



The Potomac Flyer

Formerly *The Dixie Flyer*

Summer Quarter

June to August, 1994

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

BIG Happenings this Summer

We have two events planned this summer and both involve the larger scales in model railroading. First up is a visit to **Jim Chapman's O-scale Chesapeake & Southern Railway** layout in Falls Church, Virginia, on Father's Day, **June 19th**, from 1-5 P.M. Jim models the Southern, especially its motive power exchanges with the Norfolk & Western. See page 9 for details on the layout and how to get to Jim's house.

Because August is NMRA Convention month, the Potomac Division takes the month off. But before that, in July, we plan a Sunday picnic outing to the **Chesapeake & Allegheny Steam Preservation Society (CASPS)** at Leakin Park, Baltimore. Pack a lunch and ride the trains on one of CASPS Member Run Days, Sunday, **July 24th**, from about 9 A.M. to 3 or 3:30 P.M. "Ride ON the trains" may be a better way to put it since CASPS models trains at 1-1/2" scale (as well as 1" and 3/4" scales). Coal-burning live steam locomotives pull most trains which are large enough to carry passengers. Excerpts from CASPS' brochure are printed on page 10 and supply more details about the layout and CASPS itself. Jim Stapleton, our CASPS representative, suggests that we please park near the Passenger Station. There's simply more room to park your car there than across the park at the Headquarters Building. Once parked you can walk across to the Headquarters Building. We will use the park for our picnic during CASPS lunch break, from about noon to 12:30 or 12:45 P.M. Hope to see you there. 🚂

New Name, New Nameplate, New Features

—Pete Matthews, editor

This edition of the *Flyer* marks our first official publication as the *Potomac Flyer* and the beginning of my fourth year as editor. No doubt some of you (myself included) will call it the *Dixie Flyer* for some time to come. That explains the "Formerly the *Dixie Flyer*" line beneath the nameplate above. However, most of the look of the *Flyer* is unchanged. We have added a couple new items, both focused more on you, the members of the Potomac Division, and sharing your interests.

First is a short biographical sketch column, "Member Notes," to be hosted by Carl Barna. Carl has made the argument that while we see many names over and over again in the context of our divisional events, many of us do not know much about the people behind the names. Each *Flyer* from now on, Carl will run a couple short biographies, or more if space permits, to introduce you to veteran—and new—members of the Potomac Division. Anyone may submit a short autobiographical sketch—one paragraph of about 50-100 words (we do mean *short*)—by keeping them short we'll be able to run more per issue. We have about 700 members locally so it should take some time to run through everyone. "Member Notes" will help you, in a short but general way, share that which interests you with other like-minded members. "Member Notes" is found on page 13.

A second avenue to share your interests is by writing short articles on topics that relate to model railroading. This issue concludes an informative two-part history of TT scale model railroading by Mike Jones. Mike has set a trend that as editor I hope will continue. I have already had contacts for more articles, and will read anything appropriate sent to me. Writing on model railroading matters for the *Flyer* will begin to earn you credits towards the NMRA Achievement Program's Author Certificate. It's also a good way to break into writing for those of you have had a hankering to start. We're a small newsletter but a friendly one, so if you're interested contact me about submissions guidelines.

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Spring Recap

Spring Recap

Three events were planned this spring but one of them occurs just as this edition of the *Potomac Flyer* goes to press. On April 24th we visited **Nick Kalis' HO scale Pennsylvania RR—Sunnyside Yard** in Falls Church, Virginia. The layout represents Pennsy's Sunnyside Yard in Queens, New York, as well as the Long Island RR's Yard A, Sixth Street Yard, and the Long Island City Float Yard. This a double-decked layout with a helix connecting the upper-deck yards with lower deck storage tracks which have been scennicked themselves to represent a warehouse district. Nick's goal is to simulate Pennsy's passenger car servicing operations in addition to LIRR's commuter and freight traffic. When completed sometime in the next year or so, it will be a marvelous layout to operate. For now, though, Nick's layout still has a lot of trackwork and wiring to go. Trains did run over tracks on the lower deck, though, enough to show off the double-track, five-loop helix as well as the staging yards. Pennsy's Sunnyside Yard and LIRR's yards' were largely left to the imagination of the visitors, which were aided by photos of the actual yard and schematics of the future trackwork. We look forward to revisiting the layout in about two years to see it in full operation (hear that, Nick!).

On May 1st we went to Lanham, Maryland, to see **Ed Johnson's HO scale J&D Railway**. Because of the *Potomac Flyer's* publication schedule, unfortunately, this means I cannot describe it until the next issue. Nonetheless, I can thank Ed, and Nick, too, for their hospitality and praise their courage to expose their modeling efforts to the scrutiny of their peers. Let me say of course, that our Division is composed of receptive and supportive modelers who relish the chance to see the work of others. Nick, Ed, and past layout tour hosts should be commended for their willingness to host us and they will be the first to suggest to those of you who have not yet hosted a layout tour that it is a delightful way to meet fellow modelers, show off your work, and spur yourself on to making progress on your layout.

Our main event each spring (or late winter as the case may be) is our annual **Mini-Convention** and business meeting. We met this year on March 12th at Oakdale-Emory United Methodist Church in Olney, Maryland. At the business meeting **we elected Bill O'Neill** to replace Nick Kalis on the Board of Directors. [At its April meeting, the Board members chose

to remain in their current positions with Bill taking over as Division Clerk from Nick (other board members and positions are listed in the staff roster on page 3).]

The other major item was the discussion of and voting on the **Division's name change**. It is obvious from this newsletter that we are now the Potomac Division (remaining Division 2 of the Mid-Eastern Region of the NMRA, of course). To accurately reflect the Division it reports on, the newsletter has also changed its name to the *Potomac Flyer*. In all other respects, the role of the Division and its newsletter are unchanged.

The Mini-Convention itself was well attended with well over 70 Potomac members present as well as guests from South Mountain Division, and the MER Board of Directors who took advantage of our meeting to hold one of their own. We took advantage of their presence and enlisted a couple of them to do Achievement Program Merit Judging.

We had plenty of models submitted for Merit Judging. All models whether up for Merit Judging or not, were entered in the Popular-Vote Model Contest. Several spectacular models were entered. Models represented scales from Nn3 to G, and in nearly all categories: motive power—steam, diesel, and other, cars—passenger, freight, and other, favorite train, structures, and displays. The latter category was notable in that Mat Chibarro brought his N-scale fire-fighting display which was featured in the March issue of *Model Railroader*. You can't get more current than that—and to toot our own horn, you can't find many better examples of how our

Continued on page 4

Mike Barb, call the Editor!

Sorry folks, but I had meant to list our Popular Vote Contest award winners in this issue of the *Flyer*, but I realized too late that I had not obtained a copy of the list from Mike Barb, the Popular Vote Contest Chairman. This is particularly embarrassing since I was sitting right next to Mike as he compiled the list (I was filling in the award certificates). So I had my chance. If Mike will call me with the list, I will run them in the next issue of the *Flyer* and give proper credit to our award winners. Apologies to all of them as well as the other participants, and thanks again to them all taking part.

—Pete Matthew

The Potomac Flyer

*Is the Quarterly Newsletter of Division 2 ("Potomac")
of the Mid-Eastern Region
of the National Model Railroad Association, Inc.
Editor: Peter K. Matthews
Publisher: Bruce Strickland*

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

• • • Division Staff Roster • • •

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Upcoming Board meetings and locations:

June 8, O'Neill; July 13, Matthews; Aug 10, Smoke.

Advertising in the Potomac Flyer is available. Per-Issue rates are \$5 for a Business Card (eighth-page) block; 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. Special rates are available for multi-issue purchases.

Submission Deadlines for all materials in each issue of the *Potomac 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, at the above address. Unless special arrangements are made, no materials will be returned.

Change of Address (COA): Complete the Application/COA form found elsewhere in this *Flyer* and send it to Clerk, Potomac Division, P.O. Box 3204, Manassas, VA 22110.



Potomac Division Calendar

June 19

Potomac Home Layout Tour
Chapman, Falls Church, VA (9)

July 16

NVMR Open House
Vienna, VA (below)

July 24

Potomac Club Layout Tour
CASPS, Baltimore, MD (10)

Aug 15-20

NMRA National Convention
Portland, OR

Sep 17

NVMR Open House
Vienna, VA (below)

Sep 18

Potomac Swap Meet
NOVA, Annandale, VA (5)

Oct —

Potomac Open House†
To Be Announced

Nov 4-6

Funlvention '94, Fall MER Convention
Hagerstown, MD (insert)

Nov 12-13

Lions Club Show‡
Rockville, MD

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

Potomac Events in **boldface**.

‡ — Details in an upcoming *Potomac 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 *Potomac Flyer* at the address given in the Division 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.

Calendar

Staff Roster

Have You Paid Your Dues Yet?

If not, please pay them now. They're still only \$2⁰⁰—
So what's your excuse?

**Winchester &
Frederick Co.
(Va.) readers,
please see the
important note
on page 11.**

Spring Recap, cont'd.

Achievement Notes

Continued from page 2
division and region lead the hobby in the quality of work and expertise of its members

In addition to the model contest we had a series of very informative and fun clinics given by seven presenters. Jeff Martello demonstrated various methods of making rock molds and casting rocks from them. Bill Richardson reprised his wayfreight switching clinic from three years ago. Mat Chibarro spoke on modeling fire scenes. Clint Smoke described the Abingdon Branch of the Norfolk & Western as a "railroad you can model." We tried something new this time and offered a three-part thematic series of clinics on module building. Bob Minnis lead off showing how to build the basic wooden framework, followed by Dave Cooper showing how to lay the track and wire the module, and finally Brian Brendel, rushing in after marching in DC's St. Patrick's Day Parade, showing how to build scenery using extruded styrofoam insulation board. This three-part technical session was especially well received.

In the main hall, where the lunch and business meeting were held, we had a

modular set-up courtesy our own HO Module Team. Joining them, Dave Cooper had his East Penn Traction modules connected for the interchange of freight and passenger traffic. Both teams use the Lenz digital command control system and it's always a delight to see trains running this way and that with the minimum of control panel hassle.

Our luncheon speaker was NMRA Eastern VP, Brian Kampschroer. Lunch was provided by the Oakdale-Emory UMC Men's Group. We ate well and as a result they raised a fair amount of money for their works within and without the church. Oakdale-Emory Church has become a great friend of the Division and we have a standing invitation to use their space again in the future. They are particularly pleased with both the constructive and family nature of our hobby. For our part, we are delighted by their service to us and thank them heartily.

A final and enthusiastic Thank You must be extended to Burrett Hobbies of College Park and Mayberry & Sons of Kensington for their door prize contributions. Thanks to their generosity, many folks went home happily that day. 🚂

Achievement Notes

—Bruce Strickland

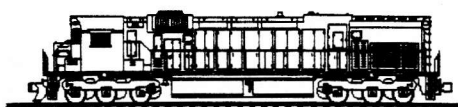
It was great to get together again at the March Mini-Convention. The first thing that I would like to do is to thank all of the people who helped with the Popular Vote Contest and Achievement Program Merit Judging. Mike Barb, Steve Sherrill, and Kurt Thompson of the "Derwood Rif-Raf" ran the Popular Vote Contest as well as assisting with the registration of models for the AP Merit Judging portion of the day's program. Thanks also to Allan Phillips, Paul Locher, and Monroe Stewart for being Merit Judges. Finally I would like give a big "Thank You" to all of you who brought your models to share with all of us. Although I do not have a final count, I was told that there were about sixty models on display. More than thirty were submitted for Merit Judging with almost twenty of those earning the 87.5 or more points necessary for a Merit Award. Here is a list of Merit Award qualifiers and their award-winning models:

John Paganoni CV Steam Crane #4251,
CV Flanger #4236, CV
Boom Car #4140, CV
Wood Snow Plow #4204
Bill O'Neill O'Shaughnessy
Hardware

<i>Jeff Martello</i>	Martello Mining & Materials, Schafer Creek Enginehouse
<i>Mat Chibarro</i>	Building under demolition Sam Buca Tavern, B. J. Clothiers, Ed Burn's Fire Extinguisher Company, Building under construction, Daily Giberish News
<i>John Streeter</i>	Gilpin Ore Car
<i>George Geesey</i>	South River Mountain Works
<i>Robert Johnson</i>	O Scale Traction Equipment (three trolley cars)

I apologize for not having the proper titles for Robert Johnson's trolleys, but the three models completed his requirements for his "Master Builder of Motive Power" Achievement Certificate. The paperwork for these models went on to the AP chairman for certification of the award. When the award returns from National, I will pass along the proper titles to you.

In the January, 1993, NMRA Bulletin, there is 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 elsewhere in this "Potomac Flyer." 🚂



The Head End

—Pete Matthews
Potomac Flyer Editor

Using Your Potomac Flyer

I find that long about the time the third event of any *Flyer* cycle is about to happen (corresponding to the months of May, August, November, and February) I get calls from fellow division members desperately seeking information about the current event. It seems that by about then, many of you have lost your *Flyer*. Admittedly this newsletter is generally not a "keeper," but you need to at least hang onto a couple items. Having said that, here are my suggestions.

Tear it up

Well, let me rephrase that: undo the staple and separate the *Flyer* into four groups of pages: events, calendar, business card directory, and everything else.

Read everything else right away, hang onto what you want, recycle the rest. This is the general news section and has typically followed the pattern "what we're about to do, what we've just done."

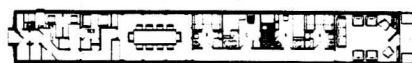
Save the Events and Calendar pages

Take the events insert—usually pages 7&8 or 9&10—along with the calendar on page 3, and attach them to your favorite train calendar. If your house is like mine and has a multitude of calendars, attach it to the "central" calendar, you know, the one you're accused of not looking at when you schedule an event without telling your spouse.

Use the Business Card Directory

Finally, place the Business Card Directory near you modeling area or with your phone directories. Our newsletter is posted each month with funds earned running these small ads and it would be great if when you're fingers go romping through the yellow pages, they happen to land on that one-page-or-so insert.

Well, that's my suggestion for what to do with your *Potomac Flyer*. At the very least it can be used to line bird cages, torn up and mixed with plaster to make scenery, or given away to deserving children. Just remember the old adage: Buy it new/and wear it out;/Make it do/or do without. ~~—Pete~~




The Business Car

—Jeff Martello
Division Superintendent

September Swap Meet

It's time to think about renting a table at our upcoming Potomac Division Swap Meet, scheduled for September 18th at the Annandale campus of Northern Virginia Community College (NOVA). Last year's event was fairly well attended despite a late mailing of the *Flyer*. This year we have a larger space and will again emphasize trading and exchange. Horse-trading is encouraged—not every transaction need involve actual cash. Think of it as a model railroad-oriented garage or yard sale. We do not intend to compete with the Timonium, Winchester, or Fredericksburg shows. This is mainly for our members and by our members.

We also plan to have rail videos, demonstrations of techniques, roundtable discussions (like last year's Layout Design SIG event), and the switching contest.

If you're interested in renting a table or half-table, or sponsoring a demonstration, call me (301) 681-9862. 

The Head End

The Business Car

Authentic Miniatures of the american scene P.O.Box 5, Burtonsville, MD 20866-0005

Specializing in HO & N scale vehicles from all eras, as seen on American highways (1908-1993). Say you saw it in *The Dixie Flyer*.

Over 640 HO and 230 N vehicles; autos, busses, circus, construction, farm equipment & tractors, fire equipment, military, pickups, semis, trucks, etc. Kits to custom built & painted, \$1.⁰⁰ to \$60.⁰⁰ and up.

We carry Alloy Forms, Burt Industries, CAB (HO busses), Camden & Alloy, Cars-N-Scale, C&S (N autos), Con-Cor, Dyna-Model, EKO, Greg's Garage, Herpa, IMU, Ivers, Kramer, Magnuson, Model Traction, Monarch, Monogram, NJI, Praline, Preiser, Promotex, Roco, Trident, "Ulrich" re-issue, Vulcan Hobbies, Walthers, Wiking, Wilbur Trucking, Williams Bros., & many others, including companies with limited production.

\$3 shipping on orders less than \$25. MD customers include 5% sales tax. We have no catalog but send #10 envelope with 52¢ postage for lists of specific vehicle categories and/or scales, or better yet, call us to discuss your wishes: 301-384-6299, Sunday-Thursday, 9 AM-9 PM.

CLOSED: July 1-13 (?) N scale National Convention
August 7-31 NMRA National Convention

DEALERS • DEALERS

We distribute Burt, C&S, Cars-N-Scale and Wilbur Trucking N scale and Gregs Garage HO scale vehicles.
Write for dealers catalog.

Dixie Module Team News

Northern Virginia NTrak News

HO Module Team Notes

—Bob Minnis

It is a nice change to see flowers, cherry blossoms, and green grass again. Spring is here. Winter activities for the Potomac Module Team concluded with the **Mini-Convention** in Olney, Maryland. Team members attending were Ken Berthoud, Carl Barna, Dick Kafka, Bob Minnis, and Bruce Strickland. Jim Matthews brought a "new" mountain tunnel module. Jim Smith also displayed a new module plus a small staging yard which attaches to its back. Dave Cooper joined the group with several of his trolley modules. John Doggett and Tim Costello helped with operations and answered questions.

Greenburg Shows invited the Module Team to set-up at their Lake Braddock High School show, April 9th and 10th. The Team was assigned a 12'x40' area just outside the entrance to the gym which housed the main sales, display, and vendor area. Team participants were Carl Barna, Ken Berthoud, Ell Geib, Eric and Ken Heinen, Bob Minnis, Jim Matthews, Jim Smith, Bruce Strickland, and Dave Cooper. Tim Costello assisted in operating trains.


The crowds were enthusiastic. Many commented on the command control train operations. The entire layout, HO and trolley, was operated by one command control unit. Additional switching activity took place on several of the modules behind the main line action. The only downside to the show was attendance. No doubt the gorgeous weather on Saturday coupled with the peak of the cherry blossoms kept people outdoors. Although Sunday's rains brought in a large crowd, an unidentified Greenburg official noted that attendance fell well short of expectations.

For its display, the Module Team was awarded a first place ribbon by Greenburg's staff.

Getting back to the **Mini-Convention** a moment, the Potomac Division has two unfinished module frames for sale. These were the frames built for the clinics and because of time constraints were not auctioned off at the time. They are offered for sale to the first callers. Come join the fun of modular model railroad-ing. See the ad on page 13 of this *Flyer*.

Building a module is an easy, inexpensive way to gain experience and test model railroading ideas before you begin that "big" layout in your basement or spare room. Once you comply with the

few minimum standards on track location and electrical connections, the only limitation is your imagination. All the modules you see at the various shows (regardless of scale) began as a bare wooden frame. Anyone can do it. We'd love to have you join us at the next set-up. Everyone is welcome, lady modelers especially since there are so few of you!

This summer we will again set up at the Alexandria Lyceum the weekend of July 4th. Please call for actual dates. Also worth noting is the Lyceum's summer program—*Celebrating Train Travel*. The show will feature Jim Bistline's remarkable collection of railroad memorabilia which includes Pullman china, oil cans, lanterns, signs, pictures, bells, etc. It runs June 15th through September 30th at the Alexandria Lyceum, Prince and So. Washington Streets. 


Northern Virginia NTrak News

—Matt Schaefer

The Northern Virginia NTrak Club has grown to about 30 active members. But it is the quantity of modules that have really grown, some of them being very unusual. Fred "Obie" Obermeyer, has added a hump yard extension to the front of his South Alexandria Yard but the operation still has to be refined. Charles and David Greenacre have all the track laid on a 21' foot diorama of the French port of Le Havre including a 7' model of the steamship *Normandy*. Pete Matthews has built a 12' module depicting an historic large landslide scar on the banks of the Columbia River in eastern Washington state along GN's old Wenatchee-Oroville line. The module is double-sided with the single-track GN line along one side and a hypothetical junction on the other.

Last **Presidents' Day** weekend, we set up at **Landmark Mall**. Our layout measured 48'x25' in a convoluted "U" shape including ten 90° corner modules and several other curved modules, breaking up the NTrak's normal long, straight runs.

Northern Virginia NTrak was also at the Lake Braddock **Greenburg Show** in early April. We enjoy public shows best.

Some of our members plan to represent our club at the "Orlando N Convention — rail Fun '94" with a few of our outstanding modules. The convention runs July 6th through the 10th, and is the East Coast Convention for the year. The NTrak National Convention will again be held concurrently with NMRA National Convention, this year at Columbia Gorge Express in Portland, August 15-20. 

The TT Story Part II — Rebirth

—Mike Jones

By the early 1980's, TT scale in North America seemed to be on the same track as the dodo. But it survived, thanks to some very dedicated people. Two of them were aerospace workers at McDonnell-Douglas in St. Louis, Will R. Dyer and L. E. "Larry" Sayre, the proprietor of Larco Models. A lunchtime conversation between them led to the formation in 1982 of the NMRA's TT Special Interest Group (SIG). Its newsletter, TT Empire, debuted in September, 1982, edited by Mr. Dyer. In 1985, he passed the editor's reins to the Rev. Donald B. King, a long-time TTer in Indiana who had written much on the topic. His portable TT layout was once a common sight at Midwestern train meets. After the Rev. King died in 1991, Mr. Sayre obtained the newsletter's papers and turned them over to its current editor, Hank Brown, then an artist and director with a large color printing firm in North Dakota.

Today, TT Empire is a thriving, well-produced newsletter containing articles and columns on TT projects, trade developments, and the scale's history, plus ads. Circulation has gone from 35 in early 1992 to over 150 today. The TT SIG is in contact with its German counterpart, Arbeits-Kreis RR (AKTT), and TT Empire often includes information from its newsletter, AKTT-Kurier.

In the early 1980's, TT remained a specialist scale for those modelers who didn't mind a very limited amount of new materials, who enjoyed scratchbuilding and kitbashing, and who liked searching train shows and classified ads for the occasional used TT items. TTers were enterprising, creating models such as Al Lee's Ttn42 Newfoundland Railways 4-6-2 steamer, based on the Atlas N scale Pacific; Franz Kaupsch's EMD E8A and Also S-2, kitbashed, respectively, from the Berliner TT-Bahnen (BTTB) models of the Swedish NOHAB streamlined unite (a twin-cab F-unit with E-unit trucks) and the Czech T435 switcher; and Dennis Martin's MOW car for carrying rails and ties, built from drawings in the December, 1953, Model Railroader.

In the late 1980's, John E. Harmon, a veteran TTer in Pennsylvania, studied the scale's availability problem and concluded that it could be solved if TTers had a single source for their supplies. He purchased the largely dormant TT product lines of most of the US makes and adver-

tised for finished items, uncompleted kits, and tooling. He marketed improved versions of many old products and introduced some new ones as well. Interest and sales quickly exceeded his expectations.

In May, 1993, Mr. Harmon sold his TT operation for non-business reasons to Stan Lisowski, who resumed operations later that year under the banner of Tempe TT. Tempe TT intends to make changes for easier assembly, better running, and improved details. Current Tempe TT products include kits for steamers, diesels, freight and passenger cars, and structures, plus various parts. Announced items include a book of track plans and a complete "under-the-bed" portable layout.

Other small US firms now in the TT market include DnS TT Track (track and buildings), IBL (roadbed), and Coastal (TT standards gauges and buildings). There has been talk of imported brass GP7 and SD40-2 models.

Backtracking a bit, the absence of easily available, ready-to-run (RTR) TT models remained a barrier to those hobbyists who were interested in TT scale, but lacked the resources for, or interest in, building models. That absence also discouraged newcomers to the hobby, who are invariably advised to buy and experiment with an RTR starter set (or its equivalent) in a particular scale to see if it "right" for them. How could they consider TT scale when such sets were not marketed in TT scale and used hardware was only sporadically available? This situation literally changed with a crash: the fall of the Berlin Wall.

With the collapse of Communist rule in Eastern Europe, RTR TT products from that region became available. Some of the state-owned, ex-private companies in the former East Germany were reclaimed by their founders. BTTB was privatized and renamed Berliner TT-Bahnen Zeuke (BTTBZ), with its founder, Walter Zeuke, back on board. After a close call with bankruptcy, BTTBZ was rescued by entrepreneur Carlo Parisel. Redirecting the firm towards Western markets, he raised its standards, slashed the work force, retrained employees, brought out new products, and advertised aggressively. BTTBZ made a strong comeback. A BTTBZ TT passenger car won a prize from the magazine Eisenbahn Illustrierte in 1991.

The firm entered the North American market in 1992 with European-style trains and made a big splash with a huge display at that year's NMRA National Con-

**The TT Story
Pt. II — Rebirth**

The TT Story Pt. II — Rebirth

vention in Columbus, Ohio, that was voted best in show. By early 1993, the firm's American arm, BTTB USA, had reportedly received orders for 12,000 German-prototype starter "T-sets," despite a retail price of over \$100 per set. The appearance of BTTB's models and the running qualities of its locomotives prompted many favorable comments.

In early 1993, word got out that BTTB USA was preparing to produce North American-style RTR locomotives and cars in Bridgeport, Connecticut. In August, 1993, BTTB USA displayed at the NMRA Convention in Valley Forge, Pennsylvania, the pilot models of its first such products: a powered F7A, a streamlined coach, and a streamlined observation car, all in Amtrak colors. The F7A mated a German mechanism with a body made and decorated in the US. BTTB USA planned to release them as a set in October 1993 and hoped to follow up later with more paint schemes and models. It also announced an expanded range of European-style offerings.

But the parent company, BTTBZ, was being hammered by a triple blow: recession in Germany, a fire in its finishing shop, and the high cost of its foreign ventures. By Fall, 1993, BTTBZ was bankrupt and had suspended production. BTTB USA ceased operations and Table Top LLC purchased its remaining inventory, although the Great Train Store chain reportedly purchased a large part of it as well. Another German firm, Tillig Bahnen und Gliese, purchased BTTBZ. Under the name TT-Tillig, it has resumed TT production and added several new models. Its US distributor is RailTech, which also handles several other TT lines. Current TT-Tillig products (all European prototype) are locomotives, cars, vehicles, track, and parts, including couplers and wheelsets.

Other European TT product lines have also become available here through various sources and include Gutzhold locomotives, Zubehor buildings, Pilz track, and Faller, Noch, Preiser, and Merten accessories.

As for the ex-BTTB F7A and its cars, their future is uncertain. As of April, 1994, there were no RTR North American prototype trains in TT scale, although some of the simple former HP kits from Tempe TT make excellent beginner's models.

In summary, TT is staging a modest but healthy comeback. Right now, it looks like it might become the small scale coun-

terpart of S, an "in between" specialist scale with a small but devoted following. However, it is unlikely to be a major scale here unless it has North American prototype RTR items or simple "shake-the-b" kits, the preference of most of today's model railroaders. TT's biggest asset is its people, whose enthusiasm, perseverance, ingenuity, and friendliness have kept it going through many lean years. If TT survives and prospers, it will be due to them.

Correction

Part I included a statement that implied that British railroads operate on a different gauge. Nearly all British railroads use standard gauge. In fact, they invented it!

Acknowledgment

The author expresses his sincere thanks to Hank Brown and Larry Sayre, who kindly reviewed a draft of this article.

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.

James Chapman's O-scale Chesapeake & Southern Railroad
3023 Castle Road • Falls Church, VA • (703) 534-3246
Sunday, June 19, 1994, 1-5 P.M.

The C&S is James Chapman's fifth O scale layout—the first was begun in 1938. The current layout has been under construction since January, 1992, having replaced its predecessor which was destroyed by a house fire in September, 1990.

The track plan represents the Southern Railway from Washington, D.C., south to the Monroe-Lynchburg area of Virginia, then by Montview Tower over the Norfolk & Western connecting track, with a wye at each end, to Bristol on the Virginia-Tennessee border. The portion of the Southern mainline north of Monroe is represented by a hidden three track holding loop. The line from Monroe to Bristol is a single track, and the Galax branch at Dora Junction and the Abingdon Branch are modeled. Roanoke, however, has been omitted due to space limitations.

The arrangement allows Southern trains, such as the Tennessean, to operate with Southern power to Monroe where a change to N&W J class takes place for the run over the N&W to Bristol. At Bristol, Southern power resumes the pull to Memphis and Chattanooga. James is in the process of redoing a Williams J class for this chore and is working on the 1945 version of the Tennessean using Kalsner, Chester, and some Mac Shop cars.

Most track is Atlas; some turnouts are Old Pullman, most are handlaid. Power is a Starr-Tech 100MW Hogger handheld walkaround throttle. Some equipment has sound installed. Scenery is being installed in some areas with preliminary mock-ups elsewhere. Rolling stock is a mix of some very old items and newer goodies (Lobaugh, Scalecraft, Hines, All Nation, some brass, some Weaver, Walthers and scratchbuilt Pullmans, Kalsner, even Westbrook freight kits, Athearn, and a few Intermountain cars).

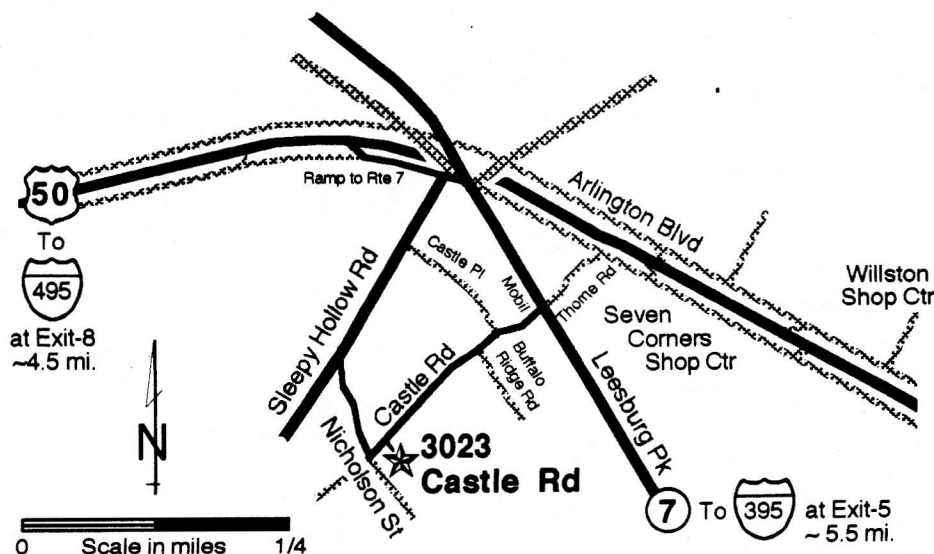
Directions

Leave I-495 in Northern Virginia at Exit-8 and take US 50 East to Virginia Route 7 South (in the direction of Alexandria) at Seven Corners. Take the first right past the Mobil Station, Castle Road.

From Virginia Route 7 (Leesburg Pike, known as King Street at Exit-5 of I-395), proceed to the Seven Corners area. Castle Road is on the west side of Route 7 just south of the US 50 overpass and the Mobil Station.

James' house, number 3023, is on the left, at the southeast corner of the intersection of Castle Road and Nicholson Street. Look for a cross-buck. Park where safe and legal, then walk between the house and garage to the railroad entrance at the house's rear. The driveway can accommodate up to 4 cars, and the paved area in front of the house will hold at least 4 more. Street parking is available.

Space to view the layout is limited to about 10-12 people at a time, but a large yard and porch provide ample room for socializing while you wait your turn.



Summer Events

• June's Home Layout Tour

**The Chesapeake & Allegheny Steam Preservation Society
Leakin Park • Baltimore Maryland
Sunday, July 24th, 9.30 A.M. to 3:00 P.M.**

Summer Events

**• July's Club
Layout Tour**

—Gleaned from CASPS' Brochure

Many railroads that once criss-crossed America and helped bring together these United States are now only a part of a by-gone era. Gone are the steam locomotive's melodious whistle and its staccato choo-choo. Gone are the clickety-clack of steel wheels over steel rail joints and nostalgic smell of hot valve oil mixed with coal smoke. All too many track roadbeds throughout this country are now silent where steam trains once carried us with clocklike regularity to far away places.

But today, in Baltimore's Leakin Park, everyone can now discover the lost age of steam railroading. You will find our railroad station and double-track mainline. Our large scale trains carry passengers with ease.* They trains are 1/8th full-size and are mostly pulled by coal-burning live steam locomotives. You can park near the station platform. As you ride through the park, our trains will carry you around both our Northern and Southern Divisions and past our yards and buildings. We will be open to the Potomac Division on Sunday, July 24th, one of our Member Run Days.

Directions

Enter Leakin Park from Windsor Mill Road, two blocks east of Forest Park Avenue. Look for two eagle-topped, stone gate-posts and turn into the park. The station canopy will be seen on your right. A free parking lot is on your left beyond the stone wall after you pass the stations. See the map below.

**The Chesapeake & Allegheny
Steam Preservation Society**

CASPS is incorporated in Maryland as a nonprofit, tax-exempt corporation. Most of our members are from the Baltimore area but many are from other states and the District of Columbia.

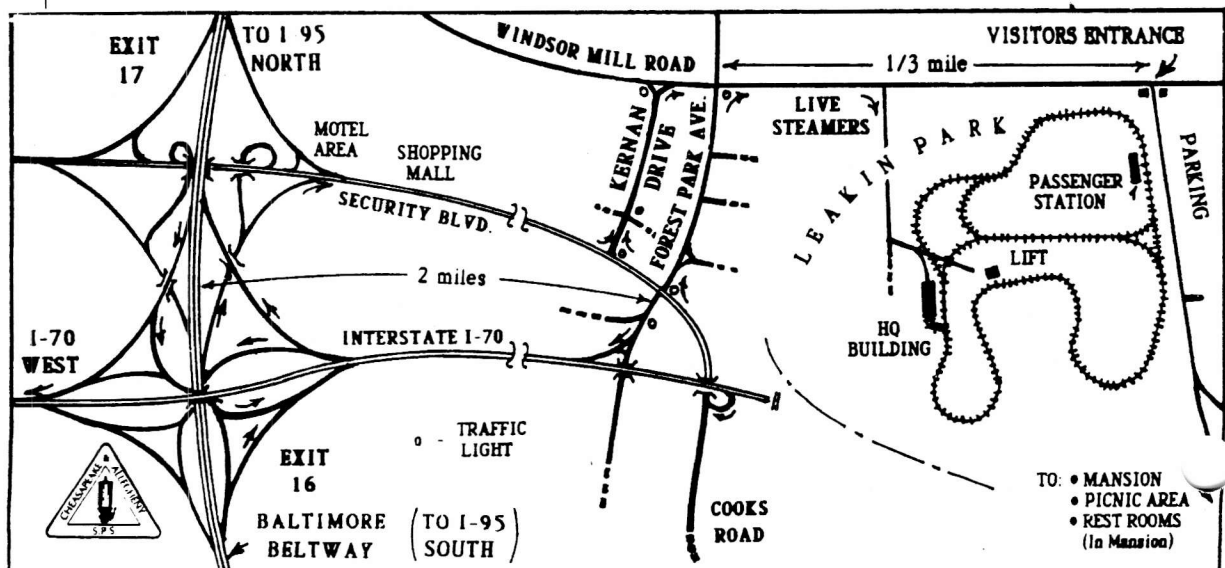
Our goal is two-fold: (1) to preserve the role the steam engine has played in the development of transportation, agriculture, industry, and electric power in the United States; and (2) to create an awareness of the technology, history, and romance of steam engines through exhibits, demonstrations, and a variety of educational programs.

The Railroad Division

The railroad is part of a privately financed, operated, and maintained museum. It is not an amusement park! We demonstrate steam power in other ways although the railroad is most visible. The tracks were built by our members without public moneys and are owned by the Society. The locomotives are privately owned so trains run only when their owners can make them available.

Our 10+ acre tracksite has over 3 miles of track. There are separate ground level tracks in 1" and 1-1/2" scales and elevated tracks in 1" and 3/4" scales. The 1-1/2" scale track has a 7-1/2" gauge and a 75' minimum radius.

* — Please be forewarned that CASPS safety rules do not permit pregnant women or babes-in-arms to ride the trains (both for personal safety and liability).



Member Notes — Nick Kalis

—Hosted by Carl Barna

Our first member note is submitted by Nick Kalis. Nick is modeling Pennsylvania RR's Sunnyside Yard, found in Queens, New York City, and Long Island RR's Yard A adjacent to it. His layout was the subject of our layout tour this past April. Nick is an accomplished writer with several publications to his credit: ABCs of Electric Railway Dates (*NMRA Bulletin*), Layout Tour: Hooch Junction Railroad (*Railmodel Journal*), Long Island City Float Yard (*The Keystone*), Prototype Modeling Help in the Nation's Capital (1:87 Scale), Prototype Modeling's Overlooked Research Tool (*Model Railroading*), Schaefer Creek Coal Company (*N Scale*), a tip in the MR Workshop (*Model Railroader*), and Modeling LIRR Operations (*Semaphore*). The *NMRA Bulletin* is expected to publish his series of articles on Sunnyside Yard as well as his article on the LIRR North Shore Yards (the latter sometime in 1994). *Mainline Modeler* is expected to publish his article on B-1 electric switcher paint schemes. Nick is interested in hearing from anyone who would like to operate his layout or help him build an REA terminal for it. See the notice on the Bulletin Board below.

Attention Winchester Readers!

With the recent revitalization of the South Mountain Division, Winchester and Frederick Co., Virginia, are no longer within our territory. If you have been receiving this newsletter solely because of your NMRA membership, this will be your last issue. If you wish to continue to find out what we're up to, please join the Potomac Division. Hey, it's still only \$2⁰⁰/year, so why not? Please use the application form found on the reverse of this page.

Bulletin Board Want Ads, Help Wanted, etc.

1995 Mini-Convention Needs Space: The Potomac Division is looking for a Virginia site for its march, 1995, Mini-Convention. Such a site should have: a large meeting room in which to hold the business meeting, set-up modular layouts, eat lunch, etc.; classrooms in which to hold clinics, display contest models, etc.; some sort of food service area (preferably a kitchen); and good access by road from the major arterials of the region (the Beltway, for instance). Finally, such a site must be comparatively inexpensive. If you are aware of such a space (perhaps your church), please let one of the Division's directors know. Their phone numbers are all listed in the Staff Roster on page 3.

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.

Operating Group Forming: Pete Matthews is looking for additional operators to meet monthly and run 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.

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.

Help Wanted: Joseph Krauth is interested in carpentry assistance with the benchwork for a layout. Anyone who can help should call Mr. Krauth at (703) 842-4557.

For Sale: Two 2'x4' Modules suitable for use with any scale from N to O. Module A has a partial top (under the track area only), legs, backdrop/skyboard, and is partially wired. Module B has a solid top and legs and is also partially wired. Components to complete assembly of both modules are included. Asking price is \$30 each.

Potomac Division

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

Membership Application

The Potomac 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 *Potomac 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 Potomac members are also NMRA/MER members. The Potomac 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 Potomac Division, regardless of their place of residence.

Please indicate status: ☐ **New membership** ☐ **Renewal or Change of Address (COA)**

Name: _____

Address: _____

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Telephone Home: (____) _____ Work: (____) _____
(Please provide Area Code because it is now required for all calls across state and district lines)

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

\$2.00

Primary Scale/Gauge Interest (circle one): Z N TT HO OO S O G Other _____

Secondary Scale/Gauge Interest (circle one): Z N TT HO OO S O G Other _____

	Primary Scale		Secondary Scale	
Do you have a Layout? (circle one)	Yes	No	Yes	No
Narrow Gauge (circle one)?	Yes	No	Yes	No
Module Interest (circle one)?	Yes	No	Yes	No
Traction Interest (circle one)?	Yes	No	Yes	No

NOTE
The MER requires that its members also be NMRA members. If you are not already an NMRA member and wish to join MER, include dues for both levels. The Potomac Division requires no other levels of membership.

New and renewing members: Please include a short, one paragraph description of yourself and your railroading interests for possible inclusion in a future *Potomac Flyer* Member Notes column. Thanks.

☐ 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 **Potomac Division**, to:

Clerk, Potomac Division • P.O. Box 3204 • Manassas, VA 22110

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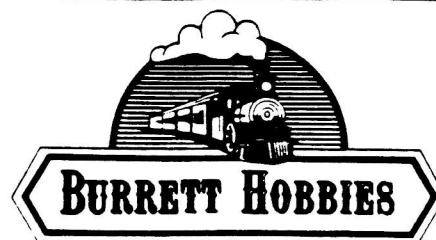
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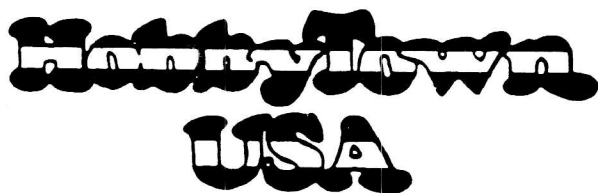
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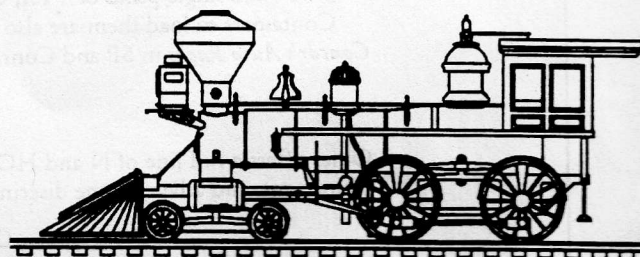
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New Releases

In N Scale—

Life-Like's second run of GP-18s is due out in June.

Roadnames include B&O, C&NW, Southern, Lehigh Valley, BN, N&W, NYS&W, B&M, and an undecorated version.

Walthers Double-Stack Container Cars are available in 3-, 4-, and single-packs of TTX, CN, and CP.

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Concor's Auto Racks in SP and Conrail.

Kato's second run of E8/9s are in stock. Roadnames include B&O, UP, Amtrak, VIA, Pennsy, NYC, as well as the ever popular undecorated.

In HO Scale—

Life-Like's new E8/9 locomotives are in, and they are beautiful.

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The Quarterly Newsletter of
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Summer Quarter Issue — June to August, 1994

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