Library (<http://digital.hagley.org/>) has a number of pictures online covering the construction of the Congressional & Senator Cars. In addition to showing the construction, their collection also shows pictures of the car interiors. This is a great resource for providing additional car detail beyond the cream plastic color used for the car interiors.

| Car No. | Perfect Match | Other Suggested Model | Also Available |
|------------------------|------------------|-----------------------|-----------------------|
| GG-1 | Broadway Limited | | IHC, Rivarossi |
| P85h | none | | Walthers, IHC, Concor |
| D85ed | none found | Walthers | |
| D85ad | none found | Walthers | |
| PP85 | Walthers | | |
| Poc85c | none found | | Walthers |

Where to Buy:

The cars I used are still available from [Walthers](#) and thus your local hobby shop should be able to get them as well. Also, [eBay](#), can be a good source as well. These were out of production for a time, including when I was looking. Therefore, I did an internet search using the item number, and found a smaller dealer who still has one or two in stock. This has worked for me on many models in the past.

References:

Brian Clough, *Railroad Screen Saver Images*, <<http://www.banksofthesusquehanna.com/MMpr.html>>,

Rob Schoenberg, *PRR Equipment diagrams*, <<http://pr.railfan.net/diagrams/PRRdiagrams.html?sel=&sz=sm&fr=>>

PRR Historical Society, *PRR Chronology*, <<http://www.prrths.com/Hagley/PRR1952%20Dec%2004.pdf>>

Wes Barris & Richard Duley, *The Pennsylvania Railroad GG1: The "Congressionals" and "The Senator"*,

<<http://www.steamlocomotive.com/gg1/passenger.shtml>>

PRR GG1, Wikipedia,

<http://en.wikipedia.org/wiki/PRR_GG1>

Hagley Museum and Library Digital Collection, <<http://digital.hagley.org/>>

HELP WANTED! Editor, Potomac Flyer

After almost eight years of being your Editor, I find that I have run out of Coal, water and steam. I am no longer able to produce the Flyer. This will be my last issue.

If you are interested in helping the division by assisting in producing the Flyer please contact Marshall Abrams, Division Superintendent at <Abrams_railroad@comcast.net> or phone (301) 588-1005.

If you would like some additional information on what the job entails you may give me a call at (703) 339-3738.

Thanks, it's been a great ride!

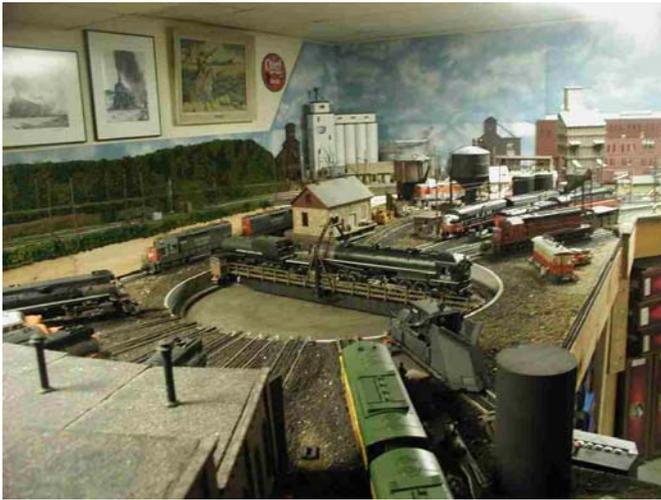
john

Around the Division

Rick Wright's CONUS Lines by Brian W. Sheron Photos by Author

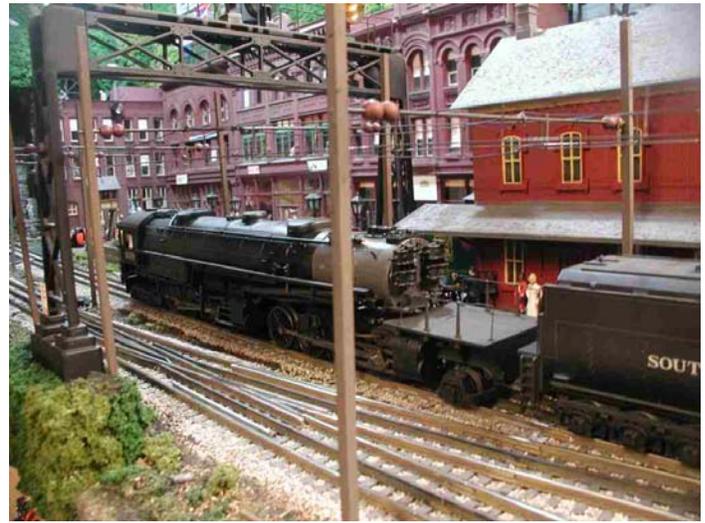
On Sunday, August 22nd, the Potomac Division membership was treated to an Open House sponsored by Rick Wright and a unique opportunity to experience Rick's magnificent modeling capabilities.

The CONUS Lines is an O-scale Hi-Rail layout that occupies his entire 24' x 35' basement. Rick's layout represents the Southern Pacific Railroad between 1945 and 1995. Upon descending the basement steps, visitors will see cab-forwards, and Daylights to Black Widows and Tunnel motors traversing the continuous-run 158 ft double track mainline. One very impressive sight was Rick's modified set of gondolas outfitted with higher sides so the sugar bets could be transported for processing.



Rick says he based his layout design on John Armstrong's 1970's era layout plan "Big Trains You Can Live With" And that it reflects about 80% of John's original conception.

Rick layout runs on DCS Control, and with the sound modules in his engines cranked up, you would swear you were hearing the real thing!



Letter to the Editor -Say it ain't so! By Bill Day

Hi John,

The Potomac Division without the current editor of the *Flyer* is not the Potomac Division! I have been so accustomed to your editorship that I have taken for granted one of the most difficult, arduous and sometimes thankless positions in the Division.

On a purely personal level you have been a guiding hand for everything I've done. I was inspired by your first place win in Cincinnati and I can safely say that I would have never entered national competition if you hadn't. Your counsel has been a thread throughout the deliberations of the Board and will be followed in the foreseeable future. And your suggestion that I join the Board has given me views of our magnificent obsession I would otherwise never have had.

Your account of my first layout open house led me to write articles about the layout and submit them for publication, sometimes with success and sometimes not, but I would never have put pen to paper without your tacit encouragement. So, in the words of my youngest, "it is what it is," but I, among many, will miss you at the helm of the *Flyer* and elsewhere. I hope you will attend Board meetings as a consultant to the grand passion we all love. Gratefully, Bill

(Editor's Note: Thanks for the kind words Bill)

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

Email :
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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 |
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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

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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.

National Model Railroad Association membership is \$55 per year for full membership including the monthly *Scale Rails*, or \$36 per year for an associate membership. Full Members receive the monthly *Scale Rails*, associate members do not. You may send your dues directly to the National Model Railroad Association, Inc., Headquarters Office, 4121 Cromwell Rd., Chattanooga, TN 37421. <http://www.rhistorical.com/NMRA/>

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In the Web By Mike White



For those who haven't noticed yet, there is a new page in the Table of Contents – *Operating Groups*.

In conjunction with the on-going Potomac Division Operations Initiative, this page highlights information on existing operating groups in the Division that are either open for visitors or seeking new members. If you have ever had an interest in operating a model railroad, these groups provide an opportunity to see what operations are all about as well as several of the different ways in which operations are conducted.

There are currently five groups willing to share their time and experience with you. Please note the contact information and honor any restrictions that have been placed on times of contact.

On the *Clinics and Libraries* page, the slide show from the Operations Initiative training session held recently in Annandale, VA are available for your information under the title Introduction to Operations by Marshall Abrams and Steve King.

For those who may have no idea of what we're talking about here, take a look at the *Special Events* page for a brief overview of what opera-

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tions are and some of the methods used to simulate operation of a prototype road.

On another note, please take a look at the updated *Minicon 2010* page. It has been reworked extensively to show all of the activities and modeling results from this year's event but that are typical of all Potomac Division Minicons. Planning for next year's Minicon is already underway.

On the *Tips 'n Tricks* page, Mat Thompson has found a household product that simplifies the removal of factory applied lettering on rolling stock without removing the underlying layer of paint. See his idea under Using GoJo Pumice Hand Cleaner to Remove Lettering.

Bulletin Board

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/

New Potomac Division Helper Service

Potomac Division reminds modelers of our new **Helper Service**, a members’ referral service to expert modelers. The **Helper service** can help solve questions involving electricity, scenery, trackwork, DCC installation, weathering, construction, operation, history and other facets of railroad modeling. The **Helper Service** on our website has coordinators to direct your inquiry. And, for answers to any question about the Potomac Division or modeling, phone or email any officer, any committee chairman or, especially, the **Helper Service**, whose coordinators are Brian Sheron (<BWSheron!@mac.com> or call 301/349-5754 after 6:30 pm) and Bill Day (<billday22@verizon.net> or call 703/406-4112).

NUMB3RS By Mike White

This is going to be the last article on calculators, per se, because I think it would be impossible to top the one found at:

<<http://www.easycalculation.com/index.php>>

This is not *a* calculator, it is *every* calculator you could possibly need in the model railroad hobby and then some. There are 20 different categories of calculator offered and each category contains multiple calculators. Within each calculator are specific functions to allow you to narrow your work to just the calculation you want to perform.

If you want to do a little homework on a specific type of calculations, there are at least nine major tutorials offered that you can use to gain some in-depth knowledge.

I’ve just touched on some of the more obvious features of this website. There is more, much more, there for you to find and use.

NMRA NEWS

The 75th Annual NMRA National Convention has just wrapped up in Milwaukee, and some big news



was announced. The most visible to all of us will be the new logo, shown at right. This logo replaces the old driver and coupler logo, and is one step in an effort to improve the NMRA brand recognition by the public. It

represents a portion of a truck, showing the wheel, and the “nmra.org” represents the truck side frame. This is intended to represent a more modern, forward-thinking organization. The new logo will tie in with a name change in Scale Rails, to “NMRA Magazine” that you will soon see, and several other efforts currently underway. More information is, or will be, available on the NMRA web page, <www.NMRA.org>. (As far as I know, you may continue to use your return address labels with the old logo. Ed.)

The second big change is that current Vice President Allen Pollock will resign, and the Vice Presidency will be split into two positions. This will require a change to the Regulations, but that is in progress. One VP position will handle budgets, finances, and headquarters operations. This position, Vice President of Administration, will be held by Dave Thornton. The second VP position will handle coordination with Regions, Divisions, and Special Interest Groups (SIGs). This position, vice President of Special Projects, will be held by Bill Kaufman. Good luck to both men in their new positions. Watch for more information in future issues of NMRA Magazine.

Potomac Division Operations Initiative Report

By Marshall Abrams

The first clinic in the Potomac Division Operations Initiative was held on July 10 at George Mason Library, 7001 Little River Turnpike Annandale, VA from 1:00 to 3:00 pm. This initiative includes a series of clinics and hands-on operating sessions to introduce operations to members who haven't tried or are trying to learn more about this aspect of the hobby.

Model railroad operation simulates the movement of trains on a railroad. There are many choices to be made in establishing the rules and procedures for a model railroad operations simulation. This series of clinics and hands-on experiences is intended to present several combinations of choices.

The clinic on July 10 was attended by 15 members. We considered that a good number, considering it was the summer vacation season and the proximity to the NMRA National Convention. Everyone was delighted with the venue. The room was large, well lit, and had a built-in screen. There was no charge for use and sign-up to use the room is available 3 months in advance. We plan to hold future clinics in the same location or another Fairfax County library, depending on availability.

Marshall Abrams and Steve King led the clinic, with lively interchanges among all attendees. Some of the questions stimulated changes to include in the presentations the next time this clinic is presented. Some of the major topics covered were: real railroad employees, types of car forwarding, traffic control systems, what an operator needs to know, hints for better operations, operator etiquette, internet resources, prototype operation, and how the operation simulates the prototype.

Hands-on sessions were offered on the Abrams Railroad Empire (ARE), Clinch Valley Lines (CVL), and Virginia Midland Railway (VM), hosted by Marshall Abrams, Roger Sekera, and

Steve King, respectively. Roger and Marshall have hosted their hands-on experiences; Steve is scheduling in September. The participants very much appreciated the hands-on experiences. One person sent an email: *"Thank you for the opportunity to operate your trains. I had a GREAT time running and switching stuff all around. You would not believe what I have learned that day."* Current plans are to repeat the clinic at the next PD Minicon, April 2, 2011.

EBT Fall Reunion Photos by Mark Andersen



Some of the Editor's favorite places

Scanning of the KML photos begins

By Gerry Leone, MMR, NMRA Communications Director

If you're a subscriber to *NMRA Magazine* (formerly *Scale Rails*) you've seen the "Timeframes" series of photographs printed on the magazine's last page. Those are all shots taken from the Kalmbach Memorial Library (KML) archives. The fact is, our NMRA Library has over 100,000 images, negatives, slides, plans and drawings, and only a handful have ever been seen by NMRA members because it would have entailed making a personal trip to Headquarters in Chattanooga, Tennessee, to flip through the files.

Soon that will all change, thanks to the NMRA's Diamond Club. The Diamond Club is a fundraiser specifically designed to support adding enhanced content to our website at www.nmra.org. The first item on the list of is scanning those 100,000 images and making them available for download.

The good news is that scanning of the photographs has begun! In August of 2010, Historical Archives Services (HAS), the firm the NMRA Board of Directors hired to do the scans and design the photo website, began receiving and cataloging shipments of photographs from KML. HAS estimates that the first batch of photographs will be available for viewing online sometime in the first quarter of 2011, after a short period of beta testing late this year.

Putting the entire library online will be a costly, time consuming task, since each photo's listing will also contain highly detailed, searchable metadata, which is being added by the railroad experts at HAS. This detailed metadata will make it easier and faster for users to find exactly the photograph they're looking for. Current plans are to make the low-resolution thumbnails of the photographs available to everyone via the website around the clock. Users will be able to download high-resolution files, and NMRA members will receive a substantial

discount. Proceeds from the scans will help fund the remainder of the project and future Diamond Club web projects.

As promising as this sounds, it's important to remember that the Diamond Club still hasn't reached its projected goal of \$75,000. If you haven't contributed to this worthy cause, please send your donation now to The Diamond Club, NMRA, 4121 Cromwell Road, Chattanooga, TN 376421, or do it online at www.nmra.org/diamondclub.



Railroading experts at HAS begin the daunting task of scanning the Kalmbach Library's massive collection of photographs, drawings, slides, and plans. The first photos should be available online in early 2011. Each of the 100,000 photos in the Kalmbach Library



must be digitized, and important metadata added to each scan to aid in fast, efficient user searches. It's a time consuming process that will be an invaluable resource to members.

Potomac Division Calendar

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

OCTOBER

- 1-3 MER Convention - Princeton, NJ
- 17 PD's Walkersville Southern Excursion - Frederick, MD
- 30-31 GSMTS - Timonium, MD

NOVEMBER

- 7 Layout tour at John Short's Germantown MD
- 13-14 PMC and NVNTrak at Rockville Lion's Club 20th Annual Train Show Rockville Senior Center, Rockville, Maryland

DECEMBER

- 5 Layout tour at Wes Morgenstern's, Rockville, MD
- 4-5 4-5 PMC at Fairfax Station 21th Annual Train Show, Fairfax Station, VA
- 11-12 PMC at Herndon Holiday Show At Art Space Herndon, Herndon VA
- 25 Merry Christmas!



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