



The Potomac Flyer

Spring Quarter

March to May 1996

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

Mini-Convention Focuses on "Model" in Model Railroading

Saturday, March 16, 1996, 9 A.M. to 3 P.M.

Rockville Senior Center

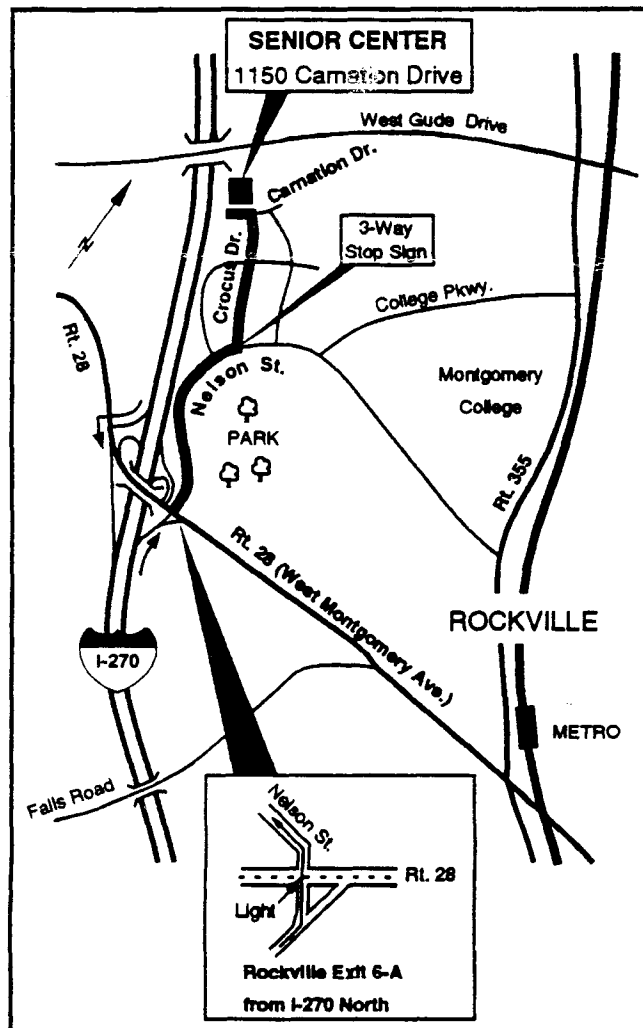
1150 Carnation Drive

Rockville, Maryland

The Potomac Division will hold its Annual Mini-Convention and Business Meeting on Saturday, March 16th at the Rockville Senior Center in Rockville, Maryland (see map below). The convention opens at 9 A.M. and continues past 3 P.M. Our tentative schedule is given on the next page. Admission is \$5 a person, with a maximum of \$10 per family. If you bring any models (including modules) for the Popular Vote Contest or Achievement Program Merit Judging, your admission is only \$3. A box-type lunch will be provided for a nominal fare (about \$3-4 per person). You may also spend money on raffle tickets.

Special Events

- **Luncheon Speaker** — During lunch we will be honored with a talk by Jim Bistline, past-president of Southern Railway.
- **Election of Directors** — The essential business item of our Annual Business Meeting will be the election of new directors. Details are explained below.
- **Beginners' B&O Freight House and Rolling Stock Contests** — Specially designed to entice first-time contest contestants, entries in these two contests will be judged for AP Merit with the highest scorers winning. All models that score high enough will receive NMRA Achievement Program Merit Awards. See the Ken Berthoud's Achievement Notes on page 4 for additional details.
- **Popular Vote Contest** — Anyone who brings a model to display or for merit judging is automatically entered in the popular vote contest (and gets a discounted admission to boot!). All convention goers then vote for their favorite models in each of several categories. Winners receive framable certificates and the admiration of their peers.
- **Superintendent's Award for Best in Show** — Jeff Martello will offer the first-ever Superintendent's Award for Best-in-Show to the model he feels best exemplifies the art of model railroading. The winner will receive a engraved wall plaque.
- **NMRA Achievement Program Merit Judging** — Because we will have a



Route to the Potomac Division's March Mini-Convention

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Mini-Convention, cont'd

Spring Events

Winter Recap

Mini-Convention Tentative Timetable

Saturday, March 16, 1996

Registration & Hospitality Hour	9-10 A.M.
Entries for Beginner's and Popular Vote Model Contests	9-10:30 A.M.
Clinics (two one-hour sessions)	9:30 - 11:35 A.M.
Popular Vote Contest voting and AP Merit Judging	10:30 A.M. - 12:45 P.M.
Lunch* with Address by Jim Bistline	11:40 A.M. - 12:30 P.M.
Annual Business Meeting	12:30 P.M.
Contest & Merit Awards Presentations	12:45 P.M.
More Clinics (two one-sessions)	1:00 - 3:05 P.M.
Winning Raffle Ticket Numbers Posted and Prizes Awarded	3:10 P.M.

* — Lunch will be provided by the Rockville Lions Club for a reasonable charge.

wealth of experienced modeling talent available, we will again provide merit judging for those folks interested in pursuing the NMRA Achievement Program certificates and working towards the title of Master Model Railroader.


- **Clinics** — What would our Mini-Convention be without clinics? Several folks have already volunteered to present clinics. As always we are looking for more. This is a great chance to prepare for presentations at regional and national conventions, as well as earning points for that AP Author certificate. Contact any board member if you are interested in presenting a clinic.
- **The Arm's-Length Raffle** — This will be the fourth year we have held this contest. Dozens of door prizes are offered and you select those you wish to compete for. Simply purchase an arm's-length of raffle tickets for \$3, or an arm's-span for \$5, and place the tickets individually or en masse in whichever boxes represent the door prizes you wish to win. After the last clinic session, winning tickets will be drawn, numbers posted, and prizes awarded.

Election of Directors

Our Annual Business Meeting is held for only one purpose: election of the next board of directors. After a couple short annual reports, we will take care of the election. Parliamentary procedures notwithstanding, we will accept nominations right up until the election. At present there is only one requirement to be nominated. You must be member in good standing at all levels of the National Model Railroad Association: the Potomac Division, the Mid-Eastern Region, and the NMRA itself. While it is "good form" to be nominated by another member, you may indeed volunteer (i.e. nominate yourself) to serve as a director. As a director, you should expect to spend a couple hours a week on your duties as well as attending the monthly division events and our monthly board of directors meeting.

Four current directors have offered to stand again for election: Bob Minnis, Pete Matthews, Clint Smoke, and Ell Geib. (Jeff Martello, our present Superintendent, is stepping down after several years

in various roles on the board of directors.) Bob, Pete, Clint are Virginians; Ell is a Marylander. Thus, as a minimum, we need a nominee from Maryland or the District to satisfy our by-laws.

Ask anyone who has attended past divisional meets — we have a great time. The March Mini-Convention ranks as our best-attended, best-received event. So, please plan to attend! Bring a model! Come, learn, and participate! Who knows, you might win a great raffle prize! 


Spring Events

We have two layout tours lined up for this spring.

April Home Layout Tour

Nick Kalis' Sunnyside Yard


Sunday, April 28, 1996, 1 to 5 P.M.

In late April we will again visit Nick Kalis' impressive layout of Sunnyside Yard in Queens, New York City. We last visited Nick's layout two years ago and Nick likes to invite us back periodically to "motivate myself to get some work done." Nick has been ably assisted by Ted Tubessing over the past two years and they have made a great deal of progress. For those of you who have yet to see this layout, you're in for a treat. Please turn to page 9 for more info and how to get to Nick's house. 

May Home Layout Tour

Ed Martin's Chessie System Mountain Division

Sunday, May 19, 1996, 1 to 5 P.M.

In May we return to another past host's layout, Ed Martin's Chessie System Mountain Division. Ed's layout was also on the "going-home" schedule of the Hagerstown MER meet a year or so ago. If you missed either tour, or would again like to see it, here's your chance. What's new? Ed and his Rif-Raf crew have been busily installing train detection and signalling. This will make the layout even more interesting and fun to operate and to watch. So plan to visit us there. See page 10 for a more details and directions for reaching Ed's home. 

Continues on page 4

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, Prince Georges, Charles, st. Mary's, and Calvert Counties, Maryland; Prince William, Arlington, Fairfax, Fauquier, Loudoun, and Rappahannock Counties, Virginia, as well as the independent cities of the area.

••• Division Staff Roster •••

Superintendent

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Asst. Supt, Md./DC

Ell Geib

(301) 948-8316 (home)

(301) 227-1829 (work)

Asst. Supt, Va.

Clint Smoke

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Paymaster

Bob Minnis

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(703) 264-2535 (work)

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(703) 313-2050 (work/beeper)

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 • 4416 Longworthe Square • Alexandria, VA 22309-1226. 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

Calendar

Staff Roster

March 16

Potomac Division HO Mini-Convention
Rockville, MD (1)

March 16

NVMR Open House
Vienna, VA (below)

April TBA

NVMR Open House
Vienna, VA (below)

April 28

Potomac Home Layout Tour
Falls Church, VA (2, 9)

May TBA

NVMR Open House
Vienna, VA (2)

May 19

Potomac Home Layout Tour
Derwood, MD (2, 10)

(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, Inc., has regularly scheduled open houses throughout the year. Unfortunately, their spring schedule failed to reach the *Potomac Flyer* before it went to press. NVMR is located in the former Washington & Old Dominion Railroad Station, 231 Dominion Road (at Ayr Hill Road), Vienna, Virginia 22180. The club meets Tuesday evenings. For more information about club open houses or on becoming a member, call (703) 938-5157.

Continued from page 2

Winter Events

Achievement Notes

Winter Events

Winter started off with the HO Module Crews' participation in two benefit shows, one at Fairfax Station in Virginia and another at the National Capital Children's Museum in the District. Bob Minnis reports on both shows in the HO Module Crew column on page 12.

On January 21st **Bob Johnson** hosted the Division. His HO layout models the Western Maryland from western Maryland to Baltimore through Hagerstown. Harrisburg is reached by way of a branch from Hagerstown. Operating this layout looks like fun with two substantial yards at either end of the room, well separated so that operators have considerable freedom of movement. The terrain in between is typical western Maryland with tracks crossing on bridges or clinging to steep valley walls along the gorge of the Potomac of Cumberland river (forgive my inadequate knowledge of local geography, Bob). Actually the scenery has only progressed as far as the hardshell stage, but nonethe-

less it is quite impressive and it is easy to envision the effects Bob will achieve. I look forward to seeing this layout again in a couple years, for I'm sure Bob will have made tremendous progress. Thanks again to Bob for hosting us and giving us a look at his fine layout.

As always, we go to press before the third event of the season, in this case a visit to **Deane Mel-lander** and his On3 Cumberland & Susquehanna Railroad. Look for a description of this layout in the next Potomac Flyer. Thanks ahead of time to Deane.

The fall season closed out with our now annual participation in the Rockville Lions Club benefit show, Saturday and Sunday, November 11th and 12th. The weather only partially cooperated with an early snowfall threatening things, but the only real problem was a lack of some light and heat on Sunday morning. Potomac's HO Module Crew was there along with The East Penn Traction modules, Northern Virginia NTRAK, the National Capital Trackers (Lionel), WMV Garden Railway Society, the Loco Doctor, and a host of other features and events. Ell Geib reports a good turnout despite the weather and long weekend (Veterans' Day). ~~REDACTED~~

Achievement Notes

—Ken Berthoud

This quarter we extend our congratulations to Nick Kalis for earning his Author's Certificate.

As the Mini-Convention draws near I have a few suggestions for those modelers preparing their models for merit judging. In most instances, the modelers efforts are directed entirely towards the model and they give the accompanying documentation short shrift. In some cases, poor documentation describing the entry can be the difference between achieving 87-1/2 points necessary to obtain a merit award and not. It is very important that the documentation be detailed enough to explain the techniques and materials used in constructing the model. For example, if you produced your own cast parts instead of using commercial castings, this should be mentioned in the write-up. Where appropriate, include plans, photographs, and other pertinent materials to help the judges better evaluate your model. It cannot be stressed enough the importance of complete paperwork.

The board has approved the publication in the *Potomac Flyer* of a series of synopses of the NMRA's Achievement Program certificates, originally prepared by Rick Shoup, National AP Chairman. They will acquaint or reacquaint our members with the AP requirements. AP Certificates cover the building of various types of models, scenery, trackwork, and wiring, and also recognize service to the hobby and the NMRA. The standards for the certificates are high and well they should be if their recognition is to have any meaning. Many people are reluctant to participate in the AP because the rules seem so difficult to understand or because they just don't know them. The series of synopses will explain and demystify each AP category, its regulations, and its exact requirements. We begin with the Golden Spike Award elsewhere in this Flyer.

In many of the AP categories, your models must earn a score of 87-1/2 points in merit judging. Merit judging can be done in one of two ways: through judging at an NMRA sponsored contest; or through judging in your home (for instance, judging the scenery on your home layout to meet the requirements for a Scenery Certificate). Judges can even meet you at a mutually convenient location such as at another modeler's home or over coffee at a diner. The AP will accommodate you as much as possible to help you get your models judged.

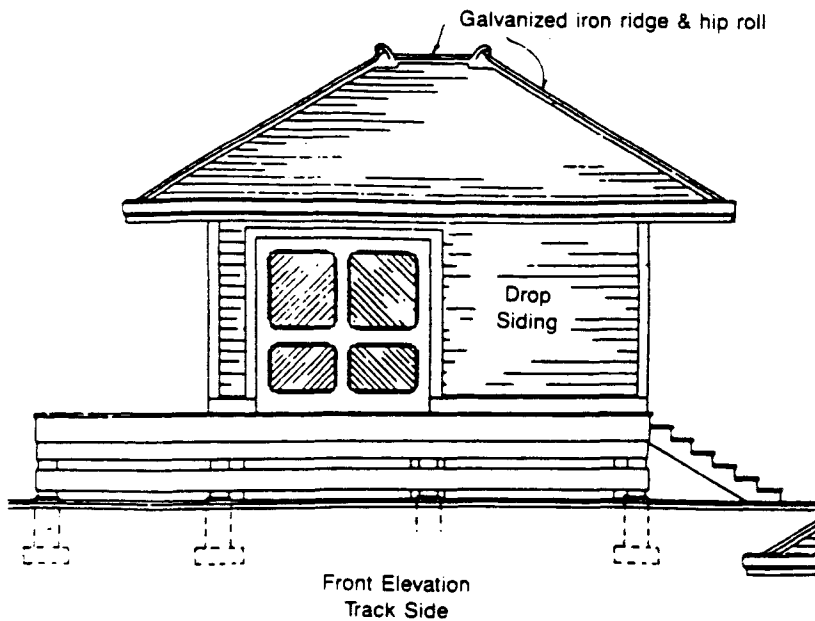
So, don't wait! Get involved by entering a model in the contests at our March Mini-Convention. For more information, call me, Ken Berthoud, at 703/354-1438, or call Bruce Strickland at 703/361-5620. ~~REDACTED~~

Editor's Note: The plans for the beginning structure contest, the Baltimore & Ohio Freight House, are included again in this Flyer. On the backside of the plan is a Model Contest Judges Score Sheet, which mimics the AP Judging Form. Use it as a guide to document your modeling effort as Ken suggests above. It needn't be terribly involved — just a simple "what I did" description will suffice. We will have Model Contest Entry Blanks at the Mini-Convention. If you plan to bring other models for judging, please feel free to make copies of the score sheet. If you need more, please contact Ken or Bruce at the phone numbers given.

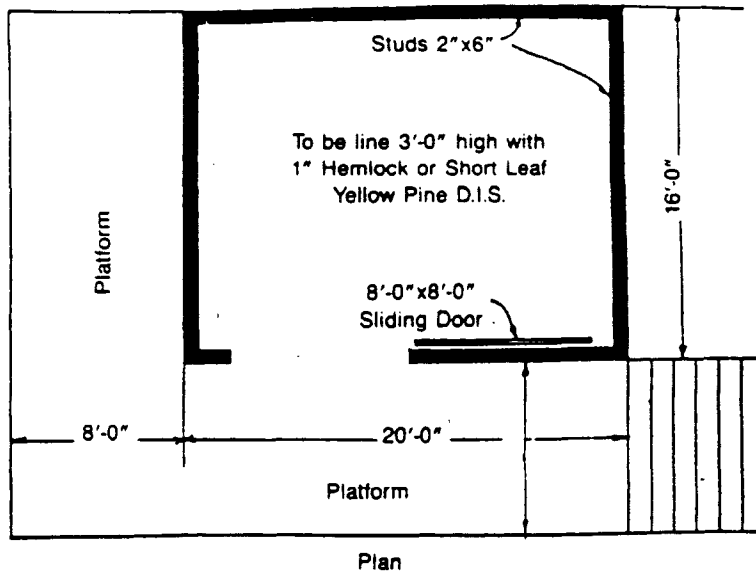
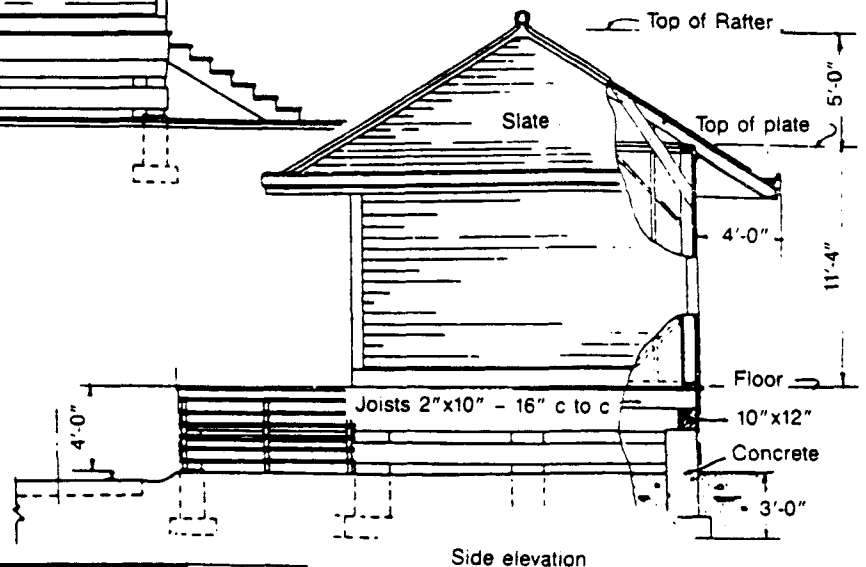
Also don't forget the other Beginners' Contest, the Rolling Stock Contest. This involves buying any rolling stock kit you wish, building it, detailing it, painting it, and weathering it. The models will be judged as the structure kit and the model with the best AP Merit Score will be declared the winner. For additional details or if you have any questions, please call Ken Berthoud. ~~REDACTED~~

Standard Plans

Baltimore & Ohio 16'x20' FREIGHT HOUSE



Prepared from official
Baltimore & Ohio Standards drawings.
Copies of these drawings may be made
for noncommercial use only.



NMRA Model Contest Judges' Score Sheet

Model Description _____ Entry No. _____

Describe Your Model in Detail. Check the Items that Apply. Add Other Data.

1. CONSTRUCTION (Maximum 40 Points)

Points Awarded

- | | | |
|--|--|--|
| <input type="checkbox"/> Drew my own plans | <input type="checkbox"/> Followed a construction article | |
| <input type="checkbox"/> Used prototype plans | <input type="checkbox"/> Cut and fit metal | <input type="checkbox"/> Cut and fit cardstock |
| <input type="checkbox"/> Used kit plans | <input type="checkbox"/> Cut and fit plastic | <input type="checkbox"/> Cut and fit glass |
| <input type="checkbox"/> Used commercial plans | <input type="checkbox"/> Cut and fit wood | <input type="checkbox"/> Crosskitted (kitbashed) |
| | | <input type="checkbox"/> Soldered |
| | | <input type="checkbox"/> Made patterns |
| | | <input type="checkbox"/> Made molds |

Describe in detail how model was built: _____

2. DETAIL (Maximum 25 points)

Points Awarded

Describe complexity, difficulty, refinement, amount of subordinate parts. _____

List commercial parts used. _____

3. CONFORMITY (Maximum 10 Points)

Points Awarded

Give information as to prototype modeled, or explain logic of design. _____

4. FINISH and LETTERING (Maximum 25 Points)

Points Awarded

- | | | | | |
|--|--|--|---------------------------------------|---|
| <input type="checkbox"/> Weathered | <input type="checkbox"/> Not weathered | <input type="checkbox"/> Sprayed | <input type="checkbox"/> Brushed | <input type="checkbox"/> Masked and sprayed |
| <input type="checkbox"/> Used decal lettering | <input type="checkbox"/> Used decal striping | <input type="checkbox"/> Hand lettered | <input type="checkbox"/> Hand striped | |
| <input type="checkbox"/> Other (explain) _____ | | | | |

5. SCRATCHBUILDING (Maximum 25 Points)

Points Awarded

List all parts you have fabricated. You will receive credit for these. Note any special or unusual features. _____

This space is for Contest Committee only

Tabulated _____ Verified _____

Final Score

The Golden Spike

The Golden Spike is the easiest, and for many people, the first AP award they earn. It is designed to demonstrate familiarity with different areas of the hobby, rather than expertise in a particular area. So take a look at the requirements — you may find that you have met most or all of them already. Note: Everyone who has a standard 4x2-foot module should be eligible for the certificate.

1. Rolling Stock (Motive Power & Cars)

Display six (6) units of rolling stock (scratchbuilt, craftsman, or detailed commercial kits).

Notice that the requirement is to “display” them. Nowhere does it say that they must earn a minimum number of points in judging — just that they must be displayed (in the monthly contests at your division meetings, for example; even having them set out on your layout or on a table in your basement counts as “display”). These models need to show a little more effort than a “shake the box” kit. For example, by itself a freight car kit out of the box is not enough to qualify. However, by painting and decaling it, adding a little detailing, perhaps some weathering, etc., you’ll have a qualifying model in no time!

2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight (8) square feet of layout.

Again, there is no requirement about how good or how elaborate you layout must be — just that you must “construct” it. On the other hand, you may have trouble convincing someone that a loop of track nailed to a piece of green-painted wood constitutes a “layout.” How much is eight square feet of layout? Well, a typical module is 4 feet by 2 feet, and would easily satisfy this requirement.

Construct five (5) structures (scratchbuilt, craftsman, or detailed commercial kits). These structures may be separate, or one or more of them may be part of a single scene.

The same comments apply here about the type of kits. The idea is to show that you can do more than glue a simple plastic kit together. Painting or weathering are good things to consider. Remember that “structures” aren’t just buildings. Things like bridges and trestles fall into this category, too.

3. Engineering (Civil & Electrical)

Three (3) types of trackage are required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.

This requirement sounds a lot harder than it is. First, notice that last sentence about commercial trackage; you don’t have to hand-lay anything — you can install a store-bought turnout. “Types of trackage” can be just about anything: turnouts, crossings, and grade elevation (a change in elevation of the track) are all examples of “types of trackage.” Also, note that the three types do not have to be different. For example, just having three simple turnouts will qualify. The “proper roadbed” requirement can be met by laying the track on a raised roadbed, such as cork, and ballasting it; it’s to show that you know about roadbed profile, drainage, etc.

If you can meet these basic requirements, complete the Golden Spike Award Form on the reverse, and forward it to me, Ken Berthoud (703/354-1438). I will take from there, first to verify and certify the award, and then to forward it along to the Regional AP chairman.

The Golden Spike Award

The Golden Spike Award will be awarded to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional Achievement Program Chairman under the direction of the National Achievement Program Chairman. AP regulations and definitions apply for scratchbuilt and super detailed. To qualify for the award the member must complete the following check list, obtain the signature of the Divisional AP Chairman or another NMRA member designated by the Divisional AP Chairman. The Divisional AP Chairman will submit the signed form to the Regional AP Chairman who will issue the Golden Spike Award Certificate.

Qualifications for the Golden Spike Award

1. Rolling Stock (Motive Power and Cars)

_____ Display six (6) units of rolling stock (Scratchbuilt, craftsman or detailed commercial kits).

2. Model Railroad Setting (Structures and Scenery)

_____ Construct a minimum eight (8) square feet of layout.

_____ Construct five (5) structures (scratchbuilt, craftsman or detailed commercial kits) if a module has less than five structures, additional ones separate from scene may be presented.

3. Engineering (Civil and Electrical)

_____ Three types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper road bed. Commercial trackage may be used.

_____ All installed trackage must be properly wired so that two trains can be operated simultaneously. (Double-track main, single-track main with sidings, and block or command control.)

_____ Provide one additional electrical feature such as powerful turn-outs, signaling, turnout indication, lighted buildings, etc.

Member _____ NMRA# _____ Scale _____

Address _____

Town _____ State _____ ZIP _____

Witness _____ NMRA# _____
(Please Print Name)

Regional AP Chairman _____

Regional and Divisional Chairmen have forms

Potomac Division Home Layout Tour

Nick Kalis' HO PRR/LIRR Sunnyside Yard

3431 Blair Road • Falls Church, VA • (703) 931-1772

Sunday, April 28, 1996, 1 to 5 P.M.

Spring Events

• April Home Layout Tour

It's been two years since we last saw Nick's layout and he and his crew, notably Ted Tubessing, have made considerable progress. The layout models Sunnyside Yard in Queens, New York City, in its time the largest passenger yard in the world. It was the facility where the Pennsylvania Railroad serviced cars for trains headed west from New York City and where the Long Island Rail Road maintained its huge fleet of commuter cars that served points east of New York. The layout is double-decked, with Sunnyside yard and other local yards, including a float yard, above a lower level staging yard representing points east and west. A five-loop helix connects the two levels.

Directions

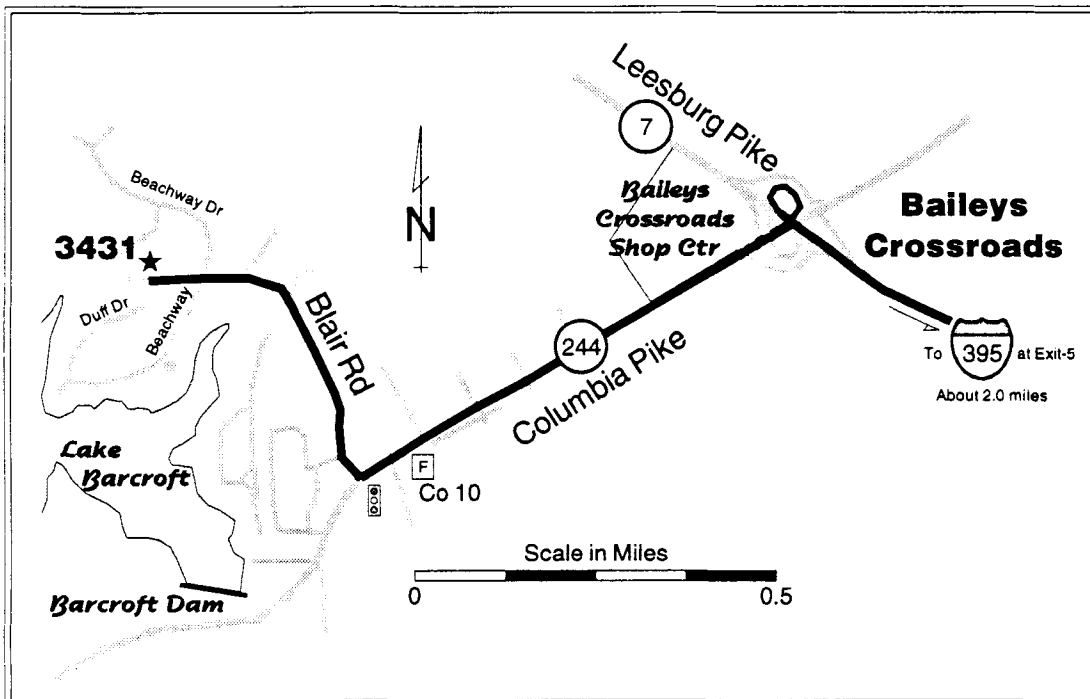
From I-395:

- Take Exit-5, King Street (SR 7) north about 2.0 miles to Columbia Pike at Baileys Crossroads.
- Take the second right onto westbound Columbia Pike (SR 244).
- About 3/4-mile ahead turn right onto Blair Road, just past Fire Company 10.
- Go about half a mile to 3431, immediately opposite the intersection of Duff Drive.

From I-495:

- Get onto eastbound Little River Turnpike, SR 236, at exit-6.
- Follow Little River Turnpike east for about one mile to Columbia Pike.
- Turn left onto Columbia Pike (SR 244) and follow it east about 3.4 miles.
- After passing Barcroft Dam, turn left onto Blair Road (Fire Company 10 will be ahead on the right).
- Go about half a mile to 3431, immediately opposite the intersection of Duff Drive.

Park where convenient along Blair Road or Duff Drive.



Potomac Division Home Layout Tour
Ed Martin's HO
Chessie System Mountain Division
7721 Dew Wood Drive • Derwood, MD • (301) 670-9027
Sunday, May 19, 1996, 1 - 5 P.M.

**Spring Events,
cont'd**

**• May Home
Layout Tour**

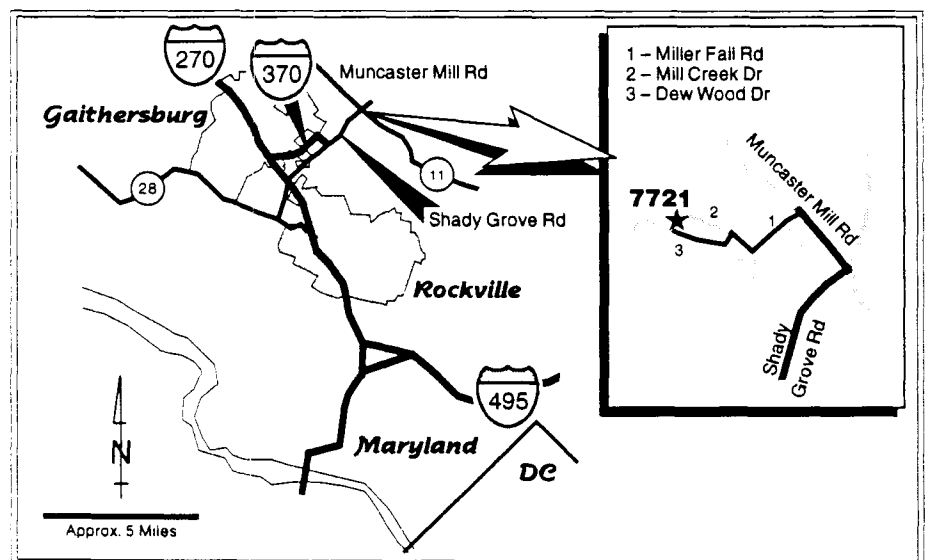
In May we will revisit Ed Martin's Chessie System Mountain Division. Since our last visit just over four years ago, Ed and his regular crew of operators, the Rif-Raf crew, have made many substantial changes. Foremost and most recent among them is installation of detection and signalling. The layout represents both ends of the Mountain Division, a fictional composite of Chessie's Appalachian operations. As you would expect the layout features mountains and mountain railroading (coal and potash mines, a helper district), but also has a major city, a seaport featuring live coal-dumping operations, heavy freight traffic, two classification yards, and passenger service. Scenicking is essentially complete, although occasionally in flux. Ed runs the show from an elevated dispatcher's station and several operators are easily kept busy running trains, switching industries, and sorting cars.

Plan to stay for at least 30 minutes to see a fragment of the train schedule normally run on Friday evenings.

Directions

The map shows the location of Ed's house, 7721 Dew Wood Drive.

- Get off I-270 at Exit-9 and take the Sam Eig Freeway, I-370, east.
- I-370's terminates at Shady Grove Road where you turn left.
- Proceed about 1.5 mile to Muncaster Mill Road and turn left.
- Take the second left, Miller Fall Road, about a quarter mile ahead.
- Turn right at the stop sign onto Mill Creek Drive.
- Finally, take the next left onto Dew Wood Drive. 7721 will be on the right just over the rise.





The Head End

—Pete Matthews
Potomac Flyer Editor

It's time for a new Editor!

Yes, that's what I said, it's time for a new Editor!

Being *Potomac Flyer* editor for the past five years has been a labor of love for me. It gives me great personal joy and satisfaction to produce a nice looking newsletter. My Mom always said that it was more important to do what you love, because you can't help but succeed. This has certainly been the case in my time as editor. I've learned a lot about page layout, typography, graphic art, and things I never new existed (x-heights, ascenders and descenders, white space, etc.). And I've thoroughly loved it.

But it's time for someone else to have a shot at it. In a volunteer-based organization such as ours, you cannot become dependent upon the work of one or two people. And the folks running the show cannot become too enamored of their work either. So I'm forcing one of you, whomever that may be, to take over this job.

What with the profusion of desktop computers and inexpensive but powerful page layout software these days, I strongly suspect that several of you Division members could easily undertake this duty. Have you ever wondered what it really takes to put together a timely, informative, and easily read newsletter. (So have I.) Well, now's your chance.

What does it take? Figure a week or two of concentrated effort every three months. Just collect articles from the various board members and division staff like the AP representative, HO Module Crew and NTRAK coordinators, and so on. Then key it in (or scan it and OCR it, if you have the capability), layout it out, print in camera-ready form, and you're done. Yeah, you have to be your own reporter much of the time, but that's fun, too. Also, there's the administration of the business card and other ad sales, such as letting hobby shops and others know about the service, sending out notices, collecting fees to pass onto the Paymaster, and the like. Not too much, but few hours of work scattered throughout the two off-months each quarter.

What do you get out of it? First off, a lot of inside scoop on what's going on in the Division. Also, a great deal of fabulous comradery with the board of directors and staff. Most importantly, a chance to try out your creative juices in the desktop publishing realm, leading ultimately to a great sense of accomplishment every time you see a copy of a *Flyer* you composed.

If editing a quarterly newsletter appeals to you, call me right away. You'll love it! ~~XXXXXX~~



The Business Car

—Jeff Martello
Division Superintendent

Come to the Mini-Convention!

It's time again for our annual Mini-Convention, our year's most popular and well-attended event. The site for the meet, the Rockville Senior Center, is a few blocks off I-270 and thus easily reached from throughout the area. So, please, mark your calendars now for March 16th and plan to be there!

Swap Meet Gaining Strength

Our newer tradition, the September Swap Meet, is well into its planning stages and it looks like this year's will be the best yet. We have more space and several more vendors are interested. We hope to add other features, maybe some clinics, as well as hosting more division members interested in clearing our their basements. Ask anyone who brought things to the last meet and they will tell you that the day was quite successful.

Clinics and Clinicians

Speaking of clinics, we are always looking for new ideas and new presenters. If you have any, repeat any model railroading topic you feel at all qualified to talk about for 30-40 minutes, please let us know. Chances are that we will still have openings for the Mini-Convention and will be looking for folks for the Swap Meet.

Golf Shirts Nearly Ready!

Hopefully by the Mini-Convention, the new Potomac Division golf shirts embroidered with the patch at right will be available. Pricing is yet to be set, but they should be available in \$18-\$25 range. Look for them in March!

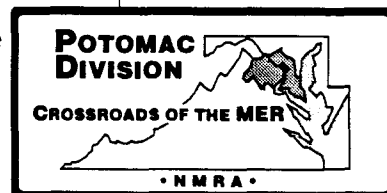
Fare Thee Well

Finally, let me close with a fond farewell to all of you. I am stepping down from Superintendent at this election and am also leaving the board of directors. It is time for new blood on the board and this will force one of you, or hopefully more, to run for a seat at the annual business meeting. I shall miss being in the thick of things, but at the same time, I will be glad to just be able to go to Division meets and take my time looking at layouts, listening to clinics, and being a full-fledged spectator.

I want to thank you all for your support while I have been on the board, at least six years now, and say that you are the folks that make it all worthwhile. Farewell and Happy Rails! ~~XXXXXXXXXX~~

The Head End

The Business Car



HO Module Crew Notes

Northern Virginia NTRAK News

HO Module Crew Notes

—Bob Minnis

Happy New Year. As promised in the last issue, here are the details of the Module Crew's year ending events.

First was Woodbridge. The modules were set up right in the middle of all the activity under the VRE station canopy. The VRE train riders departed and returned on the main track just a few feet away. Crew members who participated were T. Costello, K. Heinen, P. Morehead, C. Weiner, J. Matthews, and D. Traudt. D. Cooper and L. and B. Strickland provided assistance and support.


Next event was the Rockville Lions Show. This was the largest set-up we've had in several years. In all, some thirty-two standard and trolley modules were assembled. Show attendance was lighter than expected, but enthusiasm was great. The hit of the show was the trolley barn with the automatic turntable. Crew members joining the Woodbridge participants were K. Berthoud, E. Geib, B. Minnis, B. Strickland, and D. Cooper. Critical assistance was provided by J. Doggett, B. Ocain, P. Halt, B. Thomas, and L. Strickland.

Third event was Fairfax Station. This year's event, held Dec. 2 & 3, was their sixth annual show. The Module Crew has been there every year. Attendance was the second highest. Over 600 entered during the seven hours on Saturday with a like number during the four hours the Station was open on Sunday. There were trains crammed into every corner of the small station. Every scale from Z to G except TT was represented. The loco doctor "cured" several ailing engines. As always, The Friends of Fairfax Station were generous and gracious hosts, making it a very enjoyable weekend. Crew participants were K. Berthoud, T. Costello, J. Matthews, B. Minnis, P. Morehead, B. Strickland, and C. Weiner. D. Cooper and E. Geib provided backup assistance.

Last event was the Capital Children's Museum on Dec. 30 & 31. The Crew literally closed out the year at the CCM. The Government shut-down kept two modules from showing up. Also, for part of the weekend, the outside temperature was warmer than the interior auditorium thanks to a faulty circulating heat pump. Frequent visits to the vending machines provided adequate quantities of coffee and hot chocolate. We did get lots of practice controlling multiple trains with our new DCC equipment. Dave Cooper lent some head-set radios that proved very successful in communicat-

ing with each other. Crew participants were T. Costello, E. Geib, K. & E. Heinen, J. Matthews, B. Minnis, B. Strickland, and C. Weiner.

The first '96 events for the Module Crew occurred on consecutive weekends in February. The weekend of 17/18, we will be operating at the Greenberg Train Show being held at the Capitol Expo Center in Chantilly, VA. The following weekend, 24/25, we will travel to the Show Place Arena in Upper Marlboro. Hope you all have a chance to brave the weather and attend one or both events. Stop by and say "Hello." The final event for the quarter will be the mini-convention. See details elsewhere in this *Flyer*.

Our membership rolls are open as always. If you have an interest in module modeling, please come forward and give us a call. We have a great time and are willing to share the fun. 



Northern Virginia NTRAK News

—Rodney Smith & Matt Schaefer

RunniN TraiNs '96

Northern Virginia NTRAK (NVNTRAK) is hosting the 1996 NTRAK East convention, RunniN TraiNs '96, at the Radisson Mark Center Hotel right off I-395 at Seminary Road in Alexandria from August 15th to 18th. The convention will feature a huge NTRAK set-up, of course, but modular layouts in other scales are invited as well as tours of home layouts in many different scales. The list of home layouts already includes Monroe Stewart's N-scale Hooch Junction, John Armstrong's O-scale Canandaigua Southern, Paul Dolkos' HO-scale Boston & Maine Hampshire Division, J. D. Smith's HO-scale Southern Railway Rathole Division, Pliny Holt's N-scale Southern Pacific, and the excellent HO-scale Northern Virginia Model Railroad Club.

Prototype tours include visits to the Metro's Eisenhower Avenue Repair Facility, Union Station, Amtrak's Ivy City Facility, the PEPCO's Alexandria Power Plant, Vulcan Industries' Manassas Quarry, as well as a tour of the B&O Museum hosted by Baltimore Area NTRAK (BANTRAK). Other events include Grey Line tours of many of the DC tourist sights, a moonlight Potomac cruise, and a guided tour of the Pentagon.

Continues on page 13

The Call Board

Potomac Division Members Sharing Their Interests with Fellow Members — Hosted by Carl Barna

We continue to receive updates from fellow Potomac Division members. Since the Call Board was absent from the last issue of the *Potomac Flyer*, we have several new biographical sketches this time. Keep them coming! See you in March.

Wilson N. Felder has been an active HO modeler off and on since the mid-sixties. Right now, he is in the process of moving to a new house which will (hopefully) contain a great train room. Meanwhile, he has been concentrating on scratchbuilding rolling stock — he has earned three Achievement Program Merit Awards for his models of Western Maryland freight cars. He tries to sandwich his modeling in among his other interests, which include skiing, backpacking, camping, and nature photography. When he is not building models, he is active as a District leader in Boy Scouts and as a chauffeur for his very busy children.

Daniel P. McEnrue is 5 years old and loves trains. His Mom and Dad are helping him learn about trains and different layouts.

John Hugh McLeod III, AIA reports that model railroading runs in his family. His maternal grandfather was Hugh G. Boutell, a pioneer narrow gauge modeler. He published articles describing his scratchbuilt models of the Maine two-footers starting in the 1920s. In the earliest layouts he used round copper wire for rail until his mother brought back realistically profiled brass tee-rail from England. Most of his models were O scale (17/64" = 1") running on HO standard gauge (7/8") track. His last layout was HO standard gauge, made of commercially produced pieces. This was the layout John inherited when he was in fifth grade, and

slowly modified and demolished, with considerable help from his little brother.

Model railroading went dormant for John, as for many, during college and the nomadic period that followed. Then six years ago he became engaged to an unsuspecting girl, and was faced with the realistic prospect of living in a real house with a basement or other suitable train room. He began designing and then building a medium-sized HO on 3 around-the-walls layout in an 11'-4" by 14' room. The benchwork and track are virtually complete, and he has begun the scenery. His Pine Cone Valley Railroad is a free-lanced western mining and logging operation located somewhere in the Sierra Nevada. John considers himself to be 4 years into a 10 year project, but the recent birth of a baby girl may force a reassessment of the schedule.

Lance Mindheim lives in Silver Spring with wife, Cathy, and two cats. He is fascinated by the operations of the Southern Division of the Monon RR. As a child I grew up watching Alco RS-2s switching the stone quarry behind his house in Bloomington, Indiana. Lance has a small 10x12-foot HO shelf layout modeling a small segment of this region.

Martin F. Mintzell is trying to rebuild the American Flyer steam freight and diesel passenger set (ca.1950) of his youth (including accessories).

Continues on page 14

NVNTRAK News continued from page 12

A major event of RunniN Train's '96 will be the All Scale Train Show, to be open to the public as well as attendees, August 17-18. The show will feature modular layouts in all scales and vendors and exhibitors from across the nation.

Everyone is invited to come to the convention. If you are interested in attending, please write us at Northern Virginia NTRAK, P.O. Box 1951, Herndon, VA 22070. Those of you with World Wide Web access can get monthly updates and other convention information at our web page. The NVNTRAK convention page's URL is

<http://metro.turnpike.net/N/nvntrak/conv96.htm>

Upcoming & Past NVNTRAK Events

In addition to planning the convention, NVNTRAK has a busy spring planned. First up is the Greenberg Show at the Capital Convention Center in Chantilly, Virginia, followed a week later by the Southern Maryland Rail Enthusiast Show at the Prince Georges Country Equestrian Center in Upper Marlboro. April 12-14 we will return to Springfield Mall in Springfield, Virginia.

Several of our members were at the Lions Club show last November and had a great time. We were

able to set-up at Springfield Mall in January on Martin Luther King weekend. The snow interfered with set-up on Friday evening and cost us some participants, but a fair number got out early Saturday and were able to set-up before the Mall got busy. They stayed up throughout the weekend and on to Monday evening. Thousands of mall visitors trooped by and were full of compliments. We even recruited a couple new members. ~~***~~

Module Events

Feb 17-18	Greenberg Show, Capital Conv. Ctr., Chantilly, VA (HO, N)
Feb 24-25	Rail Enthusiast Show, Equestrian Ctr, Upper Marlboro, MD (HO,N)
Mar 16	Mini-Convention (HO)
April 13-14	Springfield Mall, Springfield, VA (N)
June TBA	Manassas Rail Fest
August 15-18, 1996	NTRAK East (N, HO)

The Call Board

**NVNTRAK News,
cont'd**

Call Board from page 13

For his son, he is seeking current production Lionel, especially operating cars.

Ken Nesper re-entered the hobby in 1982, after a 20 year hiatus, with the purchase of a Lionel train set to augment the O-gauge Marx and American Flyer equipment that he had saved from his and his father's youth, respectively. This event, and his wife's encouragement, led to a steady progression of layouts in tinplate, then O/hirail, and now O-scale. Currently in its fourth incarnation, Ken's Potomac & Patuxent Railroad is a fanciful interpretation of the Baltimore & Ohio Railroad's Alexandria Subdivision in 1949. Ken is a member of a round-robin railroading group and a frequent attendee at NMRA and MER conventions.

Donald J. Twillman and his four sons have enjoyed model railroading for many years. He now

collects train memorabilia. He has gone to England and Europe to ride trains and has logged over 200,000 miles on Amtrak since 1983.

Thomas R. Warrington worked for ACL, 1961-63, and retired as air traffic controller in 1995.

Colin J. Weiner used to work for an architecture firm as a CAD draftsman and system operator, but have returned to school to get a degree in either computer programming or a technical area of architecture.

Colin's interest in model and prototype railways is a mixed bag of past, present, and future in both operations (i.e., signals, train set, and operations) and the rolling stock. It started at an early age with the introduction to the real thing in Ireland through his grandfather, a station master, plus traveling between France and England in the late-60s and mid-70s. He favors British railways to US, but he has more interest than 15 years ago. His goal is to create a layout which will be able to run both his 4mm-gauge British stock and his 3.5mm-gauge HO trains. He plans to use Bruce Chubb's Computer/Model Railroad Interface to control signals, points, and track monitoring (with British practice on signals and blocks). Other features will include overhead wiring and a focus on passenger service with some freight service.

Peter White has been in model railroading since 1947. He is currently building a small HO layout. His interest in model railroading overlaps with his interest in computers and he is the producer of Mi-Trains Inventory System and other computer software through Shenandoah Software.

Jack Williams is 66 and retired from IBM-Manassas. He has Lionel O-gauge equipment purchased around 1955: a Hudson locomotive with a dozen freight cars on a 10-foot square layout. He has reactivated it for his 6-year-old grandson.

MER's 50th Anniversary Commemoratives

To commemorate the Mid-Eastern Region's 50th anniversary, the Region has shirts and patches to sell.

Commemorative 50th Anniversary

White Golf Shirt with embroidered beautiful red, gold, and blue 50 Anniversary logo. Sizes S to XXL. \$21⁰⁰ each, 2 for \$20⁰⁰ each, 3 or more for \$19⁵⁰ each, tax & postage included.

Commemorative Multicolor MER 50th Anniversary Patch. \$3⁰⁰ each, 2 for \$2⁵⁰ each, 3 or more for \$2⁰⁰ each, tax & postage included.

MER Royal Blue Pocketed Golf Shirt with gold silk-screened MER logo. Sizes: M to XXL. \$18⁰⁰ each, 2 for \$17⁵⁰ each, 3 or more for \$16⁵⁰ each, tax & postage included.

Make checks payable to Mid-Eastern Region and send order to: Business Manager • 13212 Bellevue Street • Silver Spring, MD 20904-1703.

Bulletin Board

Want Ads, Help Wanted, etc.

For Sale • HO scale Rivarossi HW C&O passenger cars with OB, interiors, lighting. Swap for LW cars possible. Call Nick Kalis, evenings, at (703) 931-1772.

Pen Pal Sought • Nick Kalis has passed along an invitation from a Brazilian fellow who is interested in starting up a railroad-related correspondence with folks in the United States. If you are interested in participating in this exchange, please write: Pedro Rezende • Rua Armando Farjado, 35 casa 12 • Cascata Guarani • Teresópolis - RJ 25963-130 • BRAZIL

Rail-Marine Interest Group (RMIG) • interested in: Railroad Carferries; Carfloats; Floatbridges and Rail-marine Terminals; Histories, plans, news, reviews and models of the foregoing. Quarterly newsletter, TRANSFER. For membership or back issue information, send SASE to: John Teichmoeller, Coordinator • RMIG • 12107 Mt. Albert Rd. • Ellicott City, MD 21402.

Operating Group • Pete Matthews is looking for additional operators to meet weekly to run his N-scale Great Northern Cascade Railway. Here's your chance to start earning points towards your AP Dispatcher Certificate. Call Pete, (703) 360-2313, days and most evenings, or leave message. Trains run most Fridays, 8 to 11 P.M.

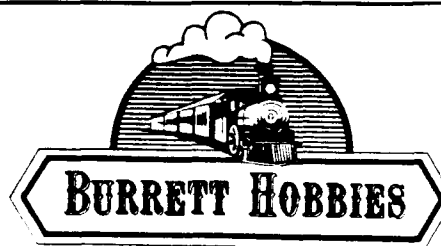
For Sale • 30" x 48" (2.5' x 4') Module. Call Bill Cox, (703) 644-3152. Subject to prior sale.

Wanted • Trainpower Inc. (PMT-1) Pacematic Throttles. Also interested in broken Pacematic Throttles to be used for parts. Call Bill or Matt Robertson at (301) 572-7115 after 5 P.M.

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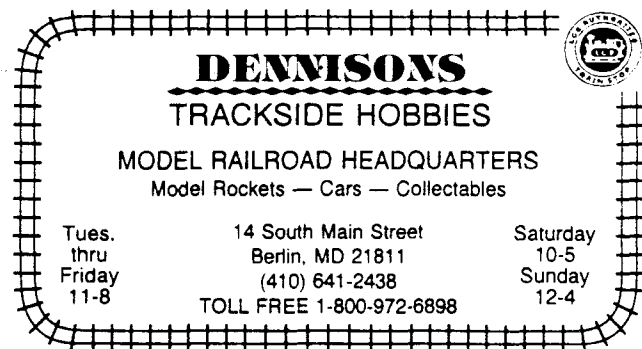
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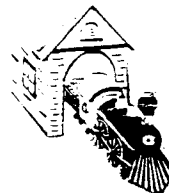
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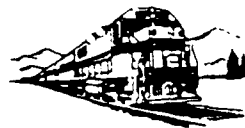
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Potomac Division

Division 2, Mid-Eastern Region, National Model Railroad Association, Inc.

Membership Application and Interest Survey

The Potomac Division provides various activities for all interested model railroaders, such as home layout tours, prototype tours, and a MiniConvention every March. We publish a quarterly newsletter, the *Potomac Flyer*, detailing division activities. We proudly boast one of the greatest concentrations of model railroading talent in the country with no less than 10 NMRA Master Model Railroaders in our area as well as several other outstanding modelers.

The Potomac Division encompasses: Washington, D.C.; Montgomery, Prince Georges, Charles, Calvert, & St. Mary's counties in Maryland; and Arlington, Loudoun, Fauquier, Fairfax, Prince William, and Rappahannock counties in Virginia as well as local independent cities. Local residence and MER or NMRA membership are not a required for division membership. Anyone interested in learning more about model railroading, improving their modeling skills, and enjoying the company of fellow modelers is invited to join the Potomac Division.

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Interest Survey

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(Check all that apply)

- ☐ Have Layout or Module? ☐
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☐ Module Interest? ☐
☐ Traction Interest? ☐

☐ Would you host a Home Layout Tour?

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New and Renewing Members: Please include a short paragraph or two describing yourself and your railroading interests for possible inclusion in upcoming *Call Board* columns. (See the current *Call Board* for examples.)

Dues Calculation

Please fill out this section completely including whether you are new or renewing. Renewing MER and NMRA members, please supply your birthdate, member numbers, and expiration dates in the Personal Information section above. *Incomplete information will delay your renewal.*

Potomac Division: Dues are **\$2 per year**. Members receive the quarterly *Potomac Flyer*. Membership expires on December 31st of the current year. New members joining after August 31st will be enrolled through the end of the following year.

	New	Renew
\$	<input type="checkbox"/>	<input type="checkbox"/>

Mid-Eastern Region: Dues are **\$8 per year**. Members receive the bimonthly *MER Local*. Renewing members, please supply your birthdate and both your MER and NMRA membership numbers and expiration dates in the Personal Information section above. You may also write MER directly at: The Mid-Eastern Region, Inc. • Office Manager • 13212 Bellevue St. • Silver Spring, MD 20904.

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National Model Railroad Association: Dues are **\$30 per year**. Members receive the monthly *NMRA Bulletin*. Renewing members, please supply your birthdate and NMRA membership number and expiration date in the Personal Information section above. You may also write NMRA directly at: National Model Railroad Association, Inc. • Headquarters Office • 4121 Cromwell Rd. • Chattanooga, TN 37421.

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Please make your check payable to *Potomac Division*. Send check with your completed application to:

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Mini-Convention Time
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