

Spring Quarter — March to May, 1994

The Dixie Flyer

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

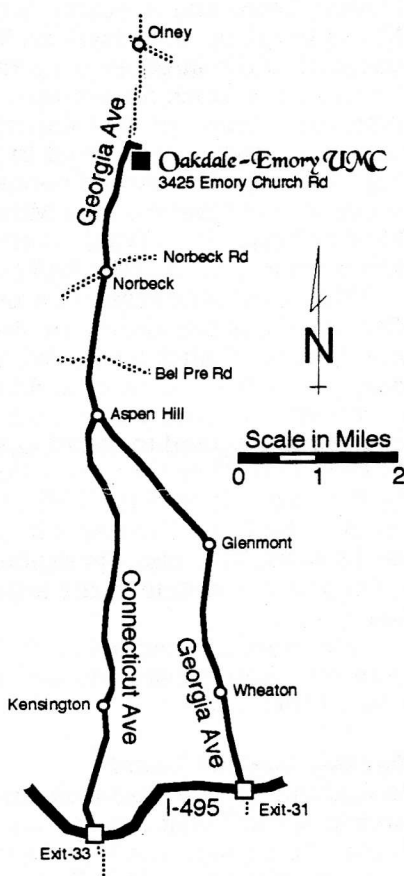


Mini-Convention Time!

Dixie Division's annual Business Meeting and Mini-Convention is scheduled for Saturday, March 12th, 1994, from 9 A.M. to 4 P.M. at the Oakdale-Emory United Methodist Church. The church's address is 3425 Emory Church Road, at the corner of Georgia Avenue and Emory Church Road in Olney, Maryland. Admission is \$3 everyone. However if you bring any models to enter in the Popular Vote Contest, you may enter for \$2. The tentative schedule of events is presented below. Lunch will be provided by the Oakdale-Emory Men's Group for a nominal charge.

As of this writing we are expecting Allen Phillips, president of the Mid-Eastern Region, and Brian Kampshroer, Eastern vice-president of the NMRA, to be our luncheon speakers. Other events include our ever-popular Popular Vote Model Contest. In addition we have six gentlemen lined up to present clinics: George Hughes will present a clinic on remotoring Athearn diesel locomotives; Tim Tilson, a slide show about British and European railroads; Bill Richardson, on wayfreight switching operations; Matt Chibbaro, on modeling fire-related scenes; Bob Minnis, on basic module construction; and Brian Brendel, on scenery construction using extruded foam insulation panels. During the course of Bob and Brian's clinics, a basic 2 x 4-foot module frame, suitable for either HO or NTrak, will be built and a scenery base begun. We will then auction off the module (minimum bid \$30), with the proceeds going to Dixie Division.

Those of you working towards the various technical NMRA Achievement Program certificates should



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Mini-Convention Tentative Timetable Saturday, March 12th, 1994

Registration and Hospitality Hour	9 - 10 A.M.
Entries for Model Contests and AP Merit Judging accepted	9:30 - 11 A.M.
Clinics (two one-hour sessions)	10 A.M. - 12:05 P.M.
Contest judging	11 A.M. - 1:15 P.M.
Lunch* with talk by our guest speaker	12:10 - 1 P.M.
Annual Business Meeting	1 P.M.
Contest awards presentation	1:15 P.M.
More Clinics (two one-hour sessions)	1:30 - 3:35 P.M.
Door prize drawing	3:40 P.M.

*—Lunch will be provided by the Oakdale-Emory men's group for a reasonable donation

Mini-Convention, cont'd

Spring Events

note that we will have Merit Judging as part of the Popular Vote Model Contest. Everyone is encouraged to participate in the merit judging and forms you may copy and bring with your models are included in this edition of the *Flyer*. Bruce Strickland, our AP representative, has provided some notes below about the AP and the forms. Models brought for either Merit Judging or the Popular Vote Contest should be presented to convention officials from 9:30 to 11 A.M. Judging will begin at 11 A.M. with awards presented at the close of the luncheon business meeting.

At this time, we expect both our HO Module Team and Northern Virginia NTrak to set up their layouts. We plan to use part of the large meeting room where we will have lunch for set-ups. This will limit the number of modules that we can set-up so anyone interested in participating in the set-ups should contact their respective coordinators (Bob Minnis for HO, Matt Schaefer for NTrak). Their phone numbers appear on the Staff Roster.

The ostensible reason for our Mini-Convention is the annual business meeting, held right after lunch. We will select our new board of directors. All of our current members whose terms are about to expire have agreed to stand again for reelection. The other very important issue to be decided this year is whether or not to change the Dixie Division's name, and if so, to what. This issue is explained in Clint smoke's article in the adjacent sidebar.

Welcome is extended to all Dixie members and their guests and we hope to see you all there! 🚂

Spring Layout Tours

In addition to our Mini-Convention this spring, we will visit two HO layouts, Nick Kalis' "Sunnyside Yard—Long Island RR" and Ed Johnson's "J&D Railway." Nick Kalis, the Dixie Division's clerk (secretary), is first up, on April 24th, 1994, from 1-5 P.M. His layout models Sunnyside Yard in Queens, New York. In its heyday, Sunnyside was the largest passenger yard in the world. Within its limits, the Pennsylvania RR serviced trains coming in from and heading west out of New York City. The Long Island Railroad maintained and stored its huge fleet of commuter trains here as well. Nick's layout will predominantly feature passenger operations, but will also include the freight operations at the REA terminal, the Sixth Street Yard, and a float bridge where freight cars were

What's in a name? Should Dixie Division Receive a New Name?

—Clint Smoke

The Dixie Division board of directors and staff have been talking about changing the name of your organization. Geographically, the Dixie Division serves the District of Columbia, the Maryland counties of Montgomery and Prince Georges, the Virginia counties of Arlington, Clark, Fauquier, Fairfax, Frederick, Loudoun and Prince William, and the independent cities within these areas. The name Dixie Division is misleading in that it does not accurately describe the area that the organization serves and at the same time, it vaguely suggests that the organization serves a much larger area, namely the entire region or section of our country that was once called Dixie. (No doubt you historical purists will point out that Maryland and DC are south of the Mason-Dixon line and therefore strictly in "Dixie," but this is not the Dixie that springs to the mind of the average member of the public.)

Looking over the list of names of other NMRA Divisions, one notes that many have names that indicate a specific geographical area. Several of our members have suggested new names. These suggestions include: "Capital Division" or "National Capital Division" or even the "Potomac River Division." Any of these suggestions would provide a better indication of our location, and at the same time might provide a name that is both more modern and more "politically correct."

We recognize that change is always difficult to accept and we understand the concerns of those who would oppose any change to the name of our well-established organization. Yet, we also see some significant benefits to a change. We, the board of directors, have discussed this topic at length, and feel that it is important to let you know about these discussions. But we also want you to know that no specific action has taken place.

We invite your opinions on this important matter. Do you want a change in the name of the organization? Do you have a suggestion for a name that would better describe our organization? If you have ideas, please call or write to any member of the Division Staff (listed on page 3) and share your ideas with them. We will place this item on the agenda of the upcoming Business Meeting at our March Mini-Convention. 🚂

The Dixie Flyer

Is the Quarterly Newsletter of Division 2 ("Dixie")
of the Mid-Eastern Region
of the National Model Railroad Association, Inc.

Editor: Peter K. Matthews

Publisher: Bruce Strickland

The Dixie Division territory includes: the District of Columbia; Montgomery and Prince Georges Counties, Maryland; Prince William, Arlington, Fairfax, Loudoun, Frederick, and Clarke Counties, Virginia, as well as the independent cities of the area.

• • • Division Staff Roster • • •

Superintendent	Jeff Martello (301) 681-9862 (home) (301) 530-3177 (work)
Asst. Supt, Md./DC	Ell Geib (301) 948-8316 (home) (301) 227-1829 (work)
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NTRAK Coordinator	Matt Schaefer (703) 978-2946 (home)
Editor, Dixie Flyer	Pete Matthews 4416 Longworthe Sq. Alexandria, VA 22309 (703) 360-2313 (home/work)

Upcoming Board meetings and locations:

Dec 15, Smoke; Jan 12, Matthews; Feb 9, Geib.

Advertising in the Dixie Flyer is available. Rates are \$5 per eighth-page block (business card size); Quarter page, \$10; Half page, \$20; Full page, \$40. The back page space above the mailer goes for \$25 and is reserved on a first-come-first-served basis.

Submission Deadlines for all materials in each issue of the Dixie Flyer are: Spring issue, Jan 15; Summer issue, April 15 (with some allowance given for taxes); Fall issue, August 15; Winter issue, Oct 15. Mail all submissions to Pete Matthews, Editor, Dixie Flyer, 4416 Longworthe Square, Alexandria, VA 22309-1226. Unless special arrangements are made, no materials will be returned.

Change of Address (COA): Send notification to Bruce Strickland, 10766 Tullamore Ct., Manassas, VA 22111.



Dixie Division Calendar

Mar 12

Dixie Mini-Convention

Olney, MD (1)
NVMR Open House
Vienna, VA (below)
Winchester Model RR Club Sale
Winchester, VA (below)

Apr 23

NVMR Open House
Vienna, VA (below)

Apr 24

Dixie Open House
Falls Church, VA (9)

May 1

Dixie Open House
Lanham, MD (10)

May 29

NVMR Open House (Sunday)
Vienna, VA (below)

Nov 4-6

Fun!vention '94, Fall MER Convention
Hagerstown, MD (insert)

(nn) — Details on page nn of this *Flyer*.

Dixie Events in **boldface**.

‡ — Details in an upcoming *Dixie Flyer*.

Local model railroad clubs may have their events listed here if space permits. Please send a schedule of your activities to Pete Matthews, editor of the *Dixie Flyer* at the address given in the Staff Roster.

Northern Virginia Model Railroaders

(NVMR) holds open houses monthly. They are located in the old Vienna Stations of the Washington & Old Dominion Railroad, 231 Dominion Road (at Ayr Hill Road), Vienna, Virginia. For more information call (703) 938-5157.

The Winchester Model Railroad Club

Spring Train Sale will be held at the Shawnee Fire Hall, 2333 Roosevelt Blvd., Winchester, VA, on Saturday, March 12th, 1994. Hours are 10 A.M. to 2 P.M. Admission is \$3 for adults; children 12 and under are free with an adult. For information, call Craig Alderman, (703) 665-9898.

Calendar

Staff Roster


Have You Paid Your Dues Yet?

If not, please pay them now. They're still only \$2, so what's your excuse?

**Dixie at VFX,
cont'd (from
page 2)**

**Achievement
Notes**

loaded onto and off of barges.


On May Day, May 1st, from 1-5 P.M., we will visit Ed Johnson's layout, "The J&D Railway," short for "Junita Junction & Dazenville. The J&D brought coal from the Tremmell Mine and other commodities down to the B&O and Western Maryland at Junita Junction. Ed's model features Turn Back Curve, a 3% double-track grade over which the B&O and WM shared track rights heading for Fitzburg or Donnellville. Many industries are served along the line, but most of the line's income is from coal and from the locomotive maintenance facility and Kenov-ski freight station at Dazenville. 

**Rockville Lions Show a Success
Shows and Tours Round Out '93,
Start '94**

Ell "Lion Ell" Geib, our Assistant superintendent for Maryland and the District, and president of the Rockville Lions Club wishes to extend his and the Lions Club's thanks to those members of the Dixie Division who helped put on their Third Annual Train Show this past November 13th and 14th. Considering the near record temperatures for that weekend, which tended to keep people at home working in the yard or doing other outside activities, they did reasonably well. They had about 765 attendees for the two-day show with a number of families taking advantage of the Family Maximum entrance fee. A nice Mantua train set was won by a man from Germantown. The 4-County Model Railroad Club from Mt. Airy, Maryland, was selling chances on a nice brass loco for a later drawing. For those who did not see the show, they had something for nearly everyone: live steam outside and G-scale, Lionel, HO trains, HO traction, N-Trak, Z-scale, and videos and tape/slide clinics inside. The Rockville Lions netted \$1400 for their charitable work, much of which goes toward sight-preservation efforts.

The Dixie Division's lead-off event for the Winter Quarter was the HO Module Team's appearance at the Fairfax Station Show. Bob Minnis recaps this event, along with the Module Team's participation at the Rockville Lions Club benefit and the National Capital Children's Museum shows in his HO Module Team Notes on page 6.

The other Winter quarter events are home layout tours in January and February. Just to remind you, since they both occur after this *Flyer* goes to print, they are visits with Bill Roman and Bill

O'Neill. First is Bill Roman's N-scale San Isabel Valley Railroad in Waldorf, Maryland, Sunday, January 23rd. Second will be a trip to Bill O'Neill's HO-scale Shawnee Valley Railroad in Oakton, Virginia, on Sunday, February 20th. Most of you should receive this *Flyer* before the latter event. If you can't find your Winter Quarter *Dixie Flyer* and would still like to go to Bill's layout tour, please call any staff member on the Division Staff Roster for more details. 

Achievement Notes

—Bruce Strickland

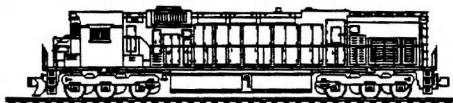
It is time to think about the Mini-Convention in March. You people have had almost a year to get your modeling efforts ready for the Merit Judging portion of the Mini-Convention. I know that a large number of you show up with a model or two for the Popular Vote Contest, so why not consider entering it in the Merit Judging portion? You will learn that it is easier than you think to earn the 87-1/2 points necessary to earn a Merit Award.

If you do choose to enter a model, allow me to give you a few pointers to make entering easier on you and the judges. Before the Convention obtain and complete a Merit Judging Form for the Category in which your model is to be entered. The judging form should contain a description of the materials used in its construction. If possible you should also include any photos and plans so that they judges can properly evaluate your model. All of the documentation provided will be returned to you after the judging is over. I will try to have the judges available after the business meeting to have them explain the why's and how's of their decisions. In the past, modelers have felt that this has been quite helpful for future entries and for improving their modeling technique.

In a related topic, all clinicians can earn Author points for presentations. You must prepare a written handout to be eligible. If you need copies made for distribution at your clinic, let me know and I will see that the handouts are photocopied. Please keep in mind that I need a week before the Mini-Convention to take care of this chore.

I will have the Merit judging forms reprinted elsewhere in the *Dixie Flyer*. Please use these "masters" to reproduce all the copies you need. Please note that there are three different categories (Motive Power, Cars, and Structures). I will also

Continued at AP Notes, on page 8



The Head End

—Pete Matthews
Dixie Flyer Editor

Hopefully you will have the patience to wade through all of this issue of the *Dixie Flyer*. This is a very fat edition. With the exception of the MER Convention materials in October, 1992, no single publication of the Dixie Division to date has been so large. We have several inserts including the first installment of a short history of TT scale by Mike Jones, a handbill announcing South Mountain Division's premier convention, the second edition of our Business Card Directory, and four Achievement Program pages. Not only that, but our usually terse directors and staff have suddenly found their pens and written long comments on our busy Fall and Winter quarters. Finally, add to that the Mini-Convention announcement and a presentation of the argument for changing the name of the Dixie Division.

Concerning the latter, if we do approve the name change, the *Dixie Flyer* would also need a name change. Suggested names include *The Metroliner* and *The Capitol Limited*, in keeping with the famous train name we have now (and hoping that Amtrak doesn't mind). If you have a suggestion, please forward it to me at my address presented in the Staff Roster.

This Flyer also marks the end of my third year as editor. I have enjoyed being close to the inner workings of the Division all this time and am willing to continue as long as you and the Board of Directors will have me. You folks have made this time quite enjoyable and I deeply appreciate all the wonderful comments and compliments you have given the *Dixie Flyer* and its look. For those technophiles out there, the Flyer is produced on a Macintosh IIsi computer and GCC Personal LaserPrinter using Microsoft Word 5.1a for copy editing, SuperPaint 3.5 for maps and other graphic elements, and Ready,Set,Go! 5.16 for page layout. Supporting hardware includes a couple scanners, graphics tablet, and lots of storage. For a techie like myself, producing the Flyer is lot of fun and I look forward to it, even if my four-year-old doesn't (she gets less time for her *Kid Pix* and *Charlie Brown* programs). ■■■■■



The Business Car

—Jeff Martello
Division Superintendent

It's time for the year-end summary. The Dixie Division sponsored seven events and participated in five others in 1993. One of these was the NMRA's annual convention in Valley Forge, PA, last August. We are pleased to note that four of the events where our HO Module Team put in an appearance were fund-raisers for civic or charitable causes.

We had home layout tours on five Sunday's, but by double-heading one, we managed to scheduled six tours. We visited one N-scale (Monroe Stewart), one S-scale (Sam Powell), and four (!) O-scale layouts (John Armstrong, George Johnson, John Peterson, and Ed Rappe). Although we didn't visit any home HO layouts, our HO Module Team participated in five events (the Alexandria Lyceum show, the NMRA convention, the Lions Club benefit, the Fairfax Station show, and the National Capitol Children's Museum show). Our NTrak affiliate, Northern Virginia NTrak put in several appearances as well.

Our only disappointment this year was cancellation of the March Mini-Convention due to the "Blizzard of '93." That notwithstanding, 1993 was a very good year for the Dixie Division. ■■■■■

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Dixie Module Team News

Northern Virginia NTrak News

HO Module Team Notes

—Bob Minnis

The hectic days of holidays that populate the months of October, November, and December are finally over. The HO Module Team participated in four events during this final quarter of 1993. This is a brief summary of each of these events.

First was the **Rockville Lions Show**. The team's set-up consisted of eighteen modules. The regulars who participated were Carl Barna, Ken Berthoud, Bill Cox, Ken & Eric Heinen, Arthur & Bob Ocain, Frank Sikorsky, Bruce Strickland, and Bob Minnis. Jim Smith joined the group for the first time. Jim's module consists of a secondary track crossing the double main all under the watchful eye of a tower and large cement plant. Additional structures and trackage complete the scene. The modeling and detail are excellent. Dave Cooper joined the set-up with ten of this trolley modules. Attendance topped 700 for the two-day event.

The next event was a show at **Landmark Mall**. This was our first "public-space" show. Ten members displayed a total of eighteen modules for the weekend show. The public seemed very pleased with all the train displays (NTrak, HO, O, and G) the Mall pulled together to support the arrival of Santa. Many in the crowd expressed disappointment that the train displays were only there for one weekend.

Fairfax Station was our third event. The HO Module Team marked its fourth year at the show. Each year it seems to grow bigger and better. This year over 1400 spectators viewed the operating and static displays. One enthusiastic gentleman kept Ken Heinen engaged in conversation for over an hour discussing modeling techniques and modular concepts. A very nice write-up on the show appeared in the Fairfax Station edition of The Times. Team members Berthoud, Cox, the Heinens, Minnis, Smith, Strickland, Tim Costello, Ell Geib, and Jim Matthews participated.

The **Capital Children's Museum** show was our final event of 1993 and our fifth appearance at the museum. The same modules and crew present at the Landmark Show were on hand in the CCM's newly renovated auditorium. The proximity to Union station provided a "live and full scale" sound track to our diesel consists. Total attendance was below past year's because Christmas fell on a weekend on thus the show was held

only one weekend instead of two.

The HO Team experimented with digital command control at each of the events. After a few "learning" accidents, members who used the electronic controls began to see the opportunities available in multi-train operations. The team will continue to experiment with this evolving control medium and discover its capabilities to further expand the hobby.

As you have no doubt noticed from the front page of this *Flyer*, it is Mini-Convention time. The HO Module Team will again set-up, although space may limit the size of the display. A clinic is planned on module construction and scenicking. If you are interested in constructing a module, this will be your opportunity to ask questions and watch a live demonstration. The module built during the clinic will be auctioned off at the end of the convention day.

If you already have your module built and are ready to display your handiwork, please give me, Bob Minnis, a call prior to the end of February. ☎

Northern Virginia NTrak News

—Matt Schaefer

Northern Virginia NTrak was in three big shows this fall: The Greenberg Show over the Halloween weekend; The Rockville Lions Club show, Nov. 13 & 14; and Landmark Mall show, Nov. 20 & 21. That's three shows in four weekends. [And I managed to be out of town for all three!—ed.]

The **Landmark Show** was like a breath of fresh air to the club as we were showing off NTrak to the general public, not just to the cinder-and-soot sniffers that come to the train shows. This is a great way to demonstrate and promote model railroading to the off-the-street public and other neophytes. In the Mall it was so gratifying to see boys and girls of all ages showing such an interest in our trains. The NTrak layout was located right in front of Ruby Tuesday's and I suspect they had a big demand for window seats! This was our largest layout to date, 35 modules in a U-shape, 46 x 35 feet. Using a slowing circuit, we can now run two or three trains on each track for non-stop action.

The **Greenberg** and **Lions Club** shows were repeat set-ups for us. They were well attended and we enjoyed them, too. The Lions Club show is mentioned elsewhere in this *Flyer*. At Greenberg, we used many of our club and private corners to produce

Continued at NV NTrak... on page 8

The TT Story

Part I — Boom and Bust

—Mike Jones

TT Scale was invented around 1941 in Hartford City, Indiana, by Harold L. ("Hal") Joyce, an avid model railroader with a vast amount of experience in engineering. He defined TT scale as 1:120, or 1 inch equaling 10 feet. This made it smaller than the then popular HO scale (1:87.1), but larger than the later N scale (1:160). TT had a standard gauge of 0.471 inch, or 12mm. Mr. Joyce coined the name TT, from "table top," denoting its compact nature. Following the war, he organized HP Products and began commercial production and sale of TT items in 1946.

TT grew rapidly in the 1950's. TTers found its advantage was its smaller size, a factor appreciated by their housemates. It was small enough that complete, one-piece, portable or hide-away layouts were quite practical. TT's following included a high proportion of women for the time. Model railroad magazines routinely printed articles, columns, and advertisements that reported new TT products, companies entering the field, and regions where TT was becoming established. TT was featured on several local television shows in the US and Canada, three major US railroads ordered TT scale displays, and one New York shop even claimed that it had more TT than HO customers. A 1955 survey of Model Railroader readers found that 1.7% worked in TT, modest compared to HO's 85.5%. Even so, handbooks published in the early 1960's considered TT to be one of model railroading's principal scales. In the 1960's also, TTers invented two narrow gauge permutations, TTn3 and TTn42 (TTn3-1/2). The latter proved to be more popular, probably because it could use ready-made N scale track.

A variety of TT products appeared. Steam locomotives ranged from the half-pint 0-4-0T Docksider to the giant 2-6-6-4 Challenger, with most major types in between also available. Diesel models included the streamlined E7, F7, and FA/FB, the utilitarian GP7 and DRS-4-4-10 road switchers, and even a Jersey Central boxcab. Most major types of freight cars were available, ranging from turn-of-the-century wood-sided reefers to contemporary GATX Airslide covered hoppers. Passenger cars from the steam and diesel eras were also marketed. TT car and locomotives kits were usually made of wood, cardboard, stamped sheet metal, white


metal and brass castings, plastic moldings, and zinc die-castings. HP offered its locomotives and passenger cars in both kit and ready-to-run (RTR) forms, but all other domestically-made models of North American rolling stock were apparently available only as kits. Structures were also made, often in cast white metal or molded plaster; the latter were said to have had better detailing than their O and HO counterparts. Individual parts, scenery items, pieces of track, and electrical devices were also offered.

Although HP was the dominant North American TT manufacturer, others joined it over the years, including Craftsman, Cristoph, Gandy Dancer, Garrison Studio-Keystone, Kemtron, Larrco, E. S. Nielsen, Northeastern, Railroad Products of Lancaster, Railways of the World, Star Line, and Weston Figures. There were several mail order TT dealers and also some firms that imported TT items.

TT scale spread to Europe in the early 1950's, where it became more popular. Unlike the North American scene, much of the European production was of RTR models that made use of plastics and die-castings. Rokal (West Germany) was the first to make them, joined later by Tri-Ang (UK) and VB (France). There were also small kit-producing firms like Rosebud Kitmaster (UK). Like their HO and N scale counterparts, UK TTers adopted a somewhat larger scale, 3mm to the foot in the case, or 1:101. Two reasons are usually given for this: one, their prototype locomotives were somewhat smaller, and two, the use of standard TT 12mm gauge track to represent their different prototype track gauge. Rokal and Tri-Ang models were imported here, as were some North American-prototype brass RTR TT models from Japan. Little, however, was heard of any indigenous Japanese interest in TT.

TT's greatest success came on the other side of the Iron Curtain, where was introduced in the late 1950's by Werner Zeuke's firm, Zeuke & Wegwerth (Z&W) in East Germany. TT soon became the first or second most popular scale in many countries in Eastern Europe. Z&W was later joined by other East German firms: Gutzhold, Aughagen, and Pilz. These started off as small, private firms and they prospered enough to attract the attention of the Communist authorities who nationalized them and renamed them in the early 1970's. Z&W became VEB Berliner TT-Bahnen (BTTB) and a frustrated Herr Zeuke soon left it. Not surprisingly, the switch from visionary entrepreneurs

to quota-filling commissars brought a decline in innovation and quality. TT exports to the West were sporadic. Despite its problems, TT remained popular in the Soviet bloc, so much so that N scale made little impact there.

It was a different story in North America, where TT went into a decline after the mid-1960's. Enthusiasts still disagree about the causes, but several have been suggested: limited variety; lack of detailing parts; the relative absence of RTR or simple "shake the box" kits of North American subjects; availability problems; and the appearance of N scale, which was smaller, predominantly RTR, and much more available. Whatever the cause or causes, the result was waning interest in TT in North America. This caused declining sales, which lead to reduced production, fewer new items, and subsequent availability problems. Such factors deterred modelers from entering or staying in TT scale, creating an ever tightening, downward spiral. TT also went into decline in Western Europe at about the same time and probably for the much the same reasons. TT advertisements and articles disappeared from magazines and references to it in handbooks diminished or disappeared as well. Mr. Joyce sold HP's TT line in 1969; for years, precision aerospace parts had been his major business. When he died in 1984 at the age of 93, it seemed like his scale would not outlast him for very long. Ironically, Hal Joyce himself had switched to N scale in the 1970's. 

Next time, Part II — Rebirth

Editor's note:

Mike Jones, our author, has supplied a list of addresses for individuals and companies mentioned in both parts of this article. He has also supplied an extensive bibliography of articles related to TT scale. Space does not permit their inclusion here. However, if you are interested in them, please write to Mr. Jones c/o the Editor of the Dixie Flyer, and we will forward your request to him.




Are you missing pages 9 & 10?

To respect the privacy of our layout tour hosts, the copies of the *Dixie Flyer* left on hobby shop counters and other public locations do not contain directions to our hosts' homes. Such directions are normally given on page 9 and 10. If you are missing these pages and need directions, please contact anyone on the Staff Roster on page 3.

AP Notes

Continued from page 4

include one for Scenery to allow you to get started on your Certificate in that category. The January 1993 NMRA Bulletin contains a copy of the Achievement Program Rules and Regulations. If you have any questions or need any other forms, please feel free to contact me any time by phone or mail. My address is listed in the Division Staff Roster on page 3. 


NV NTrak...

Continued from page 6

a dramatic set of sweeping S-curves. It was quite a sight.

Northern Virginia NTrak has grown enough that we are establishing a small NTrak test layout, the BK Subdivision, in Bernie Kempinski's basement. This subdivision runs through New River Gorge, Chase Marine Terminal, Hairbrain Curve, the M&K, to Monroe's Bottom. The modules can be divided into six or more blocks where each member can spend some time becoming familiar with new controls and checking out locomotives and rolling stock before they are used on the club's layouts. The subdivision has its advantages and the concept adds depth to our club's resources.

Many of the young spectators at Landmark reminded me of my younger days in the '40's when Dudley Ross and I would ride the street car into Cincinnati to see the B&O modular layout—about the size of our layout except it was done in O-scale back then. But it was modular, it had a triple track like N-Trak and had automatic block control so they could run three trains on one loop, for continuous action! I credit a lot of my railroad enthusiasm, even today, to that early exposure to the B&O modular layout and now I feel our club is passing that same enthusiasm along to another generation.

And I've often wondered how much influence that triple track O-scale oval layout had on the birth of N-Trak and other modular layouts. The B&O layout is still running every year from November 26 through December 31, from 8 to 5, in the downtown lobby of the Cincinnati Gas & Electric Company. For more information, call 1(513)381-2000. I urge all modular railroaders to see their predecessor road someday, whenever they find themselves in Cincinnati during the Holidays. 

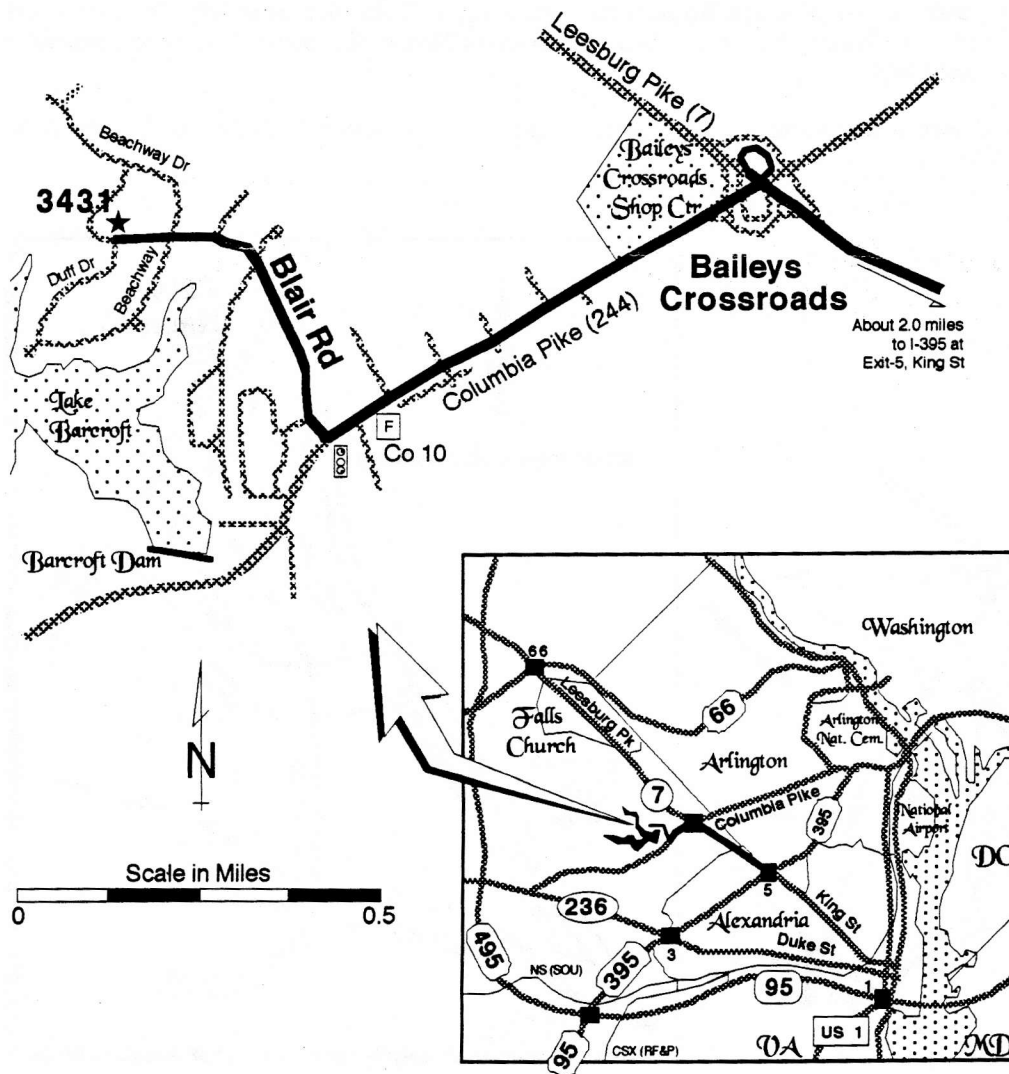
Nick Kalis' HO "Long Island RR-Sunnyside Yard"
3431 Blair Road • Falls Church, VA 22041 • (703) 578-3051
Sunday, April 24th, 1994, 1 - 5 P.M.

Nick's layout models Sunnyside Yard, in its time the largest passenger yard in the world. It was the facility where the Pennsylvania Railroad serviced cars for trains headed west from New York City and where the Long Island Rail Road maintained its fleet of commuter cars that served points east of New York. The layout is double-decked—the lower portion represents points east and west by way of a staging yard and is reached from the upper level via a helix.

How to Get There

- From I-395 take Exit-5, King Street (Rte 7), and follow King St north about 2.0 miles to Columbia Pike at Baileys Crossroads. Take the ramp for Columbia Pike (244) west about 0.75 mile to Blair Rd. Turn right and go about 0.5 mile to 3431, opposite the intersection of Duff Drive.
- You may also approach from I-495 at Exit-6, Little River Turnpike (236). Follow Little River Turnpike east for about 1.0 mile to Columbia Pike (244). Turn left and take Columbia Pike about 3.4 miles to Blair Rd.

Park along Blair Rd or Duff Dr as convenient.



Spring Events

- **April's Home Layout Tour**

Ed Johnson's HO Scale "The J&D Railway"
7014 Nashville Ct. • Lanham, MD 20706 • (301) 552-9681
Sunday, May 1st, 1994, 1-5 P.M.

**Winter Event,
continued**

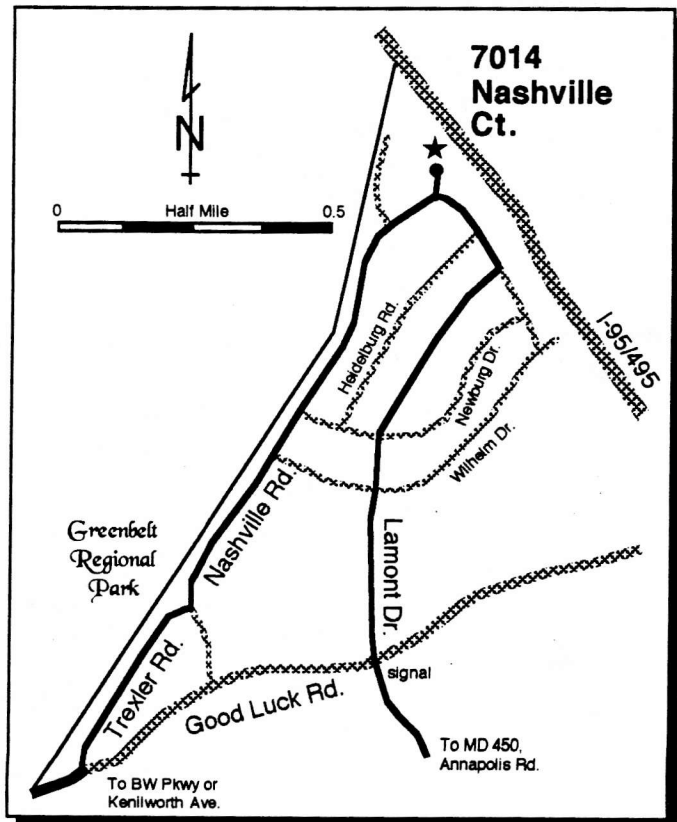
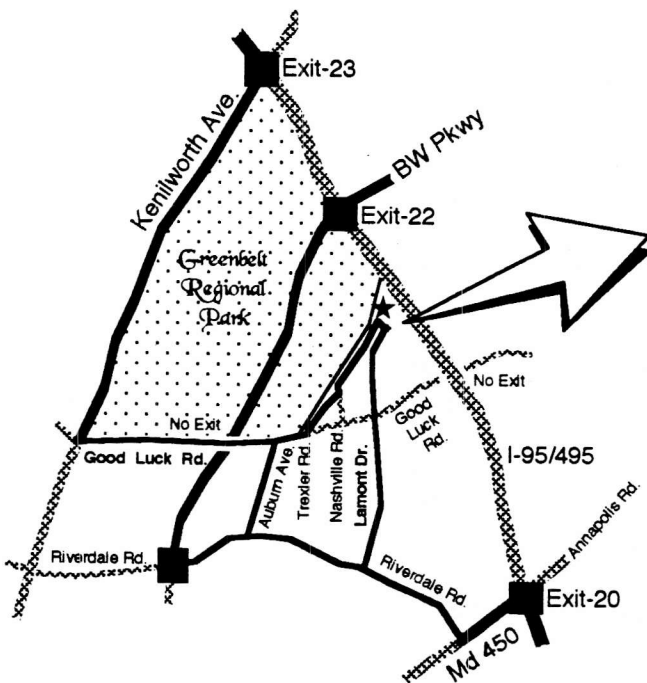
**• February's
Home Layout
Tour**

The J&D Railway is a single track, first-phase diesel branchline with a West Virginia setting, operating between Junita Junction and Dazenville, serving the B&O and the Western Maryland with coals from the Tremmell Mine, along with other commodities. At Junita Junction you will view the B&O and Western Maryland sharing trackage rights on a double main as they climb or descend a 3% grade at Turn Back Curve heading for Fitzburg or Donnellville. The J&D Railway also serves other industries along its route, but the second highest revenue comes from the engine maintenance facility and Kevonski freight station at Dazenville.

How to Get There

- From the south, take the Capital Beltway (I-95/495), to exit-20, Maryland 450, Annapolis Rd. Go west on 450 to Lamont Drive and turn right. Follow Lamont to its terminus at Nashville Road. Turn Left, then take the next right into Nashville Court.
- From the northwest, take the Capital Beltway (I-95/495), to exit-23, Kenilworth Avenue. Follow Kenilworth south to Good Luck Road. After passing over the Baltimore-Washington Parkway on Good Luck, and stopping at the light at Auburn Avenue, take the next left onto Trexler Road. Follow Trexler to Nashville Road. Take a left onto Nashville and follow it to Nashville Court, the second left.
- From the northeast, take the Baltimore-Washington Parkway to the Riverdale Road exit. Exit and turn left onto Riverdale. At the next light, Auburn Avenue, take a left. Follow Auburn to Good Luck Road and take a right. Take the next left, Trexler Road. Follow Trexler to Nashville Road. Take a left onto Nashville and follow it to Nashville Court, the second left.

Park where it is convenient and safe to do so. Ed's house is 7014, at the top of Nashville Court.



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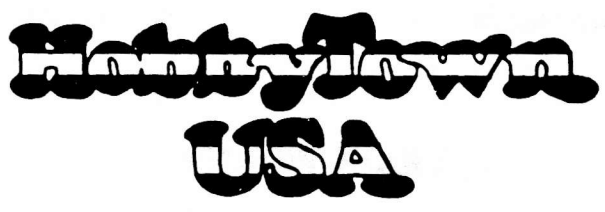
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NMRA ACHIEVEMENT PROGRAM

MERIT AWARD — CERTIFICATION

Category 1 — MASTER BUILDER — MOTIVE POWER

Name _____ Region _____ NMRA # _____

Street _____ City _____ State _____ ZIP _____

It is hereby certified that the Model described on the reverse side, built by the above named NMRA Member, has been personally examined by two or more judges appointed by the Regional AP Chairman; that the model is either **SCRATCHBUILT** or is a **SUPERDETAILED KIT** (as defined in the NMRA AP Program Rules, Section II), is operational, and meets all applicable NMRA Standards; has earned a minimum score of 87.5 points (70% of the total points) and has been awarded a **MERIT AWARD**.

MERIT AWARD SCORING SCHEDULE

BASIC POINT CATEGORIES

			SCORE
(a) CONSTRUCTION	(Workmanship)	0-40 points	_____
(b) DETAIL	(Quality and Amount)	0-25 points	_____
(c) CONFORMITY	(Prototype Practice)	0-10 points	_____
(d) FINISH and LETTERING	(General Appearance)	0-25 points	_____
(e) SCRATCHBUILT	(NMRA Glossary Definition)	0-25 points	_____

TOTAL BASIC POINTS AWARDED 0-125 points _____

BONUS POINTS

(f) Awarded for scratchbuilding **EXEMPTED PARTS** as defined in the NMRA Glossary, i.e.,

(1) Motor	(5) Light bulbs	(9) Valve gear
(2) Gears	(6) Trucks	(10) Brake fittings
(3) Drivers and Wheels	(7) Bell	(11) Basic wood,
(4) Couplers	(8) Marker and	metal and plastic
	classification lights	shapes

BONUS POINTS are awarded on a "per case" basis. All models deserve some bonus points

0-25 points _____

TOTAL POINTS AWARDED _____

PRINTED NAMES OF JUDGES FIRST, AND THEN THEIR SIGNATURES.

_____ / _____ NMRA # _____

_____ / _____ NMRA # _____

_____ / _____ NMRA # _____

_____ / _____ NMRA # _____

REGIONAL AP CHAIRMAN _____ (Region) _____ DATE _____

Please attach this form to the Statement of Qualifications. (SOQ)

NMRA ACHIEVEMENT PROGRAM

MERIT AWARD — CERTIFICATION

Category 2 — MASTER BUILDER — CARS

Name _____ Region _____ NMRA # _____

Street _____ City _____ State _____ ZIP _____

It is hereby certified that the Model described on the reverse side, built by the above named NMRA Member, has been personally examined by two or more judges appointed by the Regional AP Chairman; that the model is either **SCRATCHBUILT** or is a **SUPERDETAILED KIT** (as defined in the NMRA AP Program Rules, Section II), is operational, and meets all applicable NMRA Standards; has earned a minimum score of 87.5 points (70% of the total points) and has been awarded a **MERIT AWARD**.

MERIT AWARD SCORING SCHEDULE

BASIC POINT CATEGORIES

			SCORE
(a) CONSTRUCTION	(Workmanship)	0-40 points	_____
(b) DETAIL	(Quality and Amount)	0-25 points	_____
(c) CONFORMITY	(Prototype Practice)	0-10 points	_____
(d) FINISH and LETTERING	(General Appearance)	0-25 points	_____
(e) SCRATCHBUILT	(NMRA Glossary Definition)	0-25 points	_____

TOTAL BASIC POINTS AWARDED 0-125 points _____

BONUS POINTS

(f) Awarded for scratchbuilding **EXEMPTED PARTS** as defined in the NMRA Glossary, i.e.,

- | | | |
|------------------------|-----------------------|---------------------|
| (1) Motor | (5) Light bulbs | (9) Valve gear |
| (2) Gears | (6) Trucks | (10) Brake fittings |
| (3) Drivers and Wheels | (7) Bell | (11) Basic wood, |
| (4) Couplers | (8) Marker and | metal and plastic |
| | classification lights | shapes |

BONUS POINTS are awarded on a "per case" basis. All models deserve some bonus points

0-18 points _____

TOTAL POINTS AWARDED _____

PRINTED NAMES OF JUDGES FIRST, AND THEN THEIR SIGNATURES.

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REGIONAL AP CHAIRMAN _____ (Region) _____ DATE _____

Please attach this form to the Statement of Qualifications. (SOQ)

NMRA ACHIEVEMENT PROGRAM

MERIT AWARD — CERTIFICATION

Category 3 — MASTER BUILDER — STRUCTURES

Name _____ Region _____ NMRA # _____

Street _____ City _____ State _____ ZIP _____

It is hereby certified that the Model described on the reverse side, built by the above named NMRA Member, has been personally examined by two or more judges appointed by the Regional AP Chairman; that the model is either **SCRATCHBUILT** or is a **SUPERDETAILED KIT** (as defined in the NMRA AP Program Rules, Section II), is operational, and meets all applicable NMRA Standards; has earned a minimum score of 87.5 points (70% of the total points) and has been awarded a **MERIT AWARD**.

MERIT AWARD SCORING SCHEDULE

BASIC POINT CATEGORIES

			SCORE
(a) CONSTRUCTION	(Workmanship)	0-40 points	_____
(b) DETAIL	(Quality and Amount)	0-25 points	_____
(c) CONFORMITY	(Prototype Practice)	0-10 points	_____
(d) FINISH and LETTERING	(General Appearance)	0-25 points	_____
(e) SCRATCHBUILT	(NMRA Glossary Definition)	0-25 points	_____

TOTAL BASIC POINTS AWARDED 0-125 points _____

BONUS POINTS

(f) Awarded for scratchbuilding **EXEMPTED PARTS** as defined in the NMRA Glossary, i.e.,

(1) Motor	(5) Light bulbs	(9) Valve gear
(2) Gears	(6) Trucks	(10) Brake fittings
(3) Drivers and Wheels	(7) Bell	(11) Basic wood,
(4) Couplers	(8) Marker and	metal and plastic
	classification lights	shapes

BONUS POINTS are awarded on a "per case" basis. All models deserve some bonus points

0-12 points _____

TOTAL POINTS AWARDED _____

PRINTED NAMES OF JUDGES FIRST, AND THEN THEIR SIGNATURES.

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_____/_____ NMRA # _____

_____/_____ NMRA # _____

REGIONAL AP CHAIRMAN _____ (Region) _____ DATE _____

Please attach this form to the Statement of Qualifications. (SOQ)

NMRA ACHIEVEMENT PROGRAM

MERIT AWARD — CERTIFICATION

Category 4 — MASTER BUILDER — SCENERY

Name _____ Region _____ NMRA # _____

Street _____ City _____ State _____ ZIP _____

It is hereby certified that the Scenic Area described on the reverse side, built by the NMRA Member shown above, has been personally examined by two or more judges appointed by the Regional AP Chairman; that all applicable NMRA Standards have been adhered to; has earned a minimum score of 87.5 points (70% of the total points) and has been awarded a **MERIT AWARD**.

MERIT AWARD SCORING SCHEDULE

POINTS		SCORE
(a) TERRAIN: Construction, modeling, coloring, scale and proportion, natural and manmade features of terrain	0-35 points	_____
(b) STRUCTURES: Prototypical suitability, placement, and appearance in relation to the terrain and background of the model railroad scene — as scenic effects, NOT AS TO CONSTRUCTION (which is covered by the Master Builder — Structures Certificate	0-20 points	_____
(c) BACKGROUND: Treatment of walls and ceiling to realistically represent depth and distance, horizon and sky. Artistic handling of line and color, skillful use of paint, backdrops, diorama structures and/or terrain in creating background; blending of features of foreground with background and horizon; camouflaging of unnatural openings and obstructions in walls; coloring of sky (and clouds)	0-25 points	_____
(d) LIGHTING: Adequate and realistic lighting effects for (1) motive power, cars, signals, etc.; (2) buildings, streets and roads; and (3) overall lighting effects to create day and/or night conditions. <i>Note:</i> It is acceptable for the pike to only represent a daytime scene. Therefore no building interior lights, etc.; would logically be needed	0-20 points	_____
(e) REALISM: General overall appearance, atmosphere, and feeling of 'rightness' or 'convincingness' of the total scenic effect as a natural-looking believable, miniature representation of what might be a section of a prototype railroad and the methods employed to create distance and space	0-25 points	_____
TOTAL POINTS AWARDED	0-125 points	_____

PRINTED NAMES OF JUDGES FIRST, AND THEN THEIR SIGNATURES.

_____ / _____ NMRA # _____

_____ / _____ NMRA # _____

_____ / _____ NMRA # _____

REGIONAL AP CHAIRMAN _____ (Region) _____ DATE _____

Please attach this form to the Statement of Qualifications. (SOQ)

Robert W. Charles
Candidate for NMRA President

Bob has been scale modeling since the age of 10 when he used the proceeds from show shoveling to purchase a Mantua Shark-nose diesel set. The resulting layout cemented a life-long involvement in the hobby. Bob joined the NMRA in 1970, becoming a life-member of both NMRA and MER in 1971. He has participated actively in the Achievement Program, earning certificates in Cars, Civil, Volunteer, Official, Author, and Dispatcher, and is working to complete the requirements for Master Model Railroader. Other awards include a Promotions Department award in 1990 and a President's award in 1991 for his leadership in developing the Long Range Plan. Other rail association memberships include the PRRT&HS, the C&O Historical Society, and the Mid-Atlantic Narrow Gauge Guild.

Volunteer activity began in 1973 when Bob chaired an MER regional convention. He has since served the Mid-Eastern Region in many capacities, chairing four regional conventions, serving as Division AP Chairman, Region Auction Chairman, Region Director, Region President, and for seven years has been a very active Trustee.

On the National level Bob worked on the committee for the 1982 Washington National Convention, though by far his most visible role has been as Chairman of the 1993 Valley Forge National Convention. Since becoming a member of the Board of Trustees in 1986, Bob has been deeply involved in the future planning functions of the NMRA, first as Secretary of the 30 Committee (predecessor of the Long Range Planning Committee) from 1986 to 1988, and then as Chairman of the Long Range Planning Committee since 1988. He has been Chairman of the Trustee Caucus since 1990, and was appointed to the Executive Director selection committee by President Lundberg.

Bob Says:

During the past seven years that I have served as Trustee, I have had the opportunity to become intimately involved in the planning and management of your association. Your Board has begun to streamline the organization and move to professional management, a change not easy, but very necessary. You con-

sidered the changes and voted overwhelmingly in favor. Now, the mandate must be carried out. My experience and involvement over the past years will allow me to better meet the challenges posed by implementation and seize the new opportunities that are bound to arise from the changes.

Association objectives as defined by the Board in the Long Range Plan must be the basis for our operational direction. Often this direction is lost in the pressures of everyday business and the nature of a voluntary organization. It is my intention to introduce, with the support and assistance of department general chairmen and the board, specific, measurable, annual objectives for each department that will be complimentary in nature and emphasize coordination of effort among the departments to maximize the resources available.



During the next two years, with the help of the board, it is my goal to bring these projects to fruition:

- Recruit, hire, and integrate into the fabric of the association a highly qualified, professional Executive Director.
- Develop, revise, present, and vote upon Large Scale Railway standards.
- Prepare and present an endowment program for both NMRA and the Kalmbach Library. We must develop the Library for members, manufacturers, and researchers independent of dues dollars.
- Complete a review of member benefits and services, enhancing as required, and present the results to members. There should be no difficulty answering the question "What are the benefits of membership?"

In offering myself as a candidate for your Presidency, I am committed to continued active involvement in the effort to provide a well-managed association responsive to the membership. I will be visible within the association, at both regional and national levels, and will make every effort to reach out to other hobby organizations to coordinate our activities to build the hobby. I believe that this election can mark a depart from "business as usual," and I am glad to be a part of it. While I will very much appreciate your support, it is most important that your express your wishes by marking and returning your ballot. Your vote is important.

Wanted, For Sale, etc.

New York Connecting Railroad Society. The New York Connecting Railroad Society has been formed. For further information, send a self-addressed, stamped envelope to SIG-member Nick Kalis, P.O. Box 1412, Falls Church, VA 22041.
Rail-Marine Special Interest Group (SIG) is being formed and is seeking new members. Contact John Teichmoeller at (410) 461-3196.

Wanted: Used Copies of Allen Keller's Latest Tapes Sought. Call Nick Kalis, (703) 671-1477.

For Sale: Lifetime collection of model railroad items including entire inventory of dismantled HO layout. To be sold as one lot only, subject to prior sale. H. "Willie" Wilhite, Jr., (703) 256-6899.

Operating Group Forming: Pete Matthews is looking for a few good operators to meet monthly and operate his N-scale Great Northern Cascade Railway. Here's your chance to start earning points towards your AP Dispatcher Certificate. Call (703) 360-2313, days and most evenings.

Dixie Division

Mid-Eastern Region, National Model Railroad Association, Inc.

Membership Application

The Dixie Division is the National Capital area unit of the Mid-Eastern Region of the NMRA, providing various activities for all model railroaders, such as home layout tours, prototype tours, and an annual Mini-Convention in March. A quarterly newsletter, the Dixie Flyer, is published, with model railroad news and the Division schedule of activities.

You do not have to be a member of the Mid-Eastern Region or of the NMRA to be a Division member, though most Dixie members are also NMRA/MER members. The Dixie Division has one of the largest concentrations of model railroading talent in the country, with no less than ten NMRA Master Model Railroaders in our area, and many more outstanding modelers as well.

The Division's territory is Northern Virginia, from Prince William to Loudoun Counties, including Arlington, Fairfax, Fauquier, and Clarke counties, as well as the independent cities of the region. Also included are the District of Columbia, and Montgomery and Prince Georges counties in Maryland. Anyone interested in furthering the hobby may join the Dixie Division, regardless of their place of residence.

Please indicate status: ☐ **New membership** ☐ **Renewal of current or past membership**

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☐ Enclosed are 1994 Annual Division dues of \$2.00 (includes the quarterly *Dixie Flyer*)

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Primary Scale/Gauge Interest (circle one):

Z N TT HO OO S O G

Do you have a Layout? (circle one) Yes No

Narrow Gauge (circle one)? Yes No

Module Interest (circle one)? Yes No

Traction Interest (circle one)? Yes No

Secondary Scale/Gauge Interest (circle one):

Z N TT HO OO S O G

Do you have a Layout? (circle one) Yes No

Narrow Gauge (circle one)? Yes No

Module Interest (circle one)? Yes No

Traction Interest (circle one)? Yes No

NOTE

As a result of the 1993 MER election, if you wish to join MER you must join or already be a member of the NMRA. You need not be a member of NMRA nor MER to join the Dixie Division.

☐ My check includes MER Annual Dues of \$8.00 (includes the bimonthly *MER Local*)

• Are you a Mid-Eastern Region Member (circle one)? Yes or No

If Yes, please give MER Member Number: _____

☐ My check includes NMRA Annual dues of \$24.00 (includes the monthly *NMRA Bulletin*)

• Are you an National Model Railroad Association Member (circle one)? Yes or No

If Yes, please give NMRA Member Number: _____

• Are you an NMRA Special Interest Group (SIG) or railroad historical society member?

If so, please list your SIG or historical society memberships:

Total Enclosed

Please return the completed application, with a check payable to **Dixie Division**, to:

Dixie Division • P.O. Box 3204 • Manassas, VA 22110

The Division will forward National and Regional dues.