



# The Potomac Flyer

Formerly *The Dixie Flyer*

**Fall Quarter**

**September to November, 1994**

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

## Autumn Along the Potomac

With the coming of Fall, the Potomac Division returns to its now familiar pattern of events. Leading off is our September Swap Meet, then a home layout tour in October, and finally our participation in the Rockville Lions Club Benefit in November.

## September Swap Meet

**Sunday, September 18th, 1994, 11 A.M. to 5 P.M.**

**Building CC, NOVA-Annandale, Annandale, Virginia**

The Potomac Division will again host its September Swap Meet. Like last year, the theme is a model railroading garage sale. Bring all those items you no longer need for your layout and trade and exchange or barter and sell them with your fellow modelers. We hope to also have demonstrations, roundtable discussions, a switching contest, and rail videos. Even if you have nothing to trade or sell, please come enjoy the day with us. You will undoubtedly find some great bargains. General admission is only \$2 and goes to defray room rental costs.

If you have many items to trade or sell, please rent a table. Tables rent for \$10 for a full 6-foot table, or \$6 for half. Please let Clint Smoke or Jeff Martello know as soon as possible if you want a table because space is limited. Clint may be reached at (703) 425-5077 and Jeff at (301) 681-9862. We also are interested in anyone who would like to give a demonstration. They too should call Clint or Jeff as soon as possible.

## Getting to and Parking at the Campus

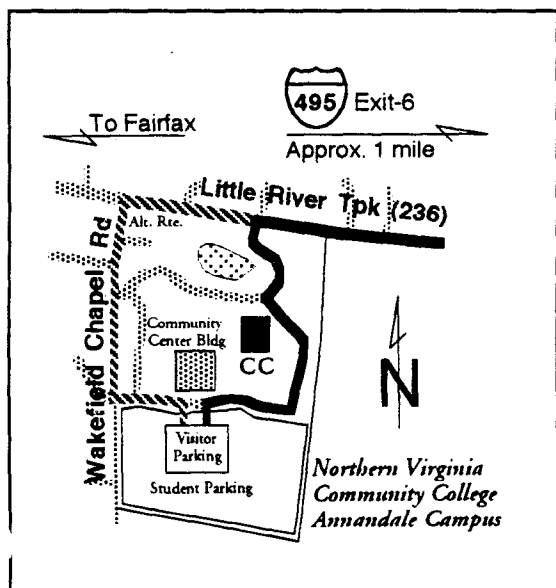
The swap meet will take place in the CC Building of the Annandale Campus of Northern Virginia Community College (NOVA), Sunday, September 18th, 1994, from 11 A.M. to 5 P.M. The campus is located on the south side of Route 236, Little River Turnpike, about one mile west of the Capital Beltway, I-495. See the map below.

The best way to enter the campus is via the main entrance off Little River Turnpike or the several driveways off Wakefield Chapel Road that serve the large parking area on the south side of the campus. Because there are Sunday classes at NOVA, campus

parking regulations will be enforced on the 18th.

Our student parking enforcers are quite vigilant. You can avoid getting a ticket by following the posted signs and by using common sense. You can park (and pay) in the metered spaces near building CC. You can park in the Community Center parking lot at the back of the campus. You shouldn't park in areas designated for staff parking, in fire lanes, or in a handicapped spot (unless you have an HP tag).

While the CC building is located near the northeast part of the campus, it is not far to walk to regardless of where you park. We will be using rooms on the second floor in the southwest corner of the building. Please enter through the adjacent doors. For those of you bringing an abundance of your treasures to sell, there is an unloading area near



## Inside

## Events

Sept Swap Meet.....	1
Oct Layout Tour.....	9
Nov Rockville Lions Club Show.....	10

## Feature Article

TheLife & Times of Marx HO, Part I, by Mike Jones.....	7
--	---

## Depts

Staff Roster.....	3
Calendar.....	3
Achievement Notes....	4
Business Car.....	5
Head End.....	5
Potomac HO Module	
Team News.....	6
Northern Virginia	
NTrak News.....	6
The Call Board.....	11
Bulletin Board.....	12
Pull-out Business Card Directory.....	12
Potomac Membership Application.....	15
Announcements, Inserts, and Flyers....	16

**Fall Events,  
cont'd.**

**Summer Recap**

the CC building, but please move on and park in a legitimate space after unloading.

**October Home Layout Tour  
Alex Pope's HO "Popenna™ Railroad"  
Sunday, October 16th, 1 to 5 P.M.  
Temple Hills, Maryland**

On October 16th from 1 to 5 P.M. we will be hosted by Alex Pope, 5401 Temple Hill Road, Temple Hills, Maryland. Alex's Popenna™ Railroad is an HO model of the Pennsylvania Railroad, circa 1960, from Harrisburg to Altoona, and the New York Central and Central of New Jersey from Jersey City to the Poconos. The layout is 36x40-foot around-the wall layout with three peninsulas, features the Horse-shoe Curve with the fenced in Pennsy K-4 No. 1361. It is 90% scenicked and has many other features. More details about Alex's layout and how to get to it are found on page 9 of this *Flyer*.

**November Rockville Lions Club Benefit  
Saturday, Nov. 12th, 10 A.M. to 4 P.M.  
Sunday, Nov. 13th, Noon to 4 P.M.  
Senior Center, Rockville, Maryland**

November is National Model Railroad Month. To celebrate this auspicious event, as well as to support their important charities, the **Rockville Lions Club** will host its fourth annual Train Show at the Rockville Senior Center, 1150 Carnation Drive, Rockville, Maryland, on Saturday and Sunday, November 12th and 13th. The Saturday hours are 10 A.M. to 4 P.M. and Sunday hours, Noon to 4 P.M. This show has become one of the highlights of the year and well worth the trip to see it. The show features operating modular layouts in N (Northern Virginia N-Trak), HO (our Potomac HO Module Team along with Dave Cooper's trolleys) and Lionel (the Tinplate Trackers), as well as layouts in Z and G (garden scale). The Loco-Doctor is scheduled to appear, and there will be static displays and model railroad tape/slide clinics and videos. Food will be provided by the Lions for a quite reasonable cost. Admission is by suggested donations of \$4 per adult and \$2 per child under 13 subject to a \$8 maximum per family. See the notice following page 9 for a map to the Rockville Senior Center.

**Other Railroading Events**

Both the **Potomac HO Module Team** and **Northern Virginia N-TRAK** are busy this fall. Please see the Module Team Notes on page 6 of this *Flyer* for more information.

A few other events have come to our attention. **Mt. Clare Division**, our sister di-

vision to the northeast, is holding its own train show and sale in Arbutus, Maryland, Saturday, November 12th. For more information, please see the page 16 or call Roy Brakmann at (410) 465-5506.

The **Winchester Model Railroad Club Open House** will be held at the Club Building in Winchester, Virginia, on two successive Sunday's in December, the 11th and 18th, from 1 to 5 P.M. Admission is free. For more information, call Craig Alderman at (703) 665-9898.

The **Maryland Central Model Railroad Club** is having its model train show, Saturday, September 24th, 10 A.M. to 4 P.M. at the Montgomery County Fairgrounds, 16 Chestnut Street, Gaithersburg, Maryland. Contact Nelson Garber at (301) 572-2482 for more information.

Locally, the **Northern Virginia Model Railroaders, Inc.**, will be hosting monthly open houses at the Washington & Old Dominion Railroad Station, Dominion and Ayr Hill Roads, Vienna, Virginia. Dates for the open houses are September 17th, October 22nd, November 12th, and December 10th. They will be open 1 to 5 P.M. those Saturdays. For more information, call (703) 938-5157.

**Summer Highlights**

What with the National NMRA convention, the Potomac Division forewent any planned event in August. However, in the previous two months we visited two wonderful layouts.

In June we visited **Jim Chapman's O-scale Chesapeake & Southern Railroad**. This is Jim's fifth O-scale layout, the first having been begun in 1938! The current layout, begun in 1992, replaces a layout destroyed in a house fire in 1990. The neatest thing about O-scale to your N-scaling editor is the very satisfying rumbling and feeling of mass that a moving O-scale train imparts. Jim's layout is mostly at the benchwork stage, but that just gave us a better view of his finely crafted trains. Jim has done a beautiful job detailing the interior of his passenger cars. And he should definitely know because Jim also owns a private passenger car which is presently in charter service out west. Part of the layout tour included a tour, via brochures and a photo album, of his private car. (Needless to say, the charter rates are high, but the car looks well worth saving one's dollars for that once in a lifetime vacation.) Another photo album was dedicated to Jim's past home layouts and was instructive and great fun to look at as well. All in all, 66 people came by

## 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, Fau-  
quier, Loudoun, and Clarke Counties, Vir-  
ginia, as well as the independent cities of  
the area.

### • • • Division Staff Roster • • •

Superintendent	<b>Jeff Martello</b> (301) 681-9862 (home)
Asst. Supt, Md./DC	<b>Ell Geib</b> (301) 948-8316 (home) (301) 227-1829 (work)
Asst. Supt, Va.	<b>Clint Smoke</b> (703) 425-5077 (home)
Paymaster	<b>Bob Minnis</b> (703) 391-0675 (home) (703) 264-2535 (work)
Clerk	<b>Bill O'Neill</b> (703) 620-4243 (home)
Achievement Program Representative; Potomac Flyer Printer & Distributor	<b>Bruce Strickland</b> 10766 Tullamore Ct. Manassas, VA 22111 (703) 261-5520 (home) (703) 313-2050 (work/beeper)
Tour Director	<b>Monroe Stewart</b> (301) 630-7565 (home)
NTRAK Coordinator	<b>Matt Schaefer</b> (703) 978-2946 (home)
Editor, Potomac Flyer	<b>Pete Matthews</b> 4416 Longworthe Square Alexandria, VA 22309-1226 (703) 360-2313 (home/work)

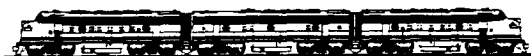
#### Upcoming Board meetings and locations:

Sept 14, Stewart; Oct and Nov, TBA.

**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. Make checks payable to "Potomac Division."

**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, July 15; Winter issue, Oct 15. Mail all submissions to Pete Matthews, Editor, Potomac Flyer, at the above address. Unless special arrangements are made, no materials will be returned.

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



## Potomac Division Calendar

### Sept 17

NVMR Open House  
Vienna, VA (2)

### Sept 18

**Potomac Swap Meet**  
NOVA, Annandale, VA (1)

### Sept 24

Maryland Central Model RR Club Show  
Gaithersburg, MD (2)

### Oct 16

**Potomac Open House**  
Pope, Temple Hills, MD (2, 9)

### Oct 22

NVMR Open House  
Vienna, VA (2)

### Nov 4-6

Funlvention '94, Fall MER Convention  
Hagerstown, MD (5, 17)

### Nov 12-13

**Potomac Div. at Lions Club Show**  
Rockville, MD (2, 10)

### Nov 12

NVMR Open House  
Vienna, VA (2)  
Mt. Clare Div. Flea Market & Show  
Arbutus, MD (2, 16)

### Dec 3-4

**Potomac HO Module Team**  
Fairfax Station, Fairfax, VA ‡

### Dec 11 & 18

Winchester Club Open House  
Winchester, VA (2)

(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.

### Calendar

### Staff Roster

### Have You Paid Your Dues Yet?

If not, please pay  
them now. They're  
still only \$2<sup>00</sup> —  
So what's *your*  
excuse?

**Summer Recap,  
cont'd.**

**Achievement  
Notes**

that day, at least according to Jim's people counter, which itself managed to do some touring of its own when it was inadvertently stashed in the Potomac Division's White River & Yukon donation caboose. While not as glamorous as Jim's private car, our caboose is certainly well traveled locally and I'm sure the counter had a good ride.

On July 24th the Division was hosted by the **Chesapeake & Allegheny Steam Preservation Society** (former the Chesapeake & Allegheny Live Steamers) at Leakin Park in northwest Baltimore. This was a member run day as opposed to a public run day so we had the trains to ourselves. The trains are 1-1/2-inch scale (1:8) which means you can ride them. We fine scale modelers have nothing on the members of CASPS. Their models are faithful, finely crafted models of actual locomotives and cars. The steam locomotives use oil or coal—no need for smoke generators here!—and the resulting sounds, and smells, are as real as you can get. Even the diesel behind which I rode, a beautiful Western Maryland SD-35, had a hydro-matic transmission and accelerated and

decelerated as smoothly as any real diesel. The ride on-cars are gondolas fitted out with removable stools. Aside from concessions to making them 1:1-person usable, they are faithful reproductions of actual cars with all the fine-scale features we expect (accurate paint schemes, numbering, marks, hardware, and details). In the work shed we were able to see some of the passenger cars. Other rolling stock being pulled that Sunday were Santa Fe and Swift Meat reefers (which we jokingly suggested should contain fruit juice and cold cuts for the guests) and a twin-bay hopper, as well as a caboose. Also represented were a pair of electric locomotives—run from batteries rather than from overhead wires, which of course would actually be about mid-chest on the engineer—and a small industrial switcher. My daughters thought this was a great way to spend the afternoon as did the several division members who made the long haul to get there.

As always, thanks to both our hosts, Jim Chapman and CASPS, for putting on great shows for us and letting us be a part of their modeling experience.



*Pennsylvania RR "Atlantic" No. 7002 from Henry B. Comstock's **The Iron Horse**, Galahad Books, 1971.*

---

**Achievement Notes**

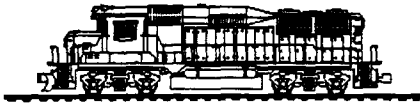
—Bruce Strickland

First off, let me conclude some old business from last March's Mini-Convention. Robert Johnson had won three Merit Awards for his O-scale traction equipment. The proper titles of the winners were: District Bridge & Terminal Railway #100; Interstate #150; Interstate #163. These three models helped Robert earn his "Master Builder—Motive Power" certificate in the NMRA's Achievement Program. Another certificate was awarded to Bill O'Neill for "Scenery." I wish to extend these gentlemen congratulations on behalf of the Potomac Division for their efforts.

Just a reminder—the Mid-Eastern Region Convention is coming to Hagerstown, November 4-6. Now is the time to think about putting the finishing touches on your models and completing the paperwork so that you may enter them in the Merit Judging portion of the Model Contest.

Several of you have asked if there is any way to get your models judged other than attending conventions. The answer is Yes! You could send your models along with a friend who is going to the convention—there is no requirement that you be present to have your models judged. Alternatively, you can arrange for judging to take place at any convenient place—such as in your home on your layout. The only reason we emphasize getting models judged at a convention is because it is a regular part of the convention program and many judges are present. But we're flexible, so let us know how we can help.

Those of you interested in the NMRA's Achievement Program should check out the January 1993 NMRA Bulletin for a copy of the Rules and Regulations. If you have any questions or need forms, please feel free to contact me any time by phone or mail. My phone number and address are listed on page 3 of this Flyer.



### The Head End

—Pete Matthews  
Potomac Flyer Editor

**Fun!vention '94** is nearly here. If you haven't yet attended a regional convention, I highly recommend it. Regional Conventions are a nice size, enough people for a critical mass, but not so many as to overwhelm you. We also have the advantage of proximity this year—it's just up the road in Hagerstown. For more information, see the notice inside our back cover. Also, July/August's MER Local has extended details and a registration form.

Thanks to Mike Jones for his current and past efforts in writing articles for the *Flyer*. His contributions are greatly welcomed. Now, if any of you have a hankering to be an author, why not write an article yourself and send it to me (my address is on page 3). Here are some basic **guidelines for articles**:

- Relate your article to railroading (this still gives you quite a broad range of topics): history, "how-to," operations, favorite railspotting locations—you name it.
- Keep your article short—1500 words or less.
- Submit articles typed or on disk.

Typed articles should be single-sided and double-spaced. Disk-submitted articles must be on a 3-1/2" high-density diskettes, in either DOS or Macintosh format, with the article itself in simple ASCII or "text only" format. Submissions may also be faxed or sent in data form via modem. (Call me for my Information Superhighway exit number. ;)

If you can produce a series on a consistent topic, we can even make it a regular feature. One such idea is Carl Barna's series on Potomac Division personalities, *The Call Board*. *The Call Board*, which used to be called *Member Notes*, has a much more railroad-y sound to it than *Member Notes* did. Besides I'm hoping to use *Member Notes* for a future series on modeling tips.

If you have a favorite technique, material, source of supply, whatever, let your fellow members know! I'll collect the tips and run them as useful filler in future issues. *Member Notes* won't reiterate Kalmbach's 768 (or however many) Tips book, but we should easily be able to come up with scores of new tips. Start sending in those ideas now! Thanks. ~~\*\*\*\*\*~~



### The Business Car

—Jeff Martello  
Division Superintendent

As we prepare for the Fall activities, I would like to solicit volunteers for some of next year's activities. We are currently looking for new hosts for home layout tours and presenters for clinics at our March Mini-Convention. Home layout tours are a special privilege of the Potomac Division and we would like to introduce our members to some new layouts in the area over this next year. Our Mini-Convention next March will feature clinics as always and we would like some new blood there, also. If you are considering preparing models to enter in our model contests at the Mini-Convention, the fall and winter quarters are just the time of year to get them finished and ready. If last year was any indication of the enthusiasm of our members, we are going to need even more space for models and the convention itself! This year we are planning to again use the Fairfax County Fire and Rescue Academy, in Fairfax, Virginia. Hope to see lots of new models and new clinics there! 

### The Head End

### The Business Car

## N-Scale KATO SD40s

All roads and undecorateds available

**\$75<sup>00</sup> and Up**  
Discounts on large orders

Please call Marlin  
at (608) 781-9610 evenings  
or (608) 388-4311 days.

Thanks.

## Dixie Module Team News

## Northern Virginia NTrak News

### HO Module Team Notes

—Bob Minnis

Sold! So was the fate of the two module frames that were advertised in the last issue of the Flyer. Both went to the same modeler. I am looking forward to seeing them in full scenery.

The HO Team participated in two public events over the past quarter. First was the **Manassas Antique Auto & Train Show**, June 18th. The event was HOT! Temperatures under the canvas tent hovered above 90°F. The high temperature and combined with normal June humidity caused the power packs to over-heat and shut down on several occasions despite an electric fan blowing directly on them. To the accompaniment of authentic sound effects (the Norfolk Southern mainline was just 50 feet), eleven Team members displayed a combination of 25 standard gauge and trolley modules.

Our second set-up took place on the July 4th weekend at the **Alexandria Lyceum**. The museum also featured selections of Jim Bistline's private collection of railroad memorabilia (including lanterns, china, and a steam locomotive bell [which children were actively encouraged to ring, much to my daughter's delight—ed.]). The collection had a definite "Southern" flavor and was quite interesting.

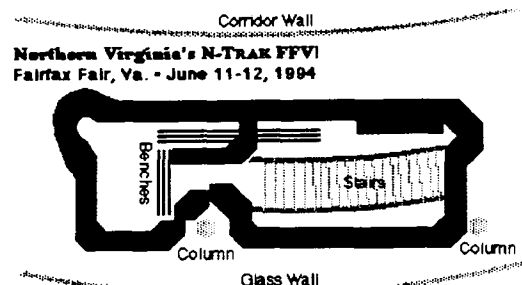
The Team's next scheduled event is the **November Rockville Lions Club Show**. I encourage all of you closet modelers to mark the dates of November 12th and 13th on your calendars. I would like to see six new members added to the Team's list of modelers. By the time you read this, you should have approximately eight weeks to build and scenic a module. If does not have to be "contest quality" to enter in a Team event. If you have any questions about any aspect of building or scenicking a module, please do not hesitate to call. If I can't answer your question, I'll find someone who can. Come on and join in. Remember, "Model Railroad is Fun!" 🚂

### Northern Virginia NTrak News

—Matt Schaefer

In June Northern Virginia N-Trak gave shows at the Fairfax Fair and the Manassas Antique Automobile & Train Show. Both shows demonstrated how innovative and flexible our club layout's size and shape can be. At the **Fairfax Fair**, we were holed up in a curved corridor of the Fairfax Government Center. Not only

did we have to encircle a stairwell and run over fixed benches, but we had to horse-shoe part of the layout around a support column using four corner modules!



Layout flexibility was again demonstrated at the **Manassas** show where, in order to accommodate spectators, we set up a very small N-Trak layout in the station's waiting room. As noted by Bob Minnis above, sound effects were provided by a series of NS and CSX trains running just outside the door. The trains were so close you could taste them!

Not only is our club experimenting with innovative layouts, several of our members are trying out extensive dioramas in lengths of 6, 8, 10, 12, and even 24 feet! These are not your typical 4 foot modules and nothing has been spared in gathering data. One of the most intense research efforts was conducted by Charles and David Greenacre who even went to France to gather information for their 24-foot non-compressed model of the Le Havre's great Hall of Trains, the terminal where passengers sailing from Europe would transfer from train to ship. Already completed for this scene is an N-scale model of the great passenger liner, the *Normandie*, which will be joined by the *Paris* soon.

Another of our intrepid teams, John Cook, Brian Brendel, and Gil Brauch, took 32 feet of their fine modules to the N-Trak East Convention, "Rail Fun 94," in Orlando, Florida this past July.

Our Fall schedule includes two shows. One will be the **Greenberg Show** in Upper Marlboro, MD, October 29-30. The next will be at **Landmark Mall** in Alexandria, November 19-20. Come out and see us!

Finally, N-Trak is being reorganized by Jim Fitzgerald, its co-founder and present leader. He has divided the organization into several regions where boards will be elected to run N-Trak and conduct regional meets. With this new organization in place, expect to see even more N-Trak activities in the future. 🚂

**W**e tend to associate a particular manufacturer with a particular scale or gauge, forgetting that it might well have made products in something other than "its scale." For example, Athearn, the biggest name in HO, began as an O manufacturer. Another case is Marx. Usually associated with O, and for good reason, it also sold HO trains for nearly 20 years.

HO scale grew dramatically in the decade after World War 2. By the mid-1950's, it was the principal scale of over 3/4 of model railroaders. One reason for its popularity was the large number of plastic models in simple "shake-the-box" kit or ready-to-run (RTR) forms. By the late 1950's, several firms — notably Athearn, Tyco, Varney, Revell, and Penn Line — were marketing RTR HO sets, complete with locomotives, cars, track, and power packs. Thus, HO posed a challenge to the RTR "tinplate" trains made in O gauge by the Lionel Corp. and Louis Marx & Co. and in S by the A.C. Gilbert Co. ("American Flyer"). Indeed, the HO Train Co. (later AHM, now IHC) promoted its RTR line as a family hobby.

Marx, the world's largest toymaker, had dominated the low-price end of the O gauge market since the mid-1930's. Louis Marx saw HO not as a threat, but as an opportunity and decided to go into it. This was no slap-dash affair. Preparations began in 1955 or earlier, took at least two years, and reportedly cost \$500,000 — several million dollars in today's money. When considering that high cost, one should bear in my mind that Marx (a) was readying an entire line of HO products from scratch, (b) was anticipating production runs in the hundreds of thousands, and (c) used high quality tooling, expecting years of production.

In the mid-1950's, there was some debate about what direction RTR HO trains should take. Some believed that they should conform to the same standards as scale models. Others argued in favor of "HO tinplate" with different, looser standards. As it turned out, Marx and the other RTR HO manufacturers tended to produce products that were often not exact scale models, but had greater fidelity than tinplate had in the past. Sometimes there were practical reasons for this approach. Athearn's GM GP9 road switcher, for example, had a wider than scale long hood in order to accommodate its electric motor.

Marx HO was more or less in the mainstream, although it later acquired the reputation of

being less accurate than other makes. The locomotives and cars tended to be simplified and, perhaps, a bit on the short side. (However, many scale HO passenger cars of the 1950's were shortened in order to fit the cramped "spaghetti bowl" layouts of that time.) Marx authority Keith Wills has criticized the Marx GM F7A locomotive for inaccuracies concerning the windows and stated that it "lacked the hard edge of reality." However, misshapen F-units are hardly unique to Marx, then or now.

Locomotives and cars had injection-molded plastic bodies. In fact, plastics were used wherever possible, including nylon wheels, although a freight car usually had one or two pieces of thick, stamped sheet steel concealed in its floor for additional weight for better tracking. Thick walls and a general absence of delicate detailing suggest that the trains were designed for handling by enthusiasts with less than mature care. Details such as ladders, brake wheels, and catwalks were molded with the body, standard practice at the time for both scale and toy plastic trains. Standard NMRA X2F "horn-hook" couplers were used, enabling them to be run with other makes. Marx petitioned the NMRA to increase flange size of HO wheels from .035" to .045", the larger size being easier to get and stay on the rails. The request was considered, but rejected, although Mr. Wills has suggested that this might have instigated the research that led to the NMRA's RP25 wheel profile. (Some of Marx's later HO trains featured dummy knuckle couplers and wheels with larger flanges.)

Marx designers used their ingenuity for maximizing variety while minimizing costs. Marx HO had just two basic flatcars, but they came with a variety of loads. The covered hopper was simply the hopper with a lid, just like the first real-life ones. But sometimes Marx went a bit too far, like using dummy F7 trucks on the 4-6-4's tender. As for the mechanical qualities of Marx's HO locomotives, little has been published; presumably, they were average for the time.

Decoration was usually a combination of pigmented plastic for the basic color with lettering and trim painted and/or stamped on. Although this sometimes gave the models a somewhat fake, plastic like appearance, it eliminated both the step of painting the entire body and the problem of paint being chipped or worn off. As for road names, Marx (like almost everybody else) used Santa Fe, New

## Feature Article

# The Life and Times of Marx HO Part I

by Mike Jones

**Feature Article,  
cont'd.**

York Central, New Haven, and Rock Island, monikers familiar to nearly all shoppers. But Marx also used lesser known road names such as Western Pacific, Monon, Virginian, and Western Maryland. (Most of these road names were also common in its O27 line.) Marx often chose some road names for their colorful liveries, even if they were of lesser known lines. (It has been suggested that Marx also catered to local tastes and loyalties.) Yet more than one Marx authority has called its Monon GP7 the ugliest toy train ever made! But most of the Marx HO trains inspected by this writer are attractive, even if the accuracy or even authenticity of some of their liveries are suspect. Some locomotives and cars were colored, but lacked road names, a practice followed to a limited extent today by some manufacturers.

Marx HO track initially consisted of hollow rails made from thin, tin-plated sheet steel (much like the firm's O27 rails) attached to fiber or plastic cross-ties. Later, the firm made track with the rails set in one-piece grey or black plastic moldings with simulated crossties and ballast. This provided greater support for the rails and deterred debris from getting up into the locomotive mechanisms. The concept was similar to today's Kato Unitrack, except that Marx's track did not have something like the special rail joiners used on Unitrack.

Marx HO products were manufactured in Hong Kong, Japan, and at the Marx's train plant in Girard, PA. (Marx's other US plants were in Erie, PA, and Glendale, WV, while its corporate offices were in New York, NY.) Marx made O gauge trains in Mexico and Wales, but those plants apparently did not produce any HO trains.

Marx HO trains hit the stores in time for the 1957 Christmas season. The emblem for the line was simple, but effective: "HO" in capital letters with the famous Marx circle-X trademark as the "O." Marx gradually expanded its HO line, as follows:

1957 - powered 4-6-4 Hudson steamer, powered GM EMD F7A streamlined diesel, and dummy GM EMD F7B diesel; boxcar, single-dome tank car, two-bay ribside open hopper (with and without loads), gondola, bay window caboose, and straight and depressed center flatcars with various loads; and straight and curved track only.

1958 - GM EMD GP7 road switcher and generic 0-4-0 industrial switcher diesels (both

powered only); dummy F7A and powered F7B; work caboose with various loads; Santa Fe combine, coach, and observation lighted passenger cars (Marx's only HO passenger cars); turn-out track; and many accessories.


1960 - 0-4-0T tank steam switcher, sometimes with tender; two-bay covered hopper and crane car; and track with integral crossties and roadbed.

1962 - Cupola caboose.

In many years, Marx applied new road names or numbers to existing cars and locomotives. The firm also purveyed a number of accessories, such as figures, structures, and signals.

Marx HO products were sold both individually and in sets. One important retailer of them was Sears, Roebuck & Co., who included them in its Christmas Wish Book catalog. During the mid-1950's, Sears routinely bought up to 2/3 of Marx's train production! Little wonder that Marx's HO output included a Sears/Santa Fe boxcar and an Allstate tank car. Interestingly, some sets sold in 1958 by Montgomery Ward & Co. had Atlas track. The reason for this has not been published. Perhaps Marx did not have sufficient track of its own or maybe Ward's preferred Atlas track. Marx was more than happy to produce special sets for its big customers.

One interesting Marx HO set was the "Green Giant Valley Express," issued as a tie-in with Green Giant canned and frozen foods. It featured a tender-type 0-4-0 steamer and a cupola caboose, both made in Hong Kong and unlike the usual Marx HO models of the same types, suggesting that Marx procured them from an outside source. Punsters will note that Green Giant's television advertisements featured the Jolly Green Giant bellowing "HO! HO! HO!"

After 1962, Marx's HO effort hit a plateau. Active promotion ceased around 1965-66. While still made and available, few new products were introduced and those were reworkings of existing ones. Why? Part II of this article will consider that question and also look at Marx HO's rebirth. 





# Alex Pope's HO "Popenna™ Railroad"

5401 Temple Hill Road • Temple Hills, Maryland • (301) 702-0751  
Sunday, October 16th, 1 to 5 P.M.

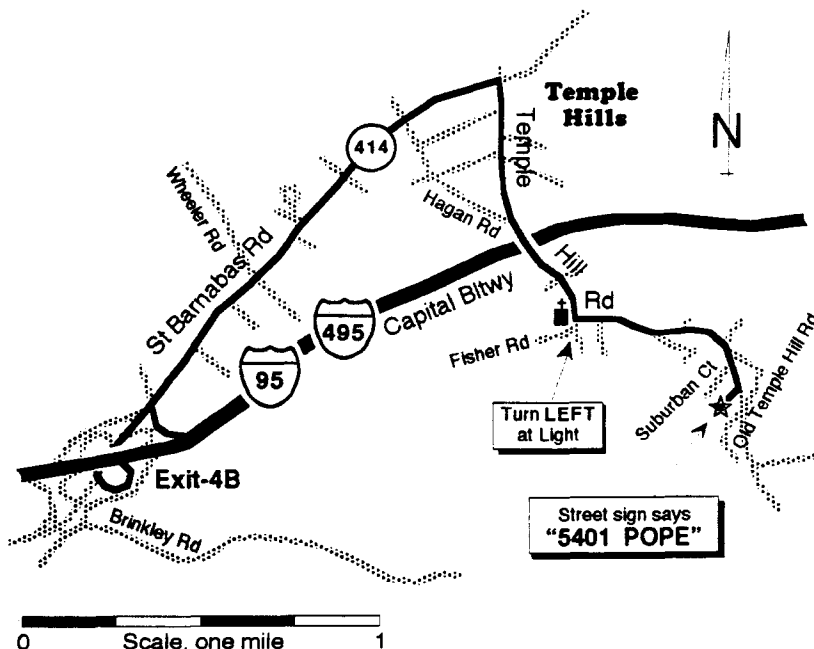
The Popenna™ Railroad is owned by Alex and Sandy Pope. Alex is listed as Chief Engineer and Alex III is Chief, Maintenance of Way. The Popenna was begun in 1979 as a double dogbone loop, 6x12 feet. In 1982 two peninsulas were added and the layout grew to 12x16 feet. In 1983, the Popenna tunneled through a wall and added a 4x25 foot yard. In 1986, a 4x8 foot roundhouse area was appended. The current layout, realized in 1992, has three peninsulas and wraps around the wall with overall dimensions of 36x40 feet! Just for added interest, and to claim some space of her own, Sandy has a G scale layout running beneath it all!

The prototype for the Popenna is both the Pennsylvania from Harrisburg to Altoona and the New York Central and Central of New Jersey from Jersey City to the Poconos. The period is about 1960. Its many features include the four-track Horseshoe Curve with a replica of the fenced in Pennsy K-4 No. 1361, the 12-stall Northumberland Roundhouse with turntable, a five-track diesel service and repair facility with four sand towers, the City of Harrisburg and Towns of Gallitzin, Lewistown, and Newport, and East Altoona Yard. New features include a ski mountain with a ski lift, and electric power plant with coaling operations, a circus and amusement park, as well as rivers, docks, and mountains. Alex has also added another 600 feet of track! There are numerous structures and the layout is 90% scenicked. To complement the layout, Alex has many Pennsylvania artifacts and books.

## How To Get There

Alex and Sandy Pope's home in Temple Hills is accessible from exit-4B off the Capital Beltway, I-95/495, in Maryland. To get to Alex's refer to the map below and the following instructions.

- From the Beltway take Exit-4B onto St. Barnabas Road. After passing through two traffic lights the third light will be Temple Hill Road.
- Turn right onto Temple Hill Road and follow it over the Beltway to the traffic light at Fisher Road (an Anglican Church will be on your right).
- Turn left. Temple Hill Road turns left at the light, too (if you don't turn left, you will end up on Fisher Road). Follow Temple Hill Road for about a half mile as it curves south.
- Look for a street sign on the right that reads "5401 Pope" after you pass Suburban Court.
- Turn right into the Pope driveway and park wherever safe and convenient.

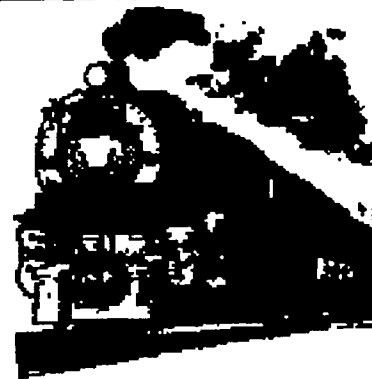


## Fall Events

- October's Home Layout Tour



# TRAIN SHOW



## ROCKVILLE LION'S CLUB BENEFIT

Saturday, Nov. 12, 1994  
10:00 A.M. - 4:00 P.M.

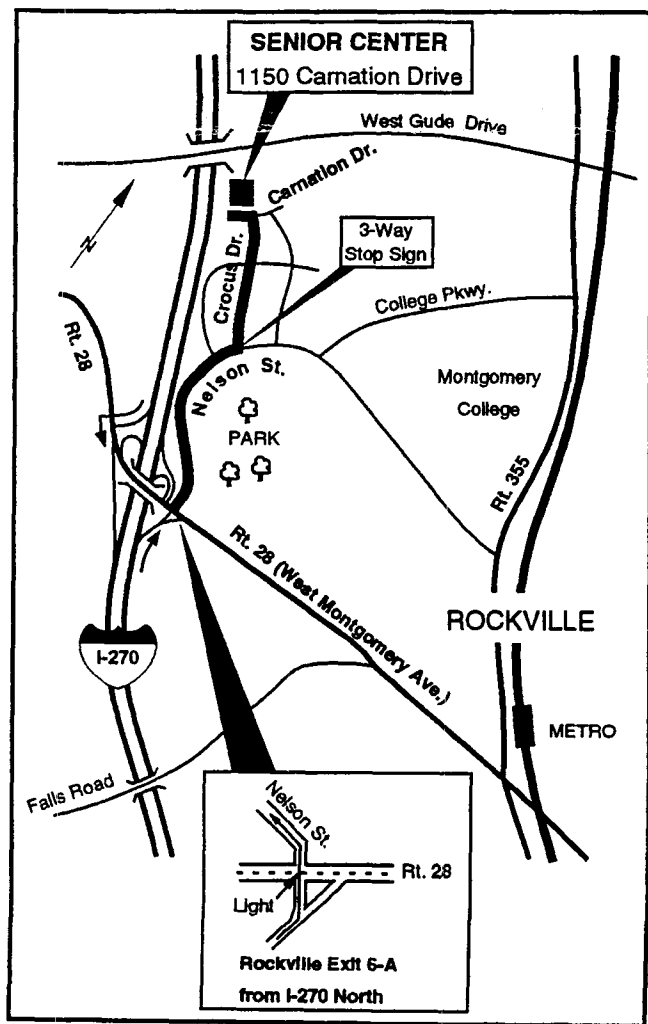
Sunday, Nov. 13, 1994  
12:00 P.M. - 4:00 P.M.

ROCKVILLE  
SENIOR CENTER

1150 Carnation Drive  
Rockville, MD 20850

Info: Eli Geib (301) 948-8316

LIONS EYE MOBILE  
FREE VISION SCREENING  
AND GLAUCOMA TESTING



### OPERATING MODULAR LAYOUTS

Railroads in Z, N, and HO Scales

Trolleys in HO Scale

Garden Railway Setup: G-Scale

Lionel Modular Setup

Loco-Doctor: help for your sick  
locomotives (Tinplate and scale)

Static Displays

Model Railroad Videos

Slide/Tape Clinics

Refreshments: food and drinks

This is NOT a Dealer Sale Show  
All Proceeds Go Towards Rockville Lions Club  
Charitable Efforts - In Particular, Sight  
Conservation Efforts Such As Eyeglasses, the  
Lions Eyebank, and the Lions Low Vision Center

### DONATION

Adults:	\$4.00
Under 13:	\$2.00
Family Maximum:	\$8.00

# The Call Board

Notes about fellow Potomac Division Members — Hosted by Carl Barna

We've had a great response to our request for short biographical sketches. This issue we feature two old Potomac hands, Matt Schaefer and myself, as well as three new members, Ray Franseen, Bernard Hammett, and Ted Stanfill. This column is dedicated to filling out the people behind the faces and sharing of interests with our fellow Potomac members. Please take some time to write a short history of your involvement in model railroading and send it to me in care of the *Potomac Flyer* (address on page 3).

**The Call Board  
(formerly  
Member Notes)**

## Ray Franseen

Ray Franseen is 51 years old but still has his original, boyhood Lionel trains. He has built several layouts over the years, but has been inactive except for Christmas displays the past ten years. Until last year Ray had never joined any clubs or associations, but he then joined the Lionel Collectors Club of America and he has now joined the Potomac Division. He is currently building a 14x40-foot, O-scale, 3-rail layout in at his home in Philomont, Loudoun County, Virginia. Ray works in Budget and Planning for the Resolution Trust Corporation (the savings & loan clean-up agency) and commutes by train each day from Brunswick, Maryland, to Union Station in a refurbished MARC parlor cafe car. A railroad buff, Ray collects mainly lanterns, switch lights, and other memorabilia. He loves steam excursions with the Norfolk & Western's J Class #611, having ridden in the cab as a young boy. Ray's other interests include driving his John Deere tractor, collecting wine, antiquing with his wife, and playing the drums.

## L. Bernard Hammett, Jr.

Mr. Hammett, from Clinton, Maryland, is 55 years old and interested in trains large, small, or full size. He has a 6x16-foot HO-scale layout under construction in his basement and a G-scale, U.S. narrow gauge layout on his deck. He says that he is also building a G-scale layout at his summer home in St. Mary's County, Maryland.

## Lt. Col. Edward T. Stanfill, USAF, ret.

Ted Stanfill is 64 years old, married, and has three children. The youngest is a Virginia Tech junior where he is a member of the Corps of Cadets and the Cadet Band; his older son and daughter both live in the Atlanta area. Ted was born and raised in Baton Rouge, Louisiana, is a graduate of LSU, but currently lives in the Franconia area of Virginia. He served 20 years with the Air Force, then 20 more with a systems sciences firm (read "Beltway Bandit"). "The next 20 are for me!" he proclaims.

Ted's model railroading began with a Varney HO diesel in 1948. The nomadic life of college and the Air Force prevented construction of a layout and in 1968 or so he sold his HO collection and moved to N scale. His principal modeling interest is the SP, diesel era up through the Seventies. He still has no layout ("for numerous reasons beyond my control!"), but does have a 25-year collection of locomotives, rolling stock, and buildings. Ted claims he needs every Kadee/Micro-Train truck and coupler in the world to upgrade his collection. He also has Model Railroaders dating back to 1953 with articles of interest to him indexed on his computer.

In closing, Ted remarks that we need more hobby and hobby supply shops in Northern Virginia as well as manufacturers who will produce B-units and dummies, not just A-units!

## Matt Schaefer

Born to a railroad family in 1934 on a hill overlooking Cincinnati's rail lines, Matt comes by trains naturally. He has color movies of himself in the 1930s in steam locomotive cabs, and started rail photography with 3x5's on the Rathole Division of the Southern Railway in the '40s. In 1949 he moved to Richmond and after school played in the back shops of RF&P's Acca roundhouse. He worked on the C&O in the 1950s as a yard clerk using the teletype and in the C&O Mechanical Department.

During the '60s, Matt enjoyed his trips as a mechanical engineer for the Army by taking Pullmans on the remaining great trains. Later he rode the Amtrak domes on the C&O and N&W (Hilltopper) and traveled extensively in the U.S. and Western Europe "researching the rails." Serious research work with Monroe Stewart includes hiking the New River and chartering airplanes to photograph industries from all angles.

**Call Board,  
cont'd.**

**Bulletin Board**

**Business Card  
Directory**

Matt is an Amtrak photographer for area wrecks and is the staff photographer for the MER, NMRA, and superintendent for Northern Virginia N-Trak. He has written extensively for N-Trak, MER, and historical publications. In 1983 Matt built the New River Gorge N-Trak module and is always building new and innovative modules and layouts.

**Carl Barna**

At the age of two, Carl received his first Lionel train. He has been a model railroader ever since. Today, Carl's modeling interests range from a freelance Sn3 1930's period layout based on the RGS, the Silver Lake & Sonoran, to trying to recapture memories of his 1950's boyhood in northeastern New Jersey. It is the latter layout, the HO North Jersey Harbor Belt, that has captured most of his recent efforts. Carl is basing his plans primarily on the old Belt Line 13, Lehigh Valley, and Jersey Central operations along the Chemical Coast between South Amboy and the Newark-Jersey City area. Sprinkled in for flavor is a little DL&W, Raritan River, and Rahwah Valley. Carl plans to use heavy car float activity across New York harbor as staging. Carl finds researching the background for the layout, in fact, historical research in general, as satisfying as the modeling itself. Meanwhile Carl's son, Ryan, has assumed control of the old Lionels.

**Bulletin Board  
Want Ads, Help Wanted, 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.

**Operating Group Forming:** Pete Matthews is looking for a additional operators to meet once or twice 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.

**★★★ Employment Opportunity ★★★**

The Great Train Store at Union Station has Full or Part time, day, evening, and weekend positions available. Come in or call (202) 371-2881.

**Business Card Directory**

We want to welcome two new advertizers to our Business Card Directory!  
Please place this page, along with the rest of the Directory, in your phone book or on your work bench.



THE GREAT TRAIN STORE

**Frederic Bell**

*Store Manager*

Union Station

50 Massachusetts Ave., N.E., #109 • Washington, D.C. 20002

Telephone (202) 371-2881

(410) 647-3335

**Frank's Caboose**

Model Railroad Services

- Layout Design • Consultation
- Train Repairs

283 Oak Ct.  
Severna Park, MD  
21146

FRANK WINNER

## Business Card Directory

Place this Directory in your phone book or on your work bench.

**ACTION HOBBIES** M-Th 10-6 • Fri 10-9 • Sat 10-6 • Sun 11-4  
**978-9771**

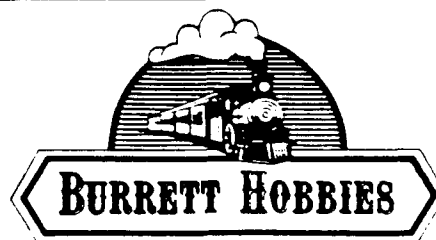
5765G Burke Ctr Pkwy Burke, VA.

**RADIO CONTROL KITS**

- CAR KITS - (Radio Charger & Battery On Selected Kits)
- R/C PLANE & GLIDER KITS
- R/C HELICOPTER
- ALL MAJOR BRANDS
- ENGINES, PARTS, ACCESSORIES

**See Our Newly Expanded Railroad Dept.**  
 N-HO-HO<sub>3</sub>-ON<sub>3</sub>-TINPLATE LGB

**MODEL BOATS**  
 COMPETITION SPEED & SCALE MODELS  
 (Gas, Electric & Steam Powered)

*Bruce B. Blackwood*

9920 Rhode Island Avenue • College Park, MD 20740 • 301-982-5032

301-855-5900

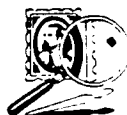
Robert Ritter

### CHESAPEAKE RAILROAD DEPOT

Model Railroad  
 Buying — Selling  
 Customizing  
 Repairs



P.O. Box 2808  
 Prince Frederick, MD 20678



STAMPS & SUPPLIES  
 FOR STAMP COLLECTORS



HO & N GAUGE  
 MODEL RAILROAD SUPPLIES

### DECADE STAMPS AND HOBBIES TONY TRIPI

SPECIAL ORDERS WELCOME  
 CALL EVENINGS 347-2567

394 WOODSTONE CT  
 WARRENTON, VA 22186

### MODEL RAILROAD HEADQUARTERS

### DENNISONS TRACKSIDE HOBBIES

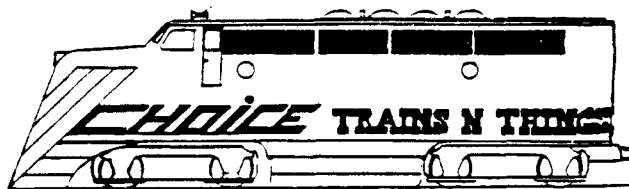
Daily  
 10-8

2 South Main Street  
 Mt. Airy, MD 21771  
 (301) 831-7211  
 TOLL FREE 1-800-972-6898

Saturday  
 10-5

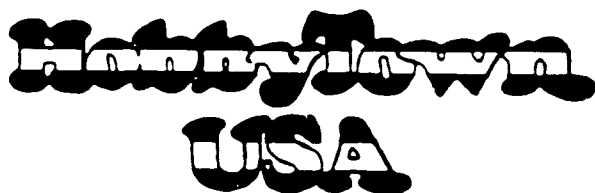
GARY W. LAVINUS

SARAH V. REED



LANDMARK CENTER  
 5801 Duke Street  
 Alexandria, VA 22304

(703) 750-9854



703-330-1990

Festival at Bull Run  
 11696 Sudley Manor Drive  
 Manassas, VA 22110

(410) 539-6207



*M. B. Klein, Inc.*  
 MODEL TRAIN HEADQUARTERS



TED KLEIN  
 President

162 N. GAY ST.  
 BALTIMORE, MD 21202

## Business Card Directory

Place this Directory in your phone book or on your work bench.



HARRY & NANCY SPICER  
(410) 374-1005  
1-800-821-6377

### MAIL BAG HOBBIES

MODEL TRAINS AND ACCESSORIES  
RETAIL MAIL ORDER

SHOWROOM  
16817 GORSUCH MILL RD.  
UPPERCO, MD 21155

Box Two NINETEEN  
MONKTON, MD 21111

### MAINLINE HOBBY SUPPLY



#### SCALE MODEL RAILROAD SUPPLIES

15015 Buchanan Trail East  
on Route 16 E. of Waynesboro  
Blue Ridge Summit, PA 17214  
(717) 794-2860

HOURS:  
Mon-Wed 10-8 Th-Fri 10-9  
Sat 10-5/Sun 1-5  
Brian & Bonnie Wolfe

### MAYBERRY & SONS TRAINS & HOBBIES

Full Line Hobby Shop, specializing in trains  
& accessories, all scales; plastic models &  
dollhouse collectibles. Visa-MC-Discover.  
Call for hours & directions

10527 Summit Ave.  
Kensington, Maryland

(301) 564-9360

### Obies Trains



6461 Edsall Rd.  
#405 Alexandria, VA  
22312

Open 10-5pm  
Tues-Sat  
Phone 703-658-9321  
Fax 703-658-9522

### PASTIMES

TRAINS • HOBBIES • CRAFTS • MODELS  
DOLL HOUSES • RADIO CONTROL • ROCKETS  
BRIO® TRAINS & BREYER® HORSES

"School Project Specialists"

531 Quince Orchard Rd, Gaithersburg (301) 977-7902

YOU ALWAYS HAVE A FRIEND AT 'THE RIP TRACK'

### "THE RIP TRACK"

Scale HO and N Exclusively

A VERY DISCRIMINATING SERVICE  
FOR THE MODEL RAILROAD ENTHUSIAST

GORDON & EVELYN JOHNSON  
REPAIR ALL GAUGES CUSTOM PAINTING /RESTORATION

2885 PS Business Ctr  
Woodbridge, VA 22192

Hours 12-8 Weekdays 10-5 Sat 12-6 Sunday And Holidays

(703) 590-6901  
Member NMRA



Authorized Lionel Service Station 474



### TRAIN DEPOT & HOBBY SHOP SALES & SERVICE

SUDLEY CORNER CENTER  
7214 NEW MARKET COURT  
MANASSAS, VIRGINIA 22110

JOE KENNEDY  
(703) 335-2216

HO and N Scale  
Vehicles and Structures

Wholesale  
and Retail

### Authentic Miniatures of the american scene

Roger R. MILAM  
P.O. Box 5  
Burtonsville, MD 20866-0005

301-384-6299  
Sunday-Thursday  
9 AM - 9 PM

# 13th ANNUAL MT. CLARE DIVISION TRAIN FLEA MARKET & AUCTION



SATURDAY, NOVEMBER 12, 1994  
10:00 A.M. - 3:00 P.M.  
ARBUTUS TOWN HALL



The Mt. Clare Division's 13th Annual Train Flea Market and Auction is scheduled for Saturday, November 12, 1994. There will be a continuous AUCTION starting at 1:00 p.m. continuing until we run out of items. DOOR PRIZES will be drawn.

**LOCATION:** At the Arbutus Town Hall located just off Southwestern Blvd. (US Rt. 1) across the street from the Arbutus Fire Station. Plenty of FREE PARKING is available in front of the Town Hall.

**TIME:** 10:00 a.m. - 3:00 p.m.

**COST:** Admission is \$2.00; children under 12 free.

**AUCTION TICKETS:** \$1.00 per auction lot. Available at registration desk.

**TABLES:** \$8.00 per table. Number of tables is limited. Most tables are round, 7' diameter. Individuals with advanced reserved tables will be permitted access to hall at 9:00 a.m.

**DEALERS ARE WELCOME.**

**FOOD AND REFRESHMENTS ARE AVAILABLE AT EXTRA COST.**

**MAP ON REVERSE**

\*\*\*\*\*  
**ADVANCE REGISTRATION FORM**

**NAME** \_\_\_\_\_  
**ADDRESS** \_\_\_\_\_  
**PHONE** \_\_\_\_\_

**ENCLOSED FEES:**

<b>ADMISSION</b>	\$2.00	_____
<b>TABLES</b> (\$8.00 each. Fee covers table only. \$2.00 admission required for each dealer as well as helpers.)	\$8.00	_____
<b>TOTAL AMOUNT ENCLOSED</b>		_____

MAIL TO: Roy Brakmann, 3642 Ligon Rd., Ellicott City, MD 21042. (410) 465-5506  
Make checks payable to Mt. Clare Division, NMRA.

PUT THE FUN BACK IN MODEL RAILROADING

# **FUN!VENTION'94**

NMRA-MER FALL CONVENTION - RAMADA INN - HAGERSTOWN, MD - NOV 4-5-6, 1994

## **SMD AT LAST! SMD**

**THE SOUTH MOUNTAIN DIVISION BRINGS YOU  
A CONVENTION DEDICATED TO HAVING FUN  
WITHOUT WIPING OUT YOUR WALLET!**

### **FEATURING:**

LOW CONVENTION HOTEL RATES!

- \$57 A NIGHT AT THE RAMADA INN!

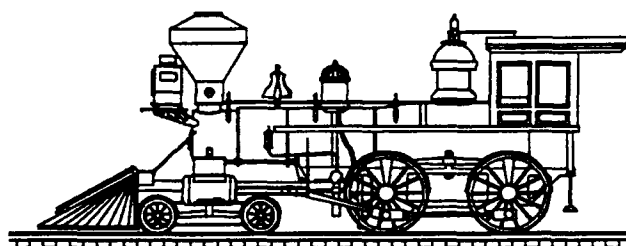
LOW REGISTRATION FEES!

- \$25 PRIME REGISTRANT - \$10 COMPANION - \$5 KIDS 12 & UNDER

SELF-GUIDED LAYOUT TOURS! - PICK THE LAYOUTS YOU WANT TO SEE!

NO SATURDAY NIGHT BANQUET DINNER!

- EAT WHERE YOU LIKE AT THE PRICE YOU WANT TO PAY!



### **ACTIVITIES INCLUDE:**

OVER 20 RAIL CLINICS AND 5 NON-RAIL CLINICS

2 FEATURED SPEAKERS FRI & SAT -- CONSIGNMENT AUCTION

18 HOME & CLUB LAYOUTS IN SCALES FROM HO TO G

3 MODULAR LAYOUTS IN HO, S<sub>n</sub>3 & G SCALE AT THE CONVENTION HOTEL

2 RAILROAD MUSEUMS WITH LAYOUTS -- LOCAL RAILFAN SITES

2 OPTIONAL EXTRA-FARE NON-RAIL BUS TOURS

"FRIDAY NITE AT THE FLICKS" WITH FREE POPCORN

TRADITIONAL AND "UNCONVENTIONAL" CONTESTS

FOR BOTH NOVICE AND EXPERIENCED MODELERS

FREE SATURDAY NIGHT "ICE CREAM SOCIAL" WITH CASH BAR

**FOR INFORMATION,  
CALL OR WRITE:**

FUN!VENTION'94  
2193 BELLEMONTE CT  
JEFFERSON, MD 21755  
(301) 371-9129



# 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: \_\_\_\_\_

ZIP \_\_\_\_\_

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

**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.

### 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.

☐ 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**

The Division will forward National and Regional dues.

## Potomac Division Fall 1994 Events

<u>Date</u>	<u>Activity</u>	<u>Place</u>	<u>Page</u>
September 18th	Swap Meet	Annandale, VA	1
October 16th	Home Layout Tour	Temple Hills, MD	9
November 12-13th	Rockville Lions Club Show	Rockville, MD	10

## The Potomac Flyer

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

P.O. Box 3204 • Manassas, VA 22110

**Fall Quarter Issue — September to November, 1994**

NON-PROFIT  
U.S. POSTAGE  
PAID  
MANASSAS, VA  
PERMIT NO. 234

**See You at the September 18th Swap Meet!**