

The Potomac Flyer



August—October 2009 The Quarterly Newsletter of Division 2 ("Potomac"), Mid-Eastern Region, National Model Railroad Association, Inc. Fall Quarter

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Events:

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tour** - None

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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!

Track Plan Scale Drawings and the Achievement Program by Brian W. Sheron

A number of the requirements in the NMRA Achievement program can result in the need for a scale drawing of your layout. For example, in order to meet the Electrical Achievement requirements, a schematic drawing is necessary so you can show where the gaps, blocks, feeders, etc. are connected to the layout. While a schematic drawing need not be a scale drawing, a scale drawing can be used.

For the "Author" achievement certificate, articles in National Publications count towards your Author points. If you have a well scenicked layout, you might want to consider writing and submitting an article to a national publication about your layout. Articles like this not only require layout photos, but also a scale track plan.

The Civil achievement certificate involves demonstrating you can design a track plan, construct and operate a portion of the plan, and construct track components. A scale drawing of the track plan is required, and must show curve radii, turnout numbers, and track elevations.

While making a scale drawing can be a tedious and time-consuming endeavor, it is not necessarily difficult. If you already have a layout, first making a rough sketch of the layout, and then grabbing a tape measure and adding in the actual dimensions of the room, the benchwork, etc., is a good way to start. A precise scale drawing can then be produced from the rough sketch. If you are handy with a computer, there are several programs available that will allow you to create a scale schematic on the computer. If you do draw your scale drawing by hand, it is probably best to do one good scale drawing minimizing the labeling, and then make several copies of it. That way, you can add labels to the copies as appropriate to the specific achievement certificate towards which you are working. For the electrical achievement certificate, you

would add indications and labels showing where the electrical feeders, power supplies, etc., are connected to the layout. For the Civil achievement certificate, you would use the same basic scale drawing but add labels that show curve radii, turnout numbers, and track elevations. For a proposed article on your layout, you might add outlines of buildings, roads, and other scenery items.

To illustrate my point, I prepared a scale track plan of my HO-scale Long Island Rail Road for a layout article that appeared in the September, 1997 issue of RailModel Journal (see figure 1 on page 11). This scale drawing was a critical element of the article, and I have credited the article towards my point count in my Author Achievement application. When I applied for my Electrical Achievement Certificate, I first copied the scale track plan, used White-Out and a black pen to update the track plan to show the trackage changes I made over the intervening years, and then recopied it. I used one copy to add notations on where I connected feeders, had rail gaps, etc., and submitted this drawing with my electrical achievement application.

I recently submitted my application for the Civil Achievement Certificate. I used another copy to add notations showing track radii, turnout numbers, track elevations, etc. (see figure 2 on page 12)

Finally, a scale drawing is also handy if you are into operations. Visitors that are not familiar with your layout, or even some of the operating crew regulars that can't seem to remember where the various towns are that show up on their switch list, can use a scale drawing of the track plan that has the various towns, stations, etc., labeled on it to guide their trains around your layout.

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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.

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The Potomac Flyer

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For more local information, see the
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http://home.comcast.net/~Potomac_NMRA/

From the Business Car

by **Marshall Abrams**
Division Superintendent
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The recent crash on the Washington Metro has captured my attention and probably yours as well. In this article, I suggest that prototype railroads may have something to learn from model railroading, just as model railroaders have much to learn from the real railroads. I hope you find the subject interesting enough to continue it on the PD discussion group at http://groups.yahoo.com/group/PD_NMRA/.

I happen to work in cyber security and have focused on Industrial Control Systems for several years. I find it really exciting when professional and hobby interests come together. I have been researching working block signals for implementation on my layout. The similarities between prototype and model problems are striking.

Case in point, who among us has not had problems with dirty wheels and track? When San Francisco's BART was new, I remember reading that trains were disappearing from the control system. As I remember, the builder eliminated wheel scrapers from the cars to economize on weight. They apparently did not have sufficient background in railroading to know about track current occupancy detection or made a calculated decision. Insulating gunk, dirt, etc built up on the wheels and as a result the BART trains sometimes disappeared from the control system. You and I could have told them about gunk accumulating on wheels! As a result, they had to retrofit wheel scrapers.

Over the years, block occupancy determination has grown more sophisticated both in real-life and on our model railroads. We have progressed from humans controlling each section of track to almost complete automation. While still under investigation, in the recent Metro crash it seems that the control system "lost" the stopped train and ran the following train full speed into the track block that the system "thought" was empty. There's an excellent description of this at

<http://www.washingtonpost.com/wp-dyn/content/article/2009/06/25/AR2009062501073.html>. This isn't the first time that the man/machine interface has experienced problems. Metro operator Darel W. Callands, who was killed in January 1996 when he couldn't stop his train on icy tracks and crashed into a parked train, had reported overshooting problems at earlier stops, but was told not to interfere with the automated controls. There's a very interesting article about tradeoffs at the Human Machine Interface at <http://www.washingtonpost.com/wp-dyn/content/article/2009/06/28/AR2009062802481.html>.

Safety systems should not have a single point of failure. Defense-in-depth is a slogan in cyber security that applies doubly to safety. Redundancy and back-up systems should be part of the design, both in real and model railroads. Relying on human

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Achievement Program News

by Brian W. Sheron



The NMRA Achievement Program appears to be an enigma to many model railroaders. To some, the requirements and/or the paperwork appear to be a daunting challenge. Last year, which NMRA designated the “Year of the Master Model Railroader [MMR]”, *Scale Rails* magazine devoted an article each month, written by MMRs, to providing a practical discussion of how to meet the requirements of each of the eleven achievement categories.

When I accepted the AP Coordinator job from Marshall Abrams, I was totally unfamiliar with the NMRA Achievement Program. However, I looked it as an opportunity to learn, and began reading all of the information about all of the requirements on the NMRA AP web page, as well as all of the recent *Scale Rails* articles. What I learned was that I had in fact already met many of the requirements in certain achievement categories but was unaware of it.

I concluded that one way to get qualified for this job was to try and earn Achievement certificates myself. But once I started looking into what it took to meet certain requirements, I discovered that I had lots of questions about how to meet requirements! I have been primarily relying on the gracious help of Charlie Flichman, the AP coordinator for the Mid-East Region to answer my questions.

I want to use this column as a vehicle to discuss not only some of my experiences in trying to meet achievement program requirements, but also to clarify subtleties in the requirements that I discovered, and want to pass along to the readers. The objective is to continue to demystify the AP Achievement Program requirements. In this column, I want to discuss the “Author” certificate requirements.

The Author Certificate:

In order to get your Author Achievement certificate, you need to write and publish articles on model railroading or railroad-related topics. Published articles earn points, and to get your “Author” certificate, you must earn a total of 42 points. The NMRA Achievement Program web page spells out these requirements in detail, but in a nutshell, it says you get a credit (for hardcopy) of 1 point per page if you pub-

lish in a division-level publication, 2 points per page if you publish in a region-level publication, and 3 points per page if you publish in a national-level publication. It also says that you get region-level points (2 per page) for electronic publications. It goes on to say that for electronic publications, a page is considered to be about 1200 words, and, photos count as 1/3 of a page each. In addition, no more than half of the 42 points can be earned from division level publications, and no more than half of the 42 points can be earned from electronic publications. Also remember that if you take credit for an article as an electronic publication, you cannot take credit for it again as a hardcopy publication, and vice versa.

In this day and age, our division newsletter “The Potomac Flyer”, is published on the Potomac Division (PD) web page, which is public, and thus considered electronically available. What this means is that articles published in “The Potomac Flyer” will earn author points at 2 points per page, the same as a region-level publication. Note that this doesn’t mean that region-level publications that are published electronically are now worth 3 points a page. This is because the requirement only says that electronic publications earn 2 points per page. It does not distinguish the publication level.

So now, some of you might be saying “Hey, I just got a lot more points towards my Author Achievement Certificate because all those articles I published in ‘The Potomac Flyer’ are now worth 2 points per page rather than 1 point per page!”. You are correct, but you need to be careful about how you do the math.

First off, check when you wrote any articles for “the Flyer” and make sure they are available electronically. The PD web page currently has copies of the Flyer going back to spring of 2000. If you wrote an article in “The Flyer” before that, it is cannot be considered available electronically, and thus still counts as one point per page.

Second, remember there is a requirement that no more than half of your 42 author points can come from division-level publications. For example, if you had a total of 13 pages in division-level publications (assume no photos), as hardcopy versions they would be worth 13 points (13 pages x 1 point/page). However, if they are all available electronically, then you would have 13 pages x 2 points per page = 26 points. Moreover, you cannot have *Continued on Page 5—Achievement*

Northern Virginia NTRAK News

By Steve Jackson



NVNTRAK has a great summer of train running planned for folks who aren't going to be out at the beach!

Normally, our club has a work session during the first weekend of each month, but the month of July will be one of those exceptions for us since it is the 4th of July holiday weekend. If you stop by the firehouse, we won't be there! However, you will find us at our usual 3rd Sunday of the month show at Fairfax Station. Operating hours for this show are 1-4pm and will feature a small, but dedicated group. In addition to the NTRAK layout within the freight area of the station, you will find NVNTRAK members staffing the layout that is built into the caboose that is located beside the station.

August will feature not only a backshop (work session) on the 2nd, but also our normal monthly session at Fairfax Station on August 16th. In addition to these two monthly shows, the club will participate in two more. The first will take place during the weekend of August 22-23 in Chantilly, VA. The show will feature our club with and NTRAK layout, Operation Lifesaver International instructors/display, as well as a T-TRAK layout. For those who want even more train running, the club will be headed up to "The N-Scale Weekend" in Bedford, PA. This is a really great N-Scale-centric show. The show is turning out to be a perennial favorite for many of our members. The folks in Bedford are amazing hosts and the show draws the best modelers from the Midwest and East Coast.

September is another one of those unique months for the club with respect to our association with Fairfax Station. We will be running our caboose layout over the Labor Day weekend while the Fairfax Station Railroad Museum Train Show is going on. Because of the show and the holiday, there will be no backshop in the

month of September. In addition to the first weekend of the month, we also will participate in a show at Fairfax Station on the 20th of September. The following weekend will see the club set up a layout for the National Burn Camp Arlington Cook Out. The spectators run all of the trains for this show. Those that have attended agree that it can be difficult to see the injuries these kids endure but so rewarding to watch them be kids. The show is not open to the general public, but is one of those that our club has committed to each year because it just makes sense to us all.

The month of October will see the club with a heavy schedule including the first double-header in a while. The first weekend will see the club with a public setup at the Bethesda-Chevy Chase Rescue Squad during the 20th Annual Taste of Bethesda festival on Saturday the 3rd as well as a backshop session on Sunday the 4th. The following weekend will be the double header with a show at the Franconia Volunteer Fire Department Open House on Saturday as well as a setup at the Great Scale Model Train Show in Timonium, MD on both Saturday and Sunday. The Franconia Volunteer Fire Department hosts our monthly backshop session and our participation in their open house allows us to help them a little since they help us so much. The MER Convention is scheduled for the 15-18 of October and the club will setup at Fairfax Station on Sunday of that same weekend.

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 at you again soon.

A Little History—How the Potomac Division Began

By John Griffith

A few months ago Rick Shoup, who now lives in Florida, sent me a picture. It got me thinking that many of us don't know how the Potomac Division started. We haven't always been the Potomac Division. We started as the Dixie Division on April 19, 1969. Following the meeting all in attendance signed the poster.



Photo from Rick Shoup's collection

As Rick tells me the "Original formation meeting was held at National Capital Trolley Museum on outskirts of Gaithersburg. About 20 people attended. Among them was G. William Hammer, MMR who came up with the idea, Deane Melander, MMR, Larry Nyce, Henry Jordan, Bill Gray Bill Blackburn, John Glaab, Bob Kaplan, Marty Miller, Sid Mintz, George Owen, Bill Richardson, Milton Smith, Tom Stanbaugh, Myself and Ed Tooley from Rockville Club RSME. George Johnson from NVA Charlie Eckstein VENGGA club in Alexandria. The First Super was Charlie Eckstein, I was VP, Sid Mintz was clerk. I was 2nd Super. I know it took off. By 1972 we had more than 400 on mailing list."

The official name change to Potomac Division occurred on March 12, 1994 at the mini-convention. Now you know.

Continued from Page 3—Achievement

more than 21 points from division-level publications, so you can only take credit for 21 of those 26 points when you calculate your point total.

Third, remember that no more than half your points can come from electronic publications. The simple way to interpret this is to say that half your points must come from publications calculated using non-electronic publication values. (Note I am not aware of any publications above the division level where it would be more advantageous to take credit for articles in them as electronic publications versus hard-copy publications.)

Fourth, when you do the math for calculating points for an electronic version of a Potomac Flyer article, remember to subtract off the size of any photos that appeared on a Potomac Flyer page. For example, if your article in the Potomac Flyer was 2 full pages long, and it contained 3 photos that were 1/8 of a page in size each, your author points for that article would be:

For text:

$2 \text{ pages} - (3 \text{ photos} \times 1/8 \text{ page/photo}) = 1 \frac{5}{8} \text{ pages}$
of text @ 2 points/page = $3 \frac{1}{4}$ points

For photos:

$3 \text{ photos} \times 1/3 \text{ page/photo} = 1 \text{ page @ } 2$
points/page = 2 points

Thus, your total author points would be $3 \frac{1}{4}$ points + 2 points = $5 \frac{1}{4}$ points.

Finally, remember that model railroad or railroad-related presentations at clinics and other venues earn author points (I gave a presentation on model railroading to a local Rotary Club with an audience of 50+ people and earned Author points as if it was a Regional convention clinic). If the presentations are posted on a public web site, then they will earn points as electronic publications.

Around the Division

The Abrams Railroad Empire By Bill Day

On Memorial Day Weekend, dozens of visitors came to see the Abrams Railroad Empire and imperial it was! Marshall Abrams and his crew demonstrated and dispatched trains, varnish and freight, before fascinated youngsters, delighted parents and Potomac Division modelers. Thirty-three persons registered, but many brought entire families, pushing the total well beyond.

The layout is operation-intensive and electrically sophisticated. Scratchbuilt dwarf signals indicate the way switches are thrown; command control permits realistic operation and repeater signals facilitate operation. Push buttons, LED indicators, power boosters and wireless throttles are everywhere, making operation straightforward and understandable.

Marshall's background skyline frames a portion of the layout, photographically correct, just as described in his convention clinics. And there's always something new, a carefully crafted chain link fence (boasting ivy and kudzu) or a space reserved for a construction site—one that will begin construction below the surface, prototypically correct.

Bill Demas, one of Marshall's crew, said that he had seldom seen so many junior engineers at an open house, evidence of Marshall's policy of inviting the neighborhood as well as veteran modelers. Judging by this event, the future of model railroading is secure. One pint size engineer left as contented as the Chessie kitten. "I ran an engine," he beamed, and, of course, that's what it's all about.



Marshall commuter platform & yard Photo by Tom Brodrick

Proposal for Howard County Maryland

By Roger L. Cason, MMR
MER President

ACCORDING TO OUR MER BYLAWS, divisions or interested groups of individuals may request changes to divisional boundaries. Such proposals are then included in **The Local** to allow for comments before a vote by the MER board. Below is a proposal we have received concerning Howard County Maryland, followed by some background information.

Bottom Line: if you have any comments on the proposal (pro or con), please send them to me before July 31, preferably by e-mail at rogercason@juno.com

•

THE PROPOSAL

"We request Howard County be moved to the Chesapeake Division. Howard County was formerly in the Mt. Clare division with the rest of the counties now in Chesapeake territory. Howard County is closer to the center-of-mass of Chesapeake than the Potomac Division.

A poll on Division membership preference was taken in December 2008. The poll included all NMRA members living in Howard County (among other places). Twelve of the thirty-three Howard County NMRA members responded. Seven said their first choice was the Mt. Clare Division (restarted). Four said their first choice was the Potomac Division.

”

Thanks,
Joe Cucchiaro, Ellicott City, MD
Russell Forte, Ellicott City, MD
Dr. Alan Ryan, Columbia, MD

BACKGROUND

Howard County is between Baltimore and Washington DC, but is somewhat closer to Baltimore. It was part of the now-defunct Mt. Clare Division (centered in the Baltimore area). Several years ago, following the demise of the Mt. Clare Division, the boundaries of the Potomac Division were changed to include Howard County. The Potomac Division is centered in Washington DC.

The Chesapeake Division is now starting up in the Baltimore area. The members involved considered several different names for their new division, and chose to name it the Chesapeake Division (rather than the Mt. Clare Division, or any of several other possibilities). Chesapeake Division boundaries are similar to the old Mt. Clare Division, but for a variety of reasons did not include Howard County.

As stated in the foregoing proposal, a poll was taken of the many NMRA members in the Baltimore area. A majority of the Howard County members who responded preferred to be in the restarted Mt. Clare Division (i.e. effectively, in the Chesapeake Division). In addition, the board of the Potomac Division has communicated to us that they have no objection to including Howard County in the Chesapeake Division. □

The Potomac Module Crew

by Mark Andersen



In previous weeks, many of us made plans for vacations with family and friends. Several have included rail events when the significant other enjoys or allows it. Traveling in this present economy creates a level of concern regarding the almighty dollar, knowing what we can get for her and does it include trains. Vacationing out west, two friends have shared their itinerary including forays to Colorado and another circuitous loop of the United States by Amtrak.

Many of us have ventured forth in a scale of choice only to be persuaded to yet another scale. Personally, my interest has waned sometime in HO, desiring something more. On30 seems to be the latest interest. We all would enjoy firing up our 7.5" scale live steamer, but we all know the reality of such thought. The other side of the coin, I can see the detail more clearly.

While attending the O Scale convention at Towson University in Baltimore, Maryland back in June, seems to have lit a spark of ideas and interest. That spark might fester into clearing off the modeling bench, using it for its original intention of modeling, rather than box storage, building railcars and motive power one could create, only further cements one's desire to get those creative juices flowing. Thinking of the East Broad Top structures, narrow gauge freight cars and a few fictitious motive power vehicles has started one collecting numerous shoe boxes for parts storage. Has this happened to you in your scale of choice? Are you interested in the AP Achievement program?

We have several new members that have joined the ranks of the Module Crew, we "Welcome" Bill Jacobs and Scott Dam into our fold. First is Bill Jacobs, he has been a fixture at the last several shows helping us tear down, set up and running trains, we appreciate your help and valued membership. Additionally, Scott Dam, our newest member, visited us at Caton House Nursing Home in Manassas running trains as well.

Assisting organizations raising funds or awareness drives our organization. Recently in May 16 and 17, we displayed at Fairfax Freight Station. <http://www.fairfax-station.org> The show was at-

tended by many parents, grand parents too with their little ones watching the running of the trains. Additionally, NV-NTrak was manning their layout further enriching the railroading experience of climbing around a caboose while running N scale trains.

The first Saturday in June is always the Manassas Festival of Rails.

<http://historicmanassas.mymediaroom.com/events/viewevent.aspx?id=2016>

Again under the direction of Bruce Strickland and his assistance with organizing this event, we displayed under a tent by ourselves. This year, the weather being beautiful, temperature just about right allowed many entertaining hours running trains for our young visitors.

A new venue for the Crew occurred the weekend of June 27 and 28 at the Caton House nursing and assisted living center in Manassas.

<http://www.retirementcommunity.com/Caton-Merchant-House-223.html>

One of our member's parents reside there, hence our efforts to present our display. Many of us have youth, health and vitality now. At some point in the near and not to distant future, we will all be candidates for such an enterprise as Caton House. While running trains in the morning sun room, we were visited by residents who were walking the halls for exercise and passing us on the way to eat meals. A large TV and DVD player distracted many of us watching train videos and running trains. Striking up many conversations with residents and visitors, we learned of many of life experiences. Striking up many conversations with residents and visitors, we learned of their life experiences. One gentleman, a WW2 Navy veteran, entertained us with sometimes sobering stories. We hope he's there next year to continue our education. We appreciate his sacrifices for us.....

Our next venues include Dulles Expo Greenberg Show on August 22 & 23, Fairfax Station Labor Day show on September 5 & 6, followed by the Fredericksburg Greenburg show on October 24 & 25, and the Rockville Lions Club Holiday show November 7 & 8. Stop by, say hello, we hope to see you?

As always, "We're always looking for a few more members!!" Our website, now with a much shorter address, www.potomacmodulecrew.org is professionally maintained by Colin Weiner. 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!

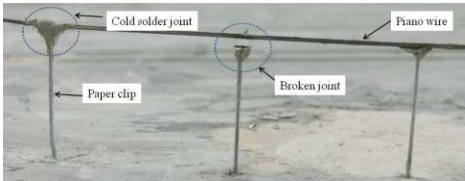
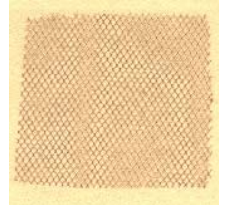


Chain Link Fence

By Marshall Abrams



You can make a great looking chain link fence like the one shown above using inexpensive materials. Follow along with the step-by-step instructions and pictures. The fence fabric is nylon tulle, the classic fabric for bridal veils. Tulle is not a woven fabric; rather, the threads are knotted in order to produce an even mesh. This picture shows red netting for visibility, you should use white.



The upright fence posts are made from paper clips, straightened as necessary. The top bar is piano or music wire. I soldered the uprights to the top bar or, to be more accurate, I tried to solder them. I discovered that paper clips and piano wire don't solder very well. I ended up with mostly cold solder joints. I think that



super glue might work better. I tried to fabricate the fence posts on the work bench before installation. Experience taught me that it was better to build the fence in place. As you see, miniature clothes pins are excellent for holding the pieces together.

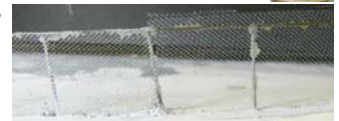


If you're installing a fence in a scene that has already been scened, I suggest laying down some paper to protect the scene. You can work through the paper. If you're installing the fence before landscaping as I did, no protection is necessary.



I checked real fence company's web sites and learned that the typical distance between posts is 10 feet, so that's what I aimed for. Since my top bar is continuous, instead of the fixed lengths that the prototype uses, there is some variation in my post spacing (left). The height of the fence depends on its location and purpose. My fence is around a used car lot, so I made it 8 feet high.

Now that you have your fence posts and top bar fabricated (left), its time to stretch out the chain link fabric. That is, its time to glue the tulle to this framework. I used Alene's tacky glue - an extra thick white glue (right). You don't have to cover every surface of the wire. I probably used too much glue. You can see clumps of glue on the framework at the left. When you position the fabric on the framework be sure to get the bottom edge against the landscape. The top can stick up and be trimmed after the glue is dry. Also position vertical edges on the posts with a little overlap (right). Notice that the extra glue has filled up some of the openings in the fence fabric. Also note that the white fabric is almost invisible.



We'll take care of that by painting the fence. I used acrylics to paint the fence. Grey for the original galvanized condition and iron oxide for rusted. Of course you can paint part gray and parts rust or choose to paint your fence black. Dry brush lightly. That is, wipe most of the paint off the brush and slide the brush across the fabric. As shown in the two pictures at the top of the page, I added vines growing up the fence to cover the excess glue and paint. I dabbed on green paint and stuck on ground foam to simulate leaves.





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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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In the Web By Mike White

Continuing the pattern established in the past two issues, this quarter I would direct your attention to "Home Pages" on the Potomac Division website.

This is not the Home Pages of the Potomac Division! These are the home pages of your web-savvy fellow model railroaders who reside in our Division. At last count, there were 17 different web site links, although that could change by the time you read this.

From the table of contents (Model Railroads Near Washington, DC), click on the link. This will take you to a capsule description of the railroad and sometimes its features and current state of construction. Click on the railroad name link in the description to go to the member's website.

What's your taste? Coal railroads, mountain railroads, southwestern railroads, tidewater railroads, urban railroads, garden railroads? Is your interest in prototype railroads or free-lance (fictional)? There's something here for you.

Interested in scenery, track plans, operations? Looking for information on planning operations, or installing LEDs as replacement bulbs in locomotives, or how CTC operates and building your own? Go no farther – you're here!

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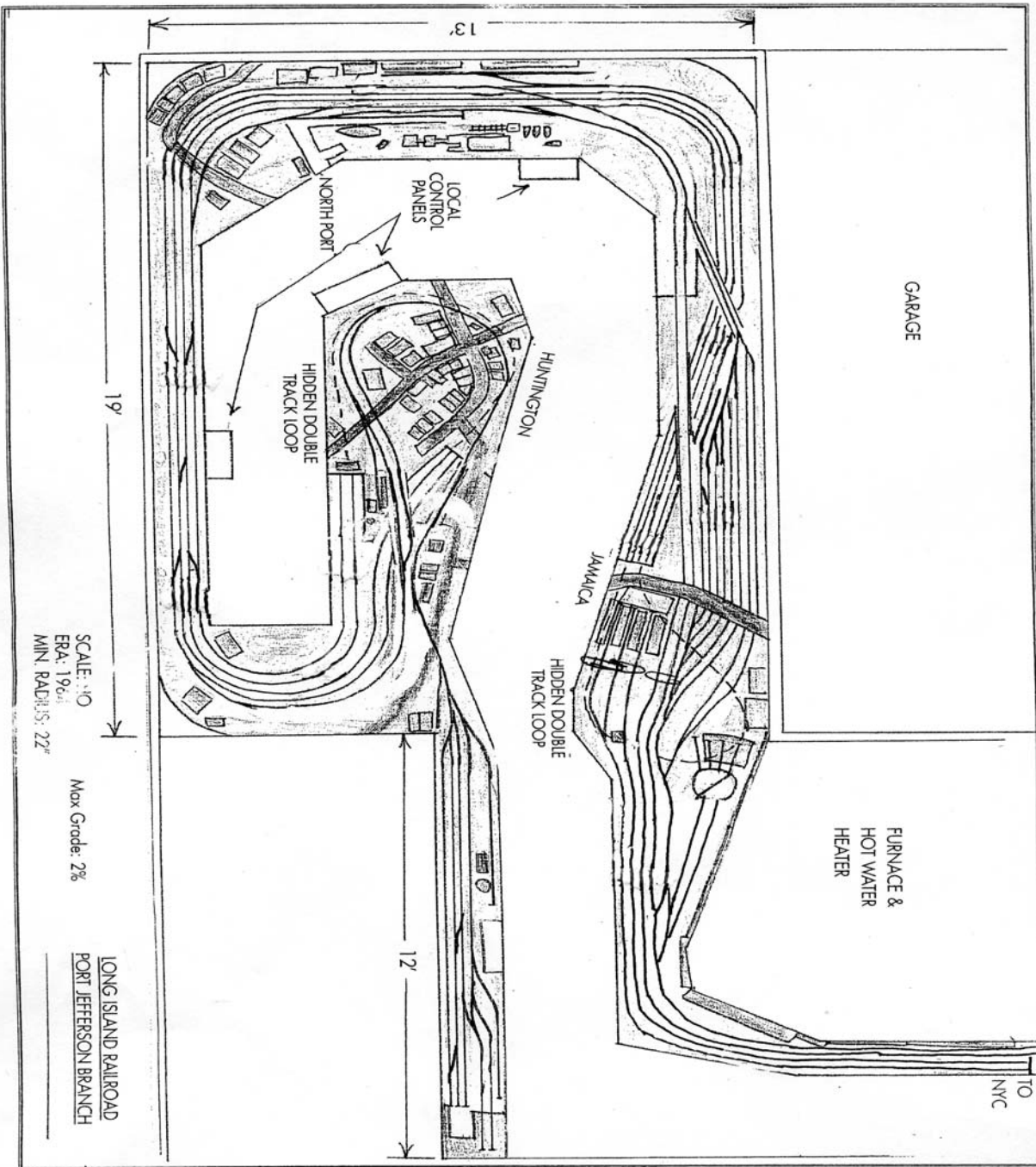
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See what can be done in different sized spaces from the 4 x 6 Eagle Pass layout of Dave Arday through the 2850 square feet of the Piermont Division of Howard Zane to the 3300 square feet of Jim Brewer's Norfolk and Western. And all of these guys are your neighbors!

After looking over what these folks have to offer, see if you don't agree with me that this we have more model railroading talent per square mile than anyplace else in the country. Potomac Division rocks!

From page 1—Track Plan Scale Drawings Figure 1



Continued From Page 2 Business

operators to act in case of automation failures may have worked in earlier technologies, but is questionable with today's systems. In an effort to increase efficiency and reduce cost, the margin of error is being reduced or even eliminated. As modelers move closer to automated operation, we as modelers are also placing greater reliance on automation.

Today, some model railroad occupancy detection systems use a check in-check out system. I know that optical (photo cell) systems use this technique. When a train

passes the first sensor, it is checked into the block. Only after the train is detected by the second sensor as leaving the block is that train checked out. On a fully automated or assisted layout every train should be identified and its location known to the control system. If the train "disappears" then the safe thing to do is to "pretend" or assume that it remains at its last known location. Also, when a train "disappears" the dispatcher should be alerted so that they can contact the operator and determine the status.

What do you think?

Home Layout Tour

Stan Knotts'

RO&S

Sunday, 13 Sep 2009 1-4 pm

The RO&S is both HO & HOn3 steam era 1939, freelance Railroad based generally in western Pennsylvania. It uses NCE DCC control. Mostly oriented to an industrial switching type operation with lots of industries built from kits, craftsman kits, kit-based and scratch. Scenery is about 80% complete. Includes a harbor, a canal, and mountains. Includes a large sawmill. Also coal mines and a waterfront coal dock and a steel mill. Most locos have sound. There is also layout sound for several industries.

Home Layout Tour

Matt Thompson's

Oregon Coast Railroad

Sunday, 11 Oct 2009 1-4 pm

The Oregon Coast Railroad is a fictional transition era (Fall 1953) layout. Area modeled follows the Columbia River from Portland to Astoria and then south along the Pacific Coast to Tillamook. Modeled items include an ocean port with a tramp steamer and car float, a large yard and engine facility, a small river fishing town and a large lumber mill. Buildings are craftsman kits or scratchbuild. Scenery is more than 50% complete. Radio Digitrax is used for the command system to allow walk-around operations. The layout is designed for operations as well as scenic effects. Operating sessions can accommodate 8-12 people using TT&TO.

Potomac Division Calendar

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

August

22-23 PMC at Greenberg's Train and Toy Show-Dulles Expo Center

September

5-7 PMC and NVNTrak at Fairfax Station Labor Day Show

20 NVNTrak at Fairfax Station, VA

13 Layout tour at Stan Knotts' at Laytonsville, MD

27 NVNTrak at National Burn Camp

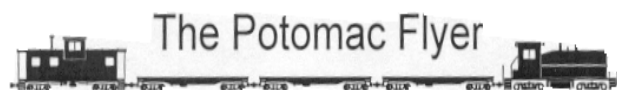
October

10 NVNTrak at Franconia VFD Open House, Franconia, VA

10-11 Great Scale Show, Timonium, MD

11 Layout tour at Matt Thompson's, Gainesville, VA

20 NVNTrak at Fairfax Station, VA



The Quarterly Newsletter of

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National Model Railroad Association

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