



The Potomac Flyer

Summer Quarter

June to August 1996


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

Summer Along the Potomac

Summer is normally our light season, what with trying to arrange home layout tours against a backdrop of family vacations and an outdoor lifestyle. Normally we plan a June layout tour followed by a July or August event arranged so as not to conflict with the NMRA annual meeting. This is the pattern this summer, but what a great summer for model railroading in the Potomac Division! This summer we are fortunate to have both the opportunity to see a spectacular home layout and also to partake of a truly impressive model railroad convention and show right here inside the Beltway.



First up on Sunday, June 23rd, is a return visit to JD Smith's HO scale model of Southern Railway's Rat Hole Division. Many of you will recall our visit to this remarkable layout four years ago. Also, many of you, especially stockier folks like me, will recall the tight aisles. Well, JD is not at all apologetic about the space. He made the decision to model modern diesel operations through central Kentucky and Tennessee and sacrificed aisle width to produce a larger minimum mainline radius. The effect is well worth a bit of "tucking in the gut" and "exhaling" to squeeze through the room. What's more, a former recreation room has given way to more layout and now the sights and operations are even more impressive. Look forward to a good show and tour. See page 7 for details on the tour including a fuller description of the layout and directions for reaching JD's McLean home.

August marks the arrival of the biggest model railroad convention to ever hit this area. Our friends at Northern Virginia NTRAK have outdone themselves arranging a fantastic convention that, while it stresses N Scale, is in fact the most incredible All Scale event you are likely to see in this area for years. I won't try to upstage Bernie, Matt, and the rest of NV NTRAK. Simply read their column beginning opposite this one. My advice is simple: Don't Miss It! 

Summer Events and Other News follow on page 2

RunniN TrainS '96

1996 N-Scale East Convention • August 15-18, 1996
Radisson Plaza Hotel at Mark Center • Alexandria, VA

Submitted by Bernard Kempinski
and Northern Virginia NTRAK

If you like long trains snaking across scale miles of track; if you like an innovative modular layout design using the latest in radio control technology; if you like touring famous layouts; then RunniN TrainS '96, the 1996 N Scale East Convention, is for you. RunniN TrainS is the theme of this annual convention and we intend to do that, plus a whole lot more so that we will have a convention for modelers of all scales.

The primary attraction of the convention will be **The Big Layout**. This layout will occupy a 10,000 square foot ballroom and will utilize multiple loops with junction modules, remote control throttles and block design to allow up to 30 trains to operate simultaneously. Each loop will be a named subdivision typical of an Eastern railroad such as Allegheny, Shenandoah, Piedmont, Metro etc. To show that NTRAK is more than trains running round and round in circles, though, the visitor-side mainline,



called the red line in NTRAK parlance, will feature The Red Line Route, "Route of Radio Controlled Through Trains." The Red Line Route will link the loops and will be operated as a 35 scale-mile point-to-point, mine-to-seaport run. It will feature signaling, train-order operation, and long blocks of continuous scenery such as nearly two scale miles of New River Gorge. Overflow modules will be set-up in the foyer and will interchange with the Tidewater subdivision of the main layout via car-ferry operations.

In addition to the other traditional model building and photo contest categories, the convention will feature many **innovative contests** that live up to the RunniN TrainS theme. A Yard Master competition and Local Freight Operation contest will be offered. Prizes will be awarded for Most Prototypical Consists, Double-Headed Steam Trains, Lighted Trains, and more. Many of these contests will

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Manassas Railway Festival

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Spring Recap

Mini-Convention Wrap-Up

Manassas Railway Festival

June 1st is Manassas Railway Festival, a day-long celebration of Manassas' railroad history. The festivities will include full-size rail cars courtesy Norfolk Southern, Virginia Rail Express, and Amtrak; modular railroad exhibits in G, O, HO, and N (including our own HO Module Crew); railroad history and memorabilia exhibits; living history and folklore by the Buckingham Lining-Bar Gang; rail excursions sponsored by VRE; live entertainment, including music and stories of "The Great American Railroad Show" by Ray Owen and the lively music of Frank Guldseth and the "New Columbia Dixieland Band"; the Kid Kaboose Children's Festival and amusements, and, of course, great food and Fun! For more information, call (703) 361-6599 or write to Manassas Railway Festival, c/o Historic Manassas, Inc., 9025 Center Street, Manassas, VA 22110. ~~REDACTED~~

Fall MER, Jersey Limited '96, Offers mini-NMRA in October

The Fall Mid-Eastern Regional Convention, Jersey Central '96, will be held October 3-6 at the Clarion Hotel in Mt. Laurel, New Jersey. It will feature over 30 open houses and a host of nationally known clinicians including David Barrow, Jim Hertzog, Tony Koester, Allen McClelland, Lou Sassi, and Andy Sperandio.

Special features include a layout lottery in which early registrants will get the chance to attend "hands on" operating sessions on one of the six home layouts, with operators giving individual attention; an auction of rolling stock from the celebrity layouts of David Barrow, Tony Koester, Allan McClelland, and Andy Sperandio; and a special modeling contest to honor the interlocking tower. And there's the usual NMRA contests with the normal categories.

Prototype tours will include Southern Railroad of New Jersey, the Patco Shops, the Philadelphia Inter-Modal Terminal, and the Conrail Dispatching Center; a 4600-square foot Train Show; and non-rail tours of historic Philadelphia. The convention car will be an Atlas PS-2 two-bay covered hopper lettered in prototypical CNJ Sand Service.

For Jersey Limited registration use the registration form provided on page 12 or write: P. J. Mattson, Box 517, Swedesboro, NJ 08085. Phone: (609) 467-3385. Hotel reservations are available from the Clarion Hotel, 915 Route 73 North, Mt. Laurel, NJ 08054. Phone: (609) 234-7300. ~~REDACTED~~

Spring (or Was It Winter?) Revisited

Well, did you all get lots done on your home layouts or modules during this Winter That Would Not End? Most of my work was devoted to elaborating my operations scheme in preparation for the March Mini-Convention. It was one of the pleasant ironies of this winter that the two best weekends coincided with our late Winter events.

After the last issue of the *Flyer* went to press we visited Deane Mellander on February 25th for a first look at his "work in progress," the On3 Cumberland & Susquehanna Railroad. His layout represents a narrow gauge pike that connects the East Broad Top at Neeleytown, Pennsylvania, to the Western Maryland near Shippensburg. It has reached the stage where most of the benchwork is complete and the track laid. Throttles, SoundTraxx infrared-remote handheld units with diesel and steam sound, were installed for the tour so that we could see and hear trains moving over the rails. Scenery was provided in the form of trackplans showing what will be. Deane, his friend Cassandra Kotrozo, and crew members Bill Robertson and Joe Tonkin, were excellent hosts to a huge crowd of over 70 division members and additional guests, no doubt lured out by the fine weather. We look forward to revisiting the layout in a few years to see the progress he has made.

Our April home layout tour took us back to Nick Kalis' HO scale Pennsylvania Tunnel and Terminal RR Co.'s Sunnyside Yard on April 28th. We last visited Nick three years ago and everyone was impressed with the progress he and his crew have made since then. Sunnyside Yard and LIRR's Freight Yard and Main Line are in place with road bridges passing over all. Trains were running around the layout until an errant power pack died late in the day. Still and all, it was a good show.

On May 19th, we will revisit Ed Martin's HO scale Chessie System Mountain Division. This is a fun layout to operate (having had the opportunity several times myself) and quite interesting to observe as well. Ed and his operating crew have been madly installing detectors and signal circuits to further the operational goals of the layout and Ed hopes to have that system running by May. Look for a fuller description of the layout in the Fall *Potomac Flyer*. ~~REDACTED~~

Mini-Convention Wrap-Up Excellent Modeling, Clinics; Light Turnout

As noted above, March 16th was our Annual Mini-Convention and we had a great time with loads of informative clinics, operating trains, and a really successful popular vote contest. A lighter than expected turnout was surprising, but no doubt due to the spectacular weather that day (and goodness knows we were due some nice weather). Ken Berthoud recaps the contest winners and merit award recipients in his Achievement Notes column on page 4. Special thanks must go out to our clinicians for a fine series of clinics spanning a considerable breadth the hobby. Our presenters were Bill Ataras (Turnout Construction For Appearance & Operation), Hal Davidson (Fine-Tuning Brass Locomotives For Smooth Operation), Paul Dolkos (Scenery Tricks—Camouflaging Distance), Ron Forsch (N Scale Under Glass — Coffee Table Layouts), Ken Heinen (Model Railroad Photography), Ken Jones (Basic Scenicking With Woodland Scenics Materials), Deane Mellander (The East Broad Top), Bob Warren (Freelance Names & Freelance Heralds),

Wrap-Up continues on page 4

The Potomac Division

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

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 •••

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The Potomac Flyer

Is the Quarterly Newsletter of the Potomac Division

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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

June 23

Potomac Division Home Layout Tour
McLean, VA (1,7)

July 13

NVMR Open House
Vienna, VA (below)

July 15-21

Long Beach Limited
NMRA 1996 National Convention
Long Beach, CA

August 15-18

RunniN TraiNs '96
1996 National N Scale East Convention
Alexandria, VA (1,8)

September 14

Potomac Division Swap Meet
NOVA Annandale, VA (5, ‡)

September 21

NVMR Open House
Vienna, VA (below)

October 3-6

Jersey Limited '96
MER 1996 Fall Convention
Mt. Laurel, NJ (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.

Northern Virginia Model Railroaders, Inc., has regularly scheduled open houses throughout the year. 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.

Mini-Convention Wrap-Up, cont'd

New Board of Directors

Achievement Notes

Wrap-Up continues from page 2

Colin Weiner (DCC for Dummies), and me, Pete Matthews (Simplified Operations on the Great Northern Cascade Railway). Clem Clemens (Tin Plate from Russia) sent apologies because a business trip kept him away at the last minute. Thanks to all for their time and preparations.

Our now traditional Arm's Length Raffle was a big success again with lots of happy faces. Special thanks to the Rockville Lions Club for putting together a fine lunch, and to Jim Bistline, past Southern Railway VP, for his interesting and far-ranging luncheon address. Finally, the Mini-Convention saw the unveiling of our new Division shirt, a light gray pocketed golf shirt with the Division patch embroidered in red, teal, and black opposite the pocket. They are very handsome shirts and well worth the \$20-25 price. We will try to have these shirts at upcoming events so you can purchase one for yourself, your family, and friends. Proceeds go to the Division to help defray the costs of future Mini-Conventions (primarily space rental fees).

Finally, in recognition of his long service to the Potomac Division, including six years on the Board

Achievement Notes

—Ken Berthoud

NMRA Achievement Program Representative

Congratulations and special thanks go to all the entrants in the Division's Mini-Convention Model Contests. We had a total of 50 entries (up from last year by nearly 50%). The craftsmanship exhibited was excellent. In all, eleven Achievement Program Merit Awards were earned as well as a Golden Spike.

Special thanks go to our merit judges and contest officials, also: Mat Chibbaro, Pliny Holt, Bill Roman, Monroe Stewart, and Bill Swann. We appreciate the time they volunteered and the expertise they offered.

Popular Vote Contest Results

The Popular Vote Contest is a peer vote where fellow modelers attending the Mini-Convention voted for their favorite models in each of several categories. Results are tabulated to the right.

No models were entered for either the Traction or the Beginner's Structure Contest. *[Editor's Note — Actually, Bob Minnis completed the B&O Freight House model, but the Contest Judges just couldn't bring themselves to allow Bob to be a "Beginner." Sorry, Bob.]*

Note that not all models were evaluated for Merit Awards. This explains the seeming discrepancy where a winner of a popular vote contest category does not receive a Merit Award while a second or third place finisher does. One model, which did not place in the popular voting, but nonetheless received sufficient points to receive a Merit Award was Muldoon's Distillery.

Congratulations go to Dave Cooper and Bob Minnis for earning the Achievement Program's Association Volunteer Certificate. Also, congratulations go to Jim Chapman for earning his Golden Spike Award.

of Directors, Jeff Martello received a special plaque made for him by the returning Board members and presented on behalf of the entire Division. This happily caught Jeff totally unprepared. He wished me to extend his heart-felt thanks to you all. But again, thanks, Jeff, for all you've done for us.

New Board of Directors Elected

After a few summary reports from the Paymaster and Clerk, the Superintendent, Jeff Martello, handed the Annual Business Meeting over to the Clerk, Pete Matthews, who conducted the main purpose of the Mini-Convention, namely the election of the new Board of Directors. Of the five nominees, four were incumbents: Bob Minnis, Ell Geib, Clint Smoke, and Pete Matthews. A fifth candidate,

New Board continues on page 11

1996 Mini-Convention Winners

The Superintendent's Award for Best In Show, a new institution this year, was presented to **George Geesey** for his Van Gelder Manufacturing Co. For his two-bay hopper, **Peter Kalis**, age 6, received the **Junior Achievement Award**.

Motive Power, Steam: 1st, John Paganoni, Mantua Shifter*; 2nd, Don Watson, G-scale Steam Coach (combine)*; 3rd (tie), R. A. Higgins, Southern Ry. 2-6-2 F-11, and Bill McMillan, Climax; Honorable Mention, Ken Nesper.

Motive Power, Diesel & Other: 1st, Bernard Kempinski, C&O RSD-5; 2nd, Larry Puckett, Southern Ry. RS-3; 3rd, Mark Sharp, Erie SD-45, Central of Georgia F-3 #90*, and Illinois Central E-8 #811*.

Freight Cars: 1st, Don Watson, Flat Car (G)*; 2nd, Stan Evans, USN Helium Tank Car (N)*; 3rd, Bob Johnson, Flat car with pipe load.

Passenger Cars: 1st, Bob Johnson, SN42 Combine; 2nd, Ray Rogali, Lehigh Valley Coach #950; 3rd, Bill Roman, Western Maryland Coach

Non-Revenue Car: 1st, Mark Stone, C&W MOW 40-foot box car*; 2nd, Stan Evans, Scale car.

Caboose: 1st, William Richardson, D&RGW, Caboose; 2nd, Mark Sharp, Erie caboose C325.

Structures: 1st (tie), Carl Barna, Hopper Line-Gopher Meadows, and Bob Johnson, Coal-ing tower; 2nd, William McMillan, Baldwin Station; 3rd, Bob Minnis, B&O Freight Station*.

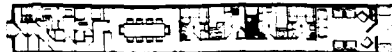
Dioramas: 1st, George Geesey, Van Gelder Manufacturing Co.*; 2nd, Ray Gurnham, Cartwright Machine Shop*; 3rd (tie), Ken Jones, Ma&Pa Diorama, and Ray Gurnham, Jefferies Point Stone & Heading Co.

Modules: 1st, Steve Sherrill, Shannondale Springs; 2nd, Ken Heinen, Factory Complex; 3rd, Ell Geib, Farm.

Favorite Train: 1st, Ken Nesper; 2nd, Mark Stone, C&W; 3rd, Ken Jones, Ma&Pa

Beginners Contest: Freight Car, 1st, Peter Kalis, Two-bay hopper.

* — Merit Award winner.



The Head End

—Pete Matthews
Potomac Flyer Editor

Special Thanks

Thanks, Mike Jones, for contributing part I of your history of OO scale to this edition of the *Potomac Flyer*. Mike has become a regular contributor with previous articles on TT and Marx HO. If any others of you want to try your hand at authoring articles, please feel free to submit an article to us for review.

We have a New Editor!

Well, this is it, the last issue of the *Potomac Flyer* for which I am the sole editor. Next time out, our Fall issue, will be the work of Laura Hughes, your new editor, with only a little coaching from me. Actually, probably very little or none. Either way, I shall be both glad to be free of the task and sorry to let it go. This has been a true labor of love and, like raising a child, there are good times and less than ideal times, but the process is well worth the effort. I feel like I did when my first child headed off to school, a combination of ill-ease at handing off my pride and joy to another, but glad to have her out of the house and looking forward to more free time.

Having brought this newsletter to a certain standard of appearance and content, it was important to me that my successor have a similar appreciation of the newsletter both as mouthpiece of the organization and as art-form. Laura comes to us with a suite of tools, both creative and electronic, to realize such a newsletter. In addition she has long experience in the news business, so look forward to an even more informative newsletter.

I'll leave it up to Laura to introduce herself in the next issue, but in passing also note that she is the silent half of George Hughes' Springhaven Shops, which has been one of our Division's regular supporters. That's a shameless plug, I know, but what good is being editor if you can't promote your friends every now and then.

Finally, let me extend a great big Thank You for all the compliments and kudos you have given the *Potomac Flyer* and its predecessor, the *Dixie Flyer*, since I became editor. I have heard it said that the *Flyer* is one of the best newsletters in the NMRA. My goal was to produce a newsletter that matched in some small way the beautifully crafted trains and layouts that it's been my privilege to visit over the last five years. Comments like yours are gratifying because they let me know, first, that I'm headed toward my goal, but more importantly, that I haven't let you down. Thanks.

For the immediate future I will continue as Clerk of the Division and, maybe, get a little more work done on my home layout and module before the N Scale East convention. Man, is it June already? ~~ready?~~

The Business Car

—Bob Minnis
Division Superintendent

Hello!

As the new superintendent, I would like to introduce myself. For the past five years, I have been the Division Module Coordinator and Paymaster. I model in HO scale and built my first freight car while in high school and continued kit building while traveling around the world in the military. My recent module efforts have been an interim step on the way to a permanent basement layout.

I enjoy the hobby as an escape from the hustle of everyday pressures. I can relax at the workbench and let my imagination create a miniature world of my own choosing.

The Board of Directors and I are open to any suggestions and ideas you may have to make this hobby more enjoyable (read "fun"). Please feel free to contact any one of us with our ideas. Occasionally, we will ask for your assistance in meeting our goals. Volunteer — become involved. The experience will be very rewarding (and fun).

Mini-Convention

A good time was had by all. Next year, our goal will be to have the location fixed much earlier so that you can make plans to attend sooner. We were a little disappointed by the turnout, but given the winter we just went through and the beautiful day of the Mini-Convention itself, who can fault you for wanting to spend the day outdoors.

Golf Shirts

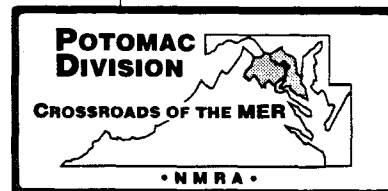
The Division has a supply of light grey golf shirts with the division patch embroidered on the front. The price for the M, L, and XL shirts is \$20. XXL shirts cost \$25. Send me check to made out to the "Potomac Division" with a list of the sizes you desire. Include \$3 for postage per shirt. We will try to have the shirts at the divisional events throughout the year so that you can save yourself the shipping charges.

Swap Meet

Don't let this year's Swap Meet, September 14th, slip by. Use the summer months to round up all your white elephants and tag them for swap or sale. More details will follow in the Fall issue of the *Potomac Flyer* in late August. If you want to reserve tables, please call Clint Smoke at the number given in the Staff Roster on page 3 and he can fill you in table rates and reserve your tables for you. ~~ready?~~

The Head End

The Business Car



HO Module Crew Notes

Northern Virginia NTRAK News

HO Module Crew Notes

Bob Minnis

Little did I realize that my comment in last quarter's column about "braving the weather" would come so true. On the day prior to Greenberg's Chantilly show (February 17-18), my plane was diverted to Charlotte, NC, due to snow and wind in the DC area. I almost missed the show. The weather was cold, but the Greenberg officials were very pleased with the show's attendance. The Crew set up twenty-one modules. The long rectangle contained four new modules, two four-foot and two six-foot units, built by Paul Morehead and Dave Traudt. The Crew continued to experiment with DCC. Participating members were Carl Barna, Tim Costello, Ken Berthoud, Ken Heinen, Jim Matthews, Bob Minnis, Paul Morehead, Bruce Strickland, Dave Traudt, and Colin Weiner. Lindsay Strickland assisted. [Editor's note: Lindsay also took a turn on the NTRAK set-up running the N scale trains her dad gave her for Christmas. Now if we can just get her to build an NTRAK module...]

The next weekend, the Crew appeared at the Equestrian Center in Upper Marlboro. The weather was 180-degrees away from the previous weekend — well, maybe 50 degrees — warm and sunny. Here the Crew consisted of Ken Berthoud, Tim Costello, Bob Minnis, Paul Morehead, Bruce Strickland, and Dave Traudt, again with Lindsay Strickland assisting.

We set up at the Mini-Convention, but space was limited by on-going construction at the Rockville Senior Center. Crew members present were Ken Heinen, Dick Kafka, Jim Matthews, Bob Minnis, Dave Traudt, and Colin Weiner. Assistance was provided by Paul Morehead and Bruce and Lindsay Strickland.

In late March, Bruce Strickland and Colin Weiner were invited to Warrenton by the Piedmont Model Railroaders Module Group. They wanted to see a demonstration of DCC and check compatibility between their modules and ours. Both module groups will participate in the Manassas Railway Festival on June 1st and are discussing a joint set-up. Plan to attend, and see if the plan bears fruit.

At the other end of June, on the 29th, is a set-up at the Alexandria Lyceum. In addition, the Crew will participate in the Train Show portion of the N Scale East Convention in August.

On a final note, I have authored these notes for the past five years. Starting with the next *Flyer*, Bruce Strickland will take over writing these notes in his role as the new HO Module Crew Coordinator. As you may have already read, I am the new

Potomac Division Superintendent. I will continue to be a working member of the Crew — it has been and will continue to be a lot of enjoyment and fun. Come on, build a module and join in! ~~Bob~~



Northern Virginia NTRAK News

Matt Schaefer

All of the club activities, even the shows, are tied in with preparing for RunniN Train's '96, the N Scale East Convention, we are hosting August 15-18. We have NTRAK set-ups with other clubs whenever possible to practice multi-cab operations and multi-loop configurations and operations. As a result we are making discoveries and improvements to operations every meet. We had joint layouts with BAN-Trak (Baltimore Area NTRAK) at both the January and March Timonium Scale Train Shows. The January layout was 50x50 feet, slightly larger than the March layout. On March 30th and 31st we had a layout at the Baltimore Great American Train Show and April 13th and 14th we had a multi-loop set-up at Springfield Mall, VA. Have modules, will travel!

The fire marshal has approved a preliminary plan giving us space for about 260 modules at the N Scale East Convention hotel. We are now working to increase traffic capacity and traffic density on the railroad. Some of the devices we are employing are: 1) laying out the railroad from the mines to docks with plans for 35 scale miles of right of way; 2) dedicating the front track, the red line in NTRAK parlance, to through trains only, hence the slogan the Red Line Route; 3) adding junctions to ease the routing of more traffic; and 4) providing radio walk-around throttles for the through engine crews.

Rolling stock entered in the RunniN Train's model contests will be brought out and run on the layout so run-bys, pictures, and videos can be taken

Continues on page 11

Module Events

June 1	Manassas Rail Fest
June 29	Alex ^a Lyceum (HO)
August 15-18	N Scale East (N, HO)

Potomac Division's June Home Layout Tour
JD Smith's Rat Hole Division of the Southern Railway
1335 Timberly Lane • MacLean, VA • (703) 734-0049
Sunday, June 23, 1996, 1 to 5 P.M.

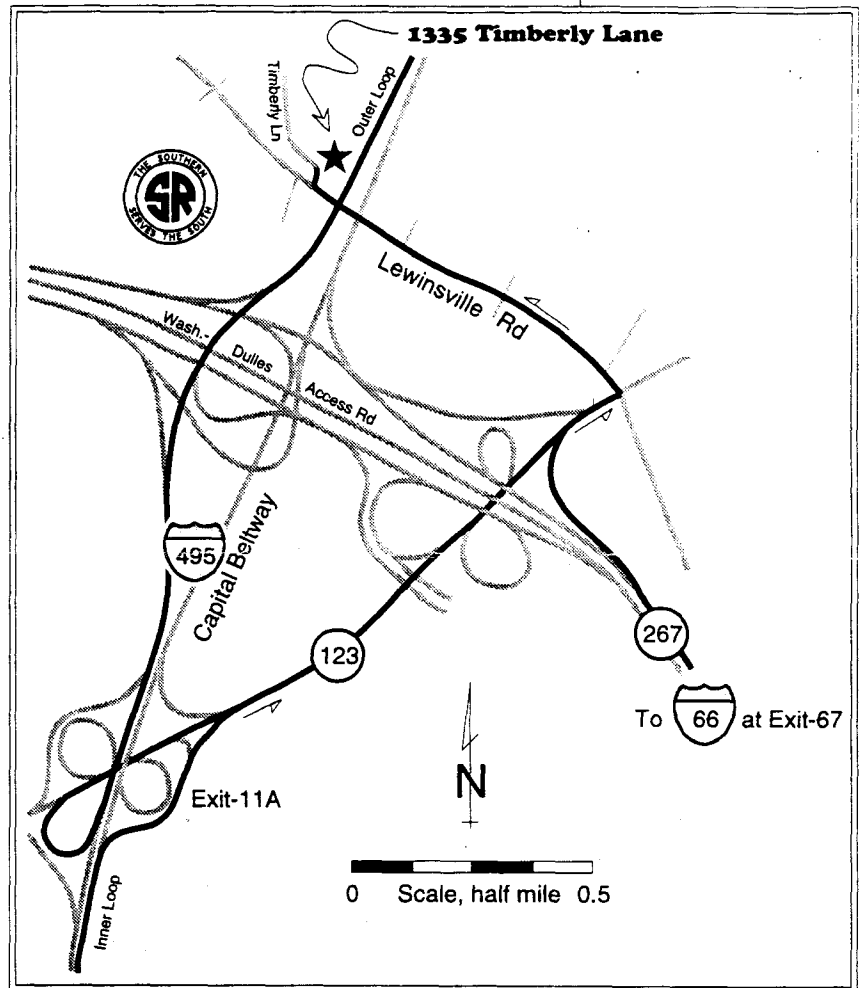
Summer Events

• June Home Layout Tour

It's been nearly four years since we last visited JD Smith's layout and you should see the progress he has made in the intervening period. JD's HO scale layout models the Southern Railway (CNO & TP) and the rugged terrain of the modernized "Rathole" or Second District in north central Tennessee and Southern Kentucky. The prototype Second District is 138 miles in length, traversing difficult, isolated terrain across the Cumberland Mountains, starting in Oakdale, TN and ending in Danville, KY. Today, this section of railroad, under Norfolk Southern, supports as many as 45 trains a day over a CTC, 132 lb welded rail double and single track system.

Since our earlier visit, JD has broken through the wall to a former recreation room and expanded his railroad considerably, with even more mountains, deep cuts and a major new yard at Oneida, TN. He has added a "Soundtraxx" system and coupled it to a Roanoke Sound system to provide a full flavor of long diesel powered trains laboring over the grades associated with the "Rathole."

JD has captured the essence of the modern, remote, high density Southern prototype — mountains, terrain, trackage, diesel power and all. Over 500' of mainline trackage winds through his 41' x 32' basement, with less than 2% grades, crossing towering mountains that stretch all the way to the ceiling and twisting through modern bore tunnels and deep cuts. Through use of extensive hidden staging trackage and a helix, he is able to generate a wide diversity of traffic that appears to be originating from Cincinnati to the north, St. Louis to the west and from Chattanooga to the south. His motive power includes SD 45's, SD 45-2's, SD 40's, SD 35's, U33C's, GP 50's, GP 48X's, GP 38's, E-8's, FP-7's, F-7's and a few Alcos. JD's minimum mainline radius of 36" allows long trains to be run prototypically over the "Rathole," but restricts the movement along some aisles. A little patience and control of small viewing groups will allow everyone to really get the feeling of being truly "in the Rathole." Scenery is 40% complete and a priority for the next two years. This is a railroad built entirely by one person, using numerous photos and videos taken from the prototype. Over 150 switches have been installed (#8's on the main line and #6's elsewhere) and four of seven control panels (called Towers) connected.



Directions

JD suggests that the easiest way to get to his house is from SR 123, Dolly Madison Blvd.

- If you are approaching from I-495, take Exit-11 onto Dolly Madison Blvd (SR123).
- If you are approaching from I-66, take westbound Dulles Access Road, SR 267 to Exit-10 (no toll).
- Turn left onto Lewinsville Road.
- Immediately after crossing over the Beltway, turn right onto Timberly Lane.
- JD's house, 1335, is the first house on the right. There is more than adequate parking along Timberly Lane.
- JD suggests that, barring inclement weather, we enter via the "railroad entrance" at the rear of the house (look for signs). Should the weather not cooperate, we will enter via the front door.

Editor's note: To see this layout you will have to negotiate some pretty tight aisles. As JD puts it, "a large minimum radius for trains means narrow aisles for people."

(Continued from page 1)

require the contestants to run their trains on the Big Layout to be judged. There will be Popular Vote Contests in all the categories as well. NMRA Merit Judging will be available, too.

The Public is invited to an **All-Scale Train Show** on Saturday and Sunday with ample free parking. 30,000 square feet of exhibit space will allow your favorite N Scale vendors and manufacturers to show a maximum of merchandise. **HO modular and other layouts** will be operating during the train show on Saturday and Sunday. Manufacturers have also been invited to demonstrate their new technology and N-guinity on The Big Layout. A Manufacturer's Breakfast will be held Sunday morning with door prizes awarded afterward.

It would be a shame in an area so rich in wonderful layouts in all scales to limit the convention to solely N scale layouts. So, in addition to The Big Layout, a full line up of **Home and Club Layout Tours** in several scales. Among them are the nationally acclaimed layouts of John Armstrong, Paul Dolkos, Monroe Stewart and Pliny Holt, as well as the layouts of JD Smith, Pete Matthews, Brian Brendel, Gil Brauch, and others.

Model railroad conventions should provide a forum for the exchange of information between modelers, manufacturers, and publishers. Such exchanges cross all scales and are valuable to everyone interested in model railroading. **Clinics** will promote this exchange. Here is a sampling of our clinics:

- How N Scale Affects Blobs, and Vice Versa by *John Armstrong (esteemed author)*
- Beyond the NTrak Module by *Paul Dolkos (MR author and photographer)*
- Digital Command Control by *Zana Irland*
- Railroading in Small Places by *Matt Chibbaro (author and photographer, Potomac Division member)*
- Apartment Railroading by *Marty McGuirk (associate editor, Model Railroader, Potomac Division alumni)*
- Intermodal Modeling by *George Johnson (deLuxe Innovations)*
- Vertical Scenery by *Bob Gatland (LI NTRAK and Northeast Region)*
- New River Vignettes and Tales from Thurmond by *Paul Fulks (author, historian)*
- Add Animation to your Module by *Rick Spano (animation king)*
- BIG Layouts, Going Somewhere: Walkaround Control of the Red Line Route by *Matt Schaefer (VP Operations Department)*
- Casting and Rock Carving by *Keith Lyons (associate editor, N Scale Magazine)*
- N Scale Coupler Conversions by *Roy Parker (MicroTrains)*
- The New NTRAK Organization by *Jim Fitzgerald (NTRAK)*
- Getting Published by *Robert Hundman (publisher, N Scale Magazine)*
- Model Railroading in Cyberspace by *Gil Brauch (NV NTRAK "home-page keeper")*
- Computer Dispatch Operations by *Dave Savage (DARN—Delaware Area NTRAK)*

Other highlights include:

- Auctions and Company Store
- The NTRAK Business Meeting
- A Barbecue at Monroe Stewart's Fabulous "Hooch Junction" Railroad
- Convention Cars for the Collector

Clip the accompanying registration form and send it with your payment to:



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You may also call (703) 620-0812, Ext 4.

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I am interested in (circle all that apply):

reserving a convention car	bringing modules	bringing items for judging
bringing auction items	conducting a clinic	more information

- Full Registration is \$55 and includes admission to Clinics, Auctions, Manufacturers' Breakfast, the Big Layout, and the All-Scale Train Show.
- Non-Rail registration is \$5 and includes admission to the Big Layout and All-Scale Train Show.
- Additional Manufacturers' Breakfast tickets are \$10.

Makes checks payable to NV NTRAK, Inc.

Hotel registrations should be made separately by contacting the Radisson Plaza Hotel at Mark Center, (800) 333-3333. Be sure to ask about the NTRAK Convention rate.

While related, scale and gauge are not the same. Scale is the proportion to which a model is built.

Gauge is the distance between the insides of the rails. OO scale is an excellent example that they are not the same. OO scale's proportion, or scale, is 1:76. The gauge is 16.5 mm in the United Kingdom (UK), but 19 mm in the North America. The story behind this, indeed the story of OO in general, is a fascinating look at both the hobby and business of model railroading.

The story began in 1922 in London, England, when the famous model firm of Bassett-Lowke introduced a line of small tinplate trains. The brainchild of W. J. Bassett-Lowke, they were designed by Henry Greenley and made under contract in Germany by Bing. The line was originally clockwork-powered, but electric power was added in 1924. From these trains evolved a scale with a gauge of 16.5 mm and a proportion of 1:87, based on 3.5 mm per foot. Since O scale in the UK is 7 mm per foot (1:43 scale), the new scale was dubbed Half O, soon shortened to HO.

HO quickly spread, first through much of Europe (especially Germany) and then to North America. By the mid-1930's, several US firms were making HO kits and parts. In 1938, the A. C. Gilbert Co., New Haven, CT, came out with an HO line in both kit and assembled form.

Back in the UK, modelers soon ran into problems with HO. Because of the tighter clearances and high grade coal, British steam locomotives were smaller than their foreign counterparts. HO models of them were often too small for the electric motors of the time. British modelers solved the problem by slightly increasing the scale to 4 mm per foot, resulting in a proportion of 1:76. The 16.5 mm gauge was retained. The scale was called OO, out of a common practice of the time of calling anything smaller than O "OO." (Some firms, notably Bassett-Lowke and Märklin, for years used "OO" for their HO trains.) By the end of the 1920's, A. Stewart-

Reidpath was making and selling a variety of OO products and the scale was fast gaining popularity.

OO made the trans-Atlantic jump in the early 1930's. A number of US and Canadian modelers like the scale, but were bothered by the fact that the gauge was slightly undersized for the scale. They increased the gauge to 19 mm, not a difficult task in the days when scratchbuilt locomotives and hand-laid track were the rule. OO was soon rivaling HO for popularity. OO caught the attention of R. J. Donnelly, a charter member of the NMRA and owner of Scale-Craft, Chicago, IL, a firm noted for its excellent O kits. Scale-Craft introduced its line of OO kits in 1937, giving the scale a big boost and setting a standard by which other kits were measured. Scale-Craft models included locomotives and passenger cars. Other OO kits makers over the years included Nason, Famoco, Star Line, Amity, and Kemtron.

OO also caught the attention of the Lionel Corp. Making a strong comeback after some bleak years, Lionel had introduced a handsome new O scale line in 1937 and was eyeing something similar in a smaller size. Its OO line premiered in 1938. It featured die-cast zinc alloy bodies and other advanced features for the time. Less extensive than Scale-Craft's line, it consisted of a New York Central 4-6-4 Hudson steamer, single-door steel boxcar, two-bay hopper, single-dome tank car, and a Northeastern-type caboose. Some observers noted more than a passing resemblance between some of Lionel's and Scale-Craft's cars. Indeed, Lionel ended up paying Scale-Craft royalties for using certain patents.

At the time, there was much uncertainty about OO's format regarding track. Many OOers preferred the realism of two-rail track, but that required insulated wheel centers and those of the time had a reputation of easily coming loose. Therefore, many other OOers preferred three-rail track, which dispensed with that re-

Feature Article

OO: A Tale of Two Gauges Part I

— Mike Jones

quirement. Even those OOers were divided, some preferring the third-rail in the center, tin-plate style, while others put it on the outside, transit-style. (HO and O scalers were similarly divided.) Lionel played it safe by covering several bases. Its OO models all came in assembled form, but kit versions were added in 1939. Assembled models came in either basic or deluxe form. Center-type three-rail was standard, but two-rail variants were added in 1939.

Meanwhile, British OO had attracted the attention of Meccano Ltd., Liverpool, England, the manufacturer of Meccano construction sets, Hornby O gauge tin-plate trains, and Dinky Toys O scale die-cast vehicles (each line derived from the previous). Its OO line, Hornby-Dublo featured zinc alloy die-cast locomotives, but the cars were made using traditional lithographed tin-plated sheet steel, which helped to keep prices modest. Initial offerings were 4-6-2 Pacific and 0-6-2T steamers, three freight cars, and two coaches.

Also like Lionel, Hornby-Dublo offered two track formats, clockwork-powered two-rail and electric-powered tinplate-style three-rail, both with built-in roadbed. (Unitrack is hardly a new idea.) The former was dropped after about a year, but Meccano was hard-pressed to keep up with demand for the latter.

Even the outbreak of World War II in September 1939 had little effect on Hornby-Dublo, which remained in production and even grew. The "Phony War" of the winter of 1939-40 was abruptly ended by the stunning German victories in the spring and summer of 1940, which left the UK fighting alone in Europe. Total mobilization of its economy for war was necessary for survival, let alone victory. Hornby-Dublo production ended in 1941 and even sales from existing stock were halted in early 1942.

Over here, Lionel's OO line had enjoyed considerably less success. The extensive use of die-castings resulting in beautiful, but costly models. Indeed, Lionel OO cost

only a little less than its top-of-the-line O. Gilbert had similar results with its HO line for the same reason — its cheapest HO set was almost three times as expensive as its cheapest O outfit. As Louis H. Hertz pointed out in 1944, both firms erred producing crowning achievements as their initial offerings, rather than basic products. The Japanese attack on Pearl Harbor plunged the United States into World War II. Restrictions on the production of metallic consumer goods were imposed, ending production of Lionel OO in early 1942.

When time permitted, OOers on both sides of the Atlantic dreamed of what would come after the war. For those on one side, there would be a cornucopia. For those on the other, near oblivion.

Acknowledgments

The author expresses his sincere thanks to Baz Covill for kindly providing a copy of the definitive book on Hornby-Dublo.

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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. Only one biographical sketch reached us this last quarter. We need more. Don't forget to send one in with your renewal!

Harold W. Davidson, at 40, is one of our division's Brass technicians, and has been working with brass almost exclusively since 1987. Hal led the workshop "True Confessions of a Brass Mechanic" at our 1996 Mini-Convention. Like a prototype shortline shop, Hal does not have the complete workshop that Class I's and many brass masters have. In spite of that, he has been foremost in promoting success in achieving prototype-like operation while using simple measuring and hand tools. Hal is willing to sponsor a brass operation or design workshop at each future mini-convention.

True to this shortline-type mechanic shop, Hal's

other role is Mechanical Superintendent of the HO Susquehanna & Jersey Railway Company, a single-track shortline that connects Wilmington, Delaware, with Reading, Pennsylvania. The motto of the S&J Rwy. Co. is "The Determined Shortline." This commitment is expressed in the ongoing development of six-axle GE power on the S&J as a test track. Although the S&J is one of the smallest layouts presented at an open house, it was enjoyed by the Potomac Division at both the January 1991 and August 1995 double-layout tours with Paul Dolkos' Boston & Maine. Hal's support crew is Mary, his wife, and little one year old Hannah. ~~1996~~

New Board continues from page 4

Ken Jones, was the sole new nominee. Election was by acclamation with all five being elected. It is the nature of our by-laws that the membership elects the Board. Later, the board members themselves sort out who fills which positions. At the April Board meeting, Bob Minnis accepted the position of Superintendent. Clint Smoke agreed to take over as Paymaster (you still make checks out to the Potomac Division in either case). Pete Matthews offered to remain Clerk. Ell Geib is Senior Assistant Superintendent and Ken Jones is Assistant Superintendent. As members, though, please feel free to contact any board member should the need arise. The complete Staff Roster is given on page 3. ~~1996~~



NV NTRAK News continued from page 6

of the neat contest items all over the railroad. Additional credit will be given for running trains and engines across the railroad system. The walk-around controls are purposely used so that the valuable contest items can be run across the entire system under the direct hand of the owner/engineer and no one else. Isn't this the way to run a railroad?

In the same way, the clinics use the layout wherever and whenever possible to demonstrate DCC, radio controls, animation, switching, scenery, and other devices or techniques. In order to get the best clinics we have clinicians from N scale as well as other scales. For our weekend train show, we are inviting modular layouts from all scales and will fill this beautiful hotel with 30,000 square feet of trains and exhibitors.

RunniN TraiNs is a convention truly ahead of its time and we hope this opens up a whole new world of modular railroading. It may be years before anything like this will routine or even repeated. Don't miss it! Volunteer some time if you can! We need helpers to run the road switching contests, locomotive drawbar contest, and other side-shows. Call me, Matt Schaefer, at 703/978-2946. For more info on RunniN TraiNs, contact Northern Virginia NTrak, P.O. Box 1952, Herndon, VA 22070, or call (703) 620-0812 ext. 4. You can also find us at our new World Wide Web homepage —

<http://columbia.digiweb.com/~nvontrak/conv96.htm> ~~1996~~

The Call

Board of Directors,

NV NTRAK Ne cont'd

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Bulletin Board

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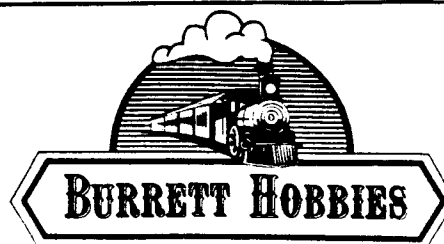
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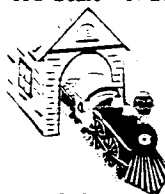
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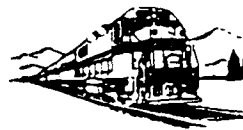
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The Potomac Division encompasses: Washington, D.C.; Montgomery, Prince Georges, Charles, Calvert, & St. Mary's counties in Maryland; and Arlington, Loudoun, Fauquier, Fairfax, Prince William, and Rappahannock counties in Virginia as well as local independent cities. Local residence and MER or NMRA membership are not 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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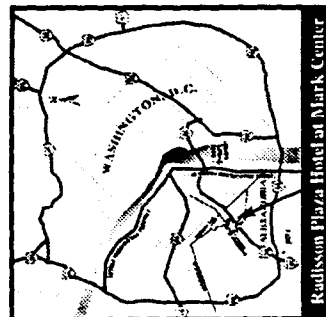
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