

# The Potomac Flyer

Fall Quarter

September to November 1996

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

## MER HEADS NORTHBOUND FOR "JERSEY LIMITED '96"

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MOUNT LAUREL, New Jersey — The deadline draws nearer for registration for this fall's Mid-Eastern Regional Convention, *Jersey Limited '96*. It's scheduled for October 3 - 6 at the Clarion Hotel in Mount Laurel, NJ. (For your convenience, we have included a registration form in this issue -- you'll find it on Page 8.) And here's the latest update on all of the events scheduled for this year's meeting.

**Clinics** will abound — as we go to press, there are more than 30 of them scheduled. Among them are:

- "Evolution of the V&O," by W. Allen McClelland, MMR
- "Operating Model Railroads: Some of My Favorites," by Andy Sperandio of *Model Railroader Magazine*
- "Update on the Allegheny Midland," by Tony Koester
- "The NMRA Achievement Program," by Pete Moffett, MMR
- "Making a Scene," by Bill Schaumburg of *Railroad Model Craftsman Magazine*
- "Digital Command Control: The Wave of the Future" by Zana Ireland


Five **tours** will also be offered. They range from tours of the Conrail Control Center, located

just down the street from the hotel, to a tour of the PATCO High Speed Line shops, to a tour of the Holt Cargo Rail/Marine facility at the Port of Philadelphia. Saturday will feature a fantrip on the Southern Railroad of New Jersey, riding behind either F3s, F7s, or GP9s from Salem to Swedesboro, NJ.

A feature of this year's convention is the "**Layout Lottery**," where, for a \$12.00 fee, you'll be eligible to be chosen to participate in a real operating session on one of several "proven" operation-oriented model railroads. This is a terrific opportunity to get you on your way to an AP Chief Dispatcher certificate!

On **Saturday and Sunday**, the *Jersey Limited '96 Train Show* will feature over 80 tables of scale model railroad merchandise and railroadiana. Convention attendees will receive complimentary admission to the train show for both days.


**Layout tours** will be offered throughout the weekend; convention organizers hope to have 35 of them available to visit! Descriptions and maps will be available in your convention packet.

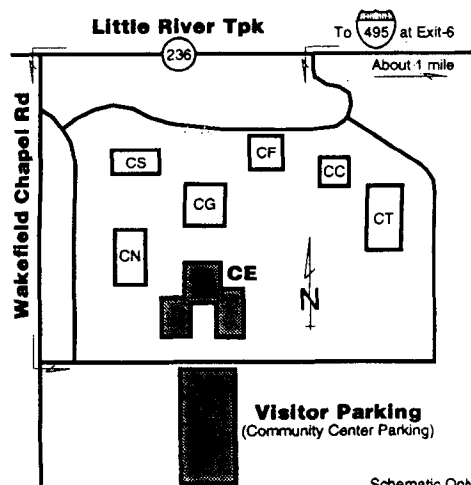
As we said, the time draws near, so get your registration in as quickly as you can. We'd like to see a great turnout from the Potomac Division — and what better time to wear your new Potomac Division golf shirt? 

## POTOMAC DIVISION SWAP MEET IS BACK!

ANNANDALE, Virginia — It's become a fall tradition: this year the Potomac Division will host its **fourth annual Swap Meet**, being held once again at the Annandale campus of Northern Virginia Community College on September 14 from 10 am to 3 pm. (See map on right.)

This is the perfect opportunity to go through your collection and weed out what you may not want or need anymore, and bring all that stuff to the Meet to swap, sell, or barter for those things you have to have and can't live without!

If you have a lot of goodies to unload, please call Clint Smoke as soon as possible at (703) 425-5077, as table space may be limited. Just like last year, tables may be rented for \$10 for a full table, or \$6 for a half table. 




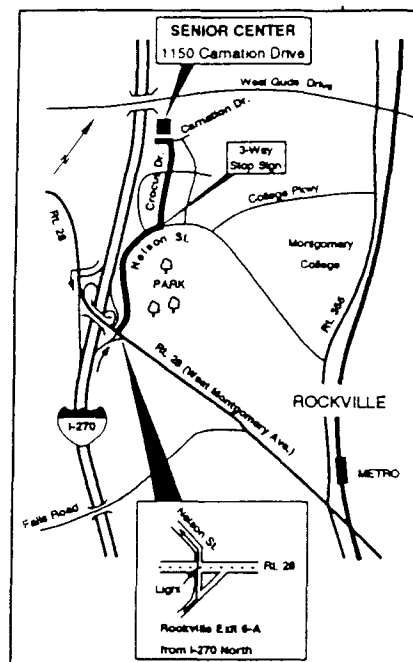
## LIONS CLUB TRAIN SHOW IN NOVEMBER

ROCKVILLE, Maryland — Once again, the Rockville Lions Club will be hosting its annual Train Show at the Rockville Senior Center on Carnation Drive in Rockville on November 9 - 10. Hours are from 10 am to 4 pm on Saturday, and 12 noon to 4 p.m. on Sunday. (A map is shown at right.)

Operating modular layouts will be the order of the day in everything from Z scale to G scale in both trains and trolleys. A Lionel modular setup will be featured, along with static train displays. Model railroad videos and slide/tape clinics will be offered. The "Loco Doctor" will be keeping office hours, to give you whatever help your sick locomotives, whether scale or tinplate, might need.

While this show is a display and clinic show, and is not a dealer sale show, it should prove to be, as always, a very informative and interactive gathering.

Suggested donations at the door are: \$4.00 for adults, and \$2.00 for children under 13, with a family maximum of \$8.00. All proceeds benefit the Rockville Lions Club's charitable efforts — their sight conservation programs, such as the Lions Eye Bank and the Lions Low Vision Center. 



## LONG BEACH NMRA TURNS THE TIDE

LONG BEACH, California — It was a week of sun and fun at this year's NMRA National Convention in Long Beach, with activities spread out throughout the entire Los Angeles area.


The convention, attended by more than a thousand members and their families, ran from July 15 - 21 and was headquartered at the Long Beach Hilton, with clinics and a Train Show held at the Long Beach Convention Center.

Activities were plentiful. There were 20 rail tours, including tours of the Los Angeles Union Passenger Terminal (LAUPT) in downtown Los Angeles; a visit to Athearn Industries' headquarters; trips to Cajon Pass and the Tehachapi Loop; and several tours to non-rail but transportation-related sites — among them the Port of Long Beach, the Mobil Oil Refinery in Torrance, and the Port of Los Angeles. There were more than 20 layout tours, each including at least two model railroad layouts. Scales and sizes were diverse, with geographic regions from coast to coast represented.

Probably the most time and attention went to the rail clinics — over 150 of them! — and it becomes immediately apparent that if you come away from an NMRA convention without having learned something new, then you probably shouldn't waste your time going! Here, too, topics were wide-ranging. Nearly every facet of railroading, both model and prototype, was represented at one of these clinics — from history to weathering to scratchbuilding, all the way to a clinic featuring

current NMRA President Bob Charles that was held open to questions about the hobby and the NMRA itself. Among some of the better-known clinicians were modeler and Kalmbach editor Tony Koester, Andy Sperandio of *Model Railroader* magazine, Allen McClelland, of V&O Railroad fame, Robert Hundman, publisher of *Mainline Modeler*, and our very own Monroe Stewart, MMR, hosting a clinic on "Scratch Building in N Scale." (Editor's note: If these sound appealing to you, check out the roster for *Jersey Limited '96* — any of those names look familiar?)

The keynote speaker at the banquet this year was actor Gary Coleman, the star of "Diff'rent Strokes" some years back, and an avid and fairly well-known model railroader. (He's been featured in at least one of the major model railroad magazines.)

Next year's convention, "The Lake Junction," is scheduled to be held in Madison, Wisconsin, from July 28 - August 2, 1997. The June 1996 edition of the *NMRA Bulletin* has a four-page, four-color insert that includes a map of Madison, the convention headquarters, and convention hotels. It's not even too early to register now, if you think you'll be able to attend. For more information, or to register, contact: **Ross Pollock, Registrar, Lake Junction '97, 3539 Mill Creek Road, Mineral Point, WI, 53565**, or call toll-free 1-888-525-3528 (1-888-LAKEJCT). 

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

#### ●●● Division Staff Roster ●●●

Superintendent	<b>Bob Minnis</b> (703) 391-0675 (home) (703) 453-2535 (work)
Asst. Supt., MD & DC	<b>Ell Geib</b> (301) 948-8316 (home)
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Paymaster	<b>Clint Smoke</b> (703) 425-5077 (home)
Clerk	<b>Pete Matthews</b> (703) 360-2313 (home)
Achievement Pgm. Rep.	<b>Ken Berthoud</b> (703) 354-1438
HO Module Crew	<b>Bruce Strickland</b> (703) 361-5620 (home)
No. Va. NTRAK	<b>Matt Schaefer</b> (703) 978-2946 (home)

### THE POTOMAC FLYER

is the quarterly newsletter of the Potomac Division

Editor	<b>Laura Hughes</b> 13416 Springhaven Drive Fairfax, VA 22033-1228 (703) 742-0177 (home) E-mail: HughesL@ccabc.com, or LSHughes@aol.com
Printing/Distribution:	<b>Bruce Strickland</b> (703) 361-5620 (home) (703) 313-2050 (pager)

**Advertising in the Potomac Flyer** is available. Per-issue rates are: \$5 for a Business Card (one-eighth page) block; one-fourth page, \$10; one-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," and specify size and number of runs.

**Submission deadlines** for all materials in each issue of the *Potomac Flyer* are: Spring issue, January 15; Summer issue, April 15 (with some allowance given for tax season); Fall issue, July 15; Winter issue, October 15. Mail all submissions to: Laura Hughes • Editor, *Potomac Flyer* • 13416 Springhaven Drive • Fairfax, VA 22033-1228. Unless special arrangements are made, no materials will be returned.

**Change of Address:** Complete the enclosed Application/Change of Address form and send it to: Clerk, Potomac Division • P. O. Box 3204 • Manassas, VA 20108.

## POTOMAC DIVISION CALENDAR

### SEPTEMBER

#### 14 - POTOMAC DIVISION SWAP MEET

Northern Virginia Community College  
Annandale, Virginia (see page 2)

14 - James River Division Summer Meet  
Richmond, Virginia

21 - NVMR Open House  
Vienna, Virginia (see information below)

### OCTOBER

3-6 - *The Jersey Limited '96*

MER 1996 Fall Convention  
Mt. Laurel, New Jersey (see page 1)

12-13 - NMRA Tidewater Division Annual Train Show

Location TBA; call 804/484-0772 for info

12 - Railfair

Roanoke, Virginia

27 - POTOMAC DIVISION HOME LAYOUT TOUR

Washington, DC (see page 4)

### NOVEMBER

2-3, 9-10 - Richmond Freelance & Prototype Railroaders Train Show/Swap Meet  
Virginia Science Museum

Richmond, Virginia

9-10 - Lions Club Train Show

Rockville, Maryland (see page 2)

Local model railroad clubs may have their events listed here if space permits. Please send a schedule of your activities to Laura Hughes, Editor, *Potomac Flyer*, at the address shown at left.

**Northern Virginia Model Railroaders, Inc.**, has regularly scheduled open houses throughout the year. NVMR is located in the former Washington and Old Dominion Railroad Station, 231 Dominion Road (at Ayr Hill Road), Vienna, Virginia 22180. The club meets Tuesday evenings. For more information about the club's Open Houses or about how to become a member, call (703) 938-5157.

### STAFF ROSTER

### CALENDAR OF EVENTS

POTOMAC DIVISION'S OCTOBER HOME LAYOUT TOUR  
KEN NESPER'S O SCALE POTOMAC & PATUXENT RAILROAD  
1218 KEARNEY ST. NE • WASHINGTON, DC • (202) 269-3890  
SUNDAY, OCTOBER 27, 1996, 1 TO 5 P.M.

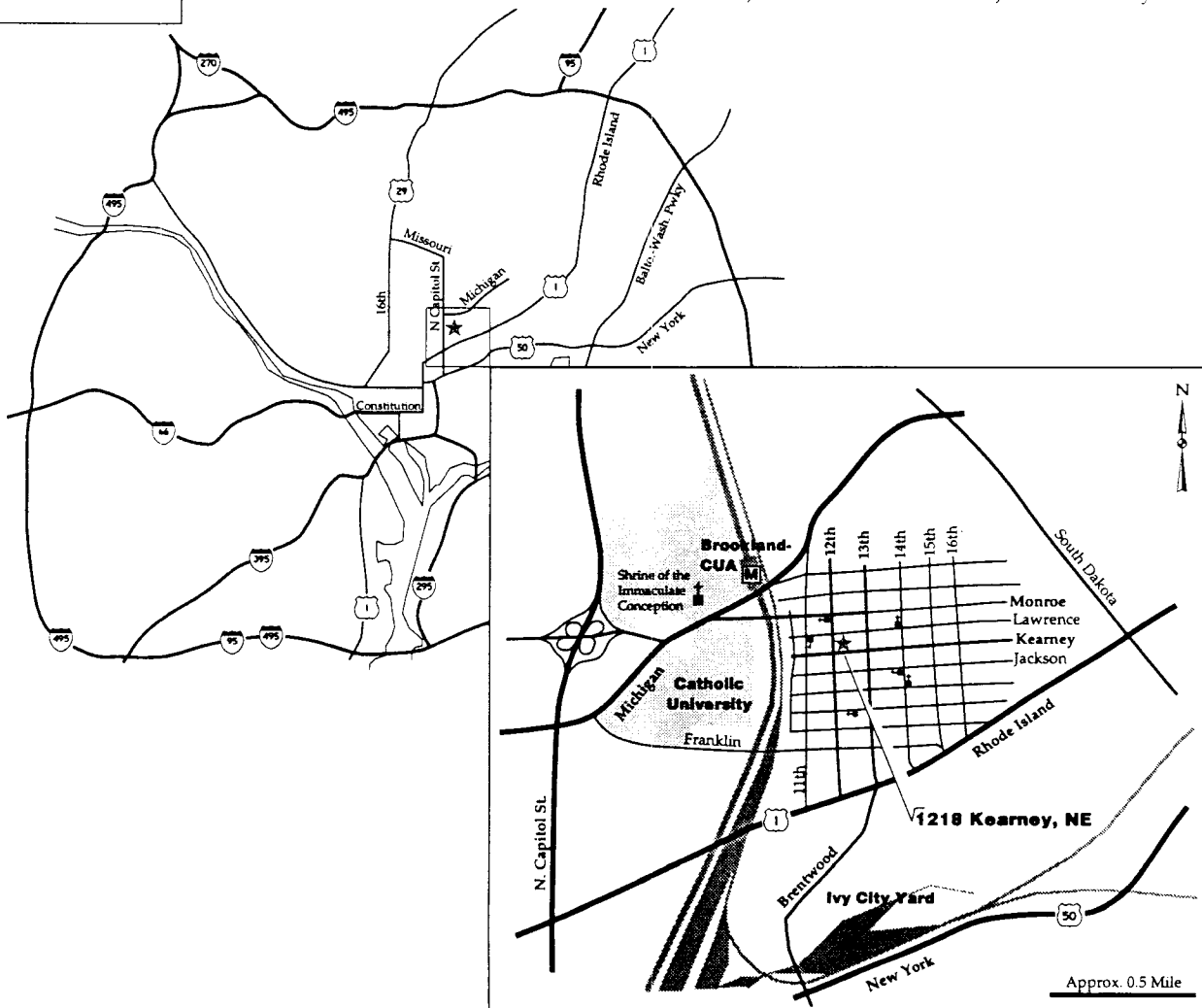
**Directions:**

**East:** Take New York or Rhode Island Avenue to Brentwood Parkway or 13th St. NE. Follow it north to Kearney St. NE, then turn left.

**Southwest:** Take I-395 to New York Avenue. Turn right, then take Brentwood Parkway across Ivy City Yard. At Rhode Island Ave., this becomes 13th St. NE. Continue to a left onto Kearney St. NE.

**North:** Go south on North Capitol Street. Turn left onto Michigan Avenue, NE, and then take a right onto Monroe St. NE (you will pass the Brookland-CUA Metro station). Take a right onto 12th St. NE, and a left onto Kearney St. NE.

**Metrorail:** Take the Red Line to **Brookland-CUA** station, then walk to 12th St. NE, and to Kearney St. NE.



## Head End

—Laura Hughes  
Potomac Flyer Editor

Let's get this out of the way up front.

Yes, I am "just a girl." And what does a girl know about model railroading, anyway?

Well, in no special order:

I'm just a girl who, in one form or another, has been involved with railroading and modeling for the better part of the last twenty years.

I'm just a girl who knows the difference between a GP30 and an SD45; who certainly knows the difference between HO, N, and Sn3; and who knows the proper way to pronounce "Kato" (rhymes with "lotto").

I'm just a girl who's a member of the Norfolk and Western Historical Society and serves as Contest Chairman for the Society's annual conventions, and am proud to have edited the N&WHS's first hardcover book, "The Cabooses of the Norfolk & Western," written by Robert Bowers and James Brewer.

But, primarily, I'm just a girl who knows that you never, EVER, refer to anything in model railroading as "cute."

When I was approached to fill the position of Editor of the *Flyer*, a job that my predecessor, Potomac Division Clerk Pete Matthews, has handled so expertly over the last five years, I have to admit I was a little flattered. As I learned what the job was going to entail, I was more than a little awestruck. And, on attending my first Board meeting at the home of Superintendent Bob Minnis in May, I knew there was still an awful lot I was going to have to learn.

With the support of friends and acquaintances in the local model railroad community, I'm looking forward to taking on this task and, frankly, having a good time with it, while learning quite a bit in the process.

But enough about me. I'm also looking forward to getting to know you, the members, so that I can learn what, through this publication, I can do for you. I expect to be attending board meetings, mini-conventions, layout tours, and as many of the Potomac Division's activities as my "real job" schedule will permit me to do. (My husband, George, has unselfishly agreed to fill in for me at those events which I'm not able to attend.) In the meantime, if you know of something that's happening in the model railroad community that we should know about, SHARE IT! Please don't hesitate to pick up the phone, or drop me a note, or send me E-mail. (My address and phone number are on the masthead of this newsletter; you can also reach me by E-mail at work at [HUGHESL@CCABC.COM](mailto:HUGHESL@CCABC.COM), or at home at [LSHUGHES@AOL.COM](mailto:LSHUGHES@AOL.COM).) I look forward to hearing from you! ■■■■■

## Business Car

—Bob Minnis  
Division Superintendent

Our first item of business is from the MER. At its most recent meeting, the Board of Directors approved the bylaws of a new Division — #12 — to be named the CAROLINA SOUTHERN.

Also discussed was the need for nominees for the three Director positions that will become vacant next year. (None of the incumbents can be renominated.) If you are interested in serving the Mid-Eastern Region as a Director, please send your 250-word (max) resume and a current photo of yourself to:

Alex Pope  
5401 Temple Hills Rd.  
Temple Hills, MD 20748

Please get your submissions to Alex as soon as possible, preferably no later than September 15.

The MER is seeking suggestions for a prototype freight car to be sold as a fund-raising project. If you have any ideas, or have a favorite freight car that is not now commercially available, drop me a note or give me a call and I'll pass your suggestion on to the Project Chairman.

The MER Fall Convention, *The Jersey Limited '96*, will be held in Mt. Laurel, NJ, from October 3 - 6. The newly elected officers (you did remember to vote, right???) will be announced and installed.

Within the Division, final preparations are well under way for the Swap Meet at Northern Virginia Community College on September 14. (See details on Page 1.) Last year's show was a great success, with bargains at every table. This year's show promises to be bigger and better.

Incidentally, we will have a sign-up sheet available at the Swap Meet to coordinate ride-sharing to the *Jersey Limited* convention. If you'd like to share a ride, or are able to offer a ride to a fellow member, please sign up and let us know you're available.

A good number of gray golf shirts with the Division logo are still available. The price for M, L, and XL shirts is \$20.00. XXL shirts are \$25. These shirts will be available at the Swap Meet. If you need to order by mail, please include \$3.00 for postage.

This *Flyer* is the newsletter for everyone in the Division. If you have a railroad-related event scheduled or know of one that is being planned, please don't be afraid to pass the details along to the editor. We want to keep everyone informed. Publicity increases attendance, and influences the selection of dates and times for other events. On several occasions in the past five years, the Division BOD has been taken to task for scheduling an event on the same date as some other group's event. Given that there are only a limited number of weekends, the simple fact is that the Board was not aware that another event was planned for the same date. Communication is critical, both from us to you and from you to us. Otherwise, we all lose.

Until next issue — happy railroading. ■■■■■


## HEAD END BUSINESS CAR

**CALL BOARD**  
**BULLETIN BOARD**

## C all Board


*Potomac Division members sharing their interests with fellow members  
Hosted by Carl Baria*

### EDMUND MCGILL

Ed lives in Arlington and works for the U.S. State Department. He comes by his interest in railroading naturally, since his father worked for the railroad, and, having grown up in Philadelphia, he favors the Pennsylvania Railroad. Ed doesn't have a layout currently, but owns a number of HO models and is considering building an HO module, too. For the time being he is helping Nick Kalis with his Pennsylvania Tunnel and Terminal Railroad. Ed's wife and children support his railroading interest although they don't share it themselves. Ed enjoys visiting home layout tours and attending train shows, such as the Great Scale Model Train Show at Timonium. 

### MARK ADDISON

Having spent too brief a period in his younger days working on model trains with his father, Mark picked up the hobby again about three years ago. Model railroading appeals to him because it is made up of several different specialties: carpentry, electronics, model making, painting, design, photography, and so on. It's like a lot of different hobbies rolled into one. He also appreciates the aspects of the hobby in which his wife, Cecile, and his son, Will, can participate. Every weekend seems to bring another chance (or excuse) to get out of the house and go to a train exhibit or museum, a Greenberg Show, a railfan event, or a layout tour. Now he'll have conventions to attend, too.

At present, Mark is working on his first layout (HO, 4-1/2 x 6 feet), putting together some structures and scenery, and familiarizing himself with the intricacies of rolling stock. But at the same time he is thinking about, and doing occasional research on, larger future layouts. He would like to build something eventually in a coastal New England locale, again in HO scale. The concept of interlocking transportation systems interests Mark; he can therefore envision a port scene with a ferry, perhaps, and cargo moving from ship to train and back again. The hobby is whatever the mind can create -- which is something else Mark likes about model railroading. 

Couldn't make it to  
**N-SCALE EAST**  
this year?  
Sorry if you missed it...  
but be sure to read all  
about it in next quarter's  
issue of the  
**Potomac Flyer**

## Bulletin Board

*Things for sale, Help Wanted, etc.*

**Must Sell** — Modeler leaving hobby must sell his N Scale track, rolling stock, and electrical components. Fully wired double-end yard available on a cash-and-carry basis. Good bargains! If interested, please call Tom McElfresh at 703/780-2922.

**Got Something to Sell/Trade?** — Need some fast cash for that new model, or book, or operating system you just can't live without? Here's where to let the membership know what you have to sell or trade — and, best of all, the ad is **FREE** to Potomac Flyer subscribers! Just send a brief description of your item(s), along with your name, address, and phone number to: **Bulletin Board**, c/o Laura Hughes, 13416 Springhaven Drive, Fairfax, VA 22033-1228. Or phone in your ad copy to 703-742-0177. Let's get that stuff movin'!



## Achievement Notes

—Ken Berthoud

NMRA Achievement Program Representative

Allan Philips, MER AP Chairman, wrote us about MER's AP results for FY 95-96. He thanked us for our fine efforts. In this regard, much of the credit goes to our former AP representative, Bruce Strickland.

The MER results for last year were:

MMR - Charles Evans, #249 (Tidewater Division)  
7 Golden Spikes (2\*)  
25 Certificates (2\*)

\* - Potomac Division Awards


Philips would like to see more participation and productivity among the membership, but not at the expense of quality, for the program must represent real achievement!

The NMRA AP board has published the approved AP regulations, effective as of January 31, 1996. It contains all required forms for the latest AP regulations and judging guidelines to be used when judging models for AP merit awards. These documents form the initial sections of an AP handbook. Sections to be completed include:

- Job Descriptions and Responsibilities
- Guidelines for Processing SOQs
- Expanded Regulations

This is the second article in the series regarding the AP requirements for its various achievement categories. Our objective is to promulgate the specific certificate requirements to assist all Division members in meeting them. This quarter's topics are two service awards, Association Volunteer and Author.

If working with people and rendering service interests you, you can start earning points as an Association Volunteer. If you are involved with National, Regional, or Division committees/boards, participate in modular layouts with divisions or in NMRA-sponsored events, or open your home or club layout for tours, you can start earning points as an Association Volunteer. If you like to write, try your hand at writing about a topic of interest to you and go for Model Railroad Author. Camera buffs can also earn Model Railroad Author points.

The qualification requirements for these certificates can be found on pages 9 and 10 of this quarter's issue. 


## HO Module Crew Notes

—Bruce Strickland

HO Module Crew

When Bob Minnis (our new Superintendent) stepped down from his position as Module Crew Coordinator, he asked me to assume this role. I never realized how much effort goes into organizing setups for the Crew. This time of year is a slow time for the Crew. We only set up twice this past quarter. The first time was on June 1 at the Second Annual Manassas RailFest. The weather was beautiful and there were plenty of exhibits and prototype rail action. The Crew consisted of all the usual suspects -- Ken Berthoud, Dave Cooper, Tim Costello, Ken Heinen, Jim Matthews, Bob Minnis, Paul Morehead, Bruce Strickland, Dave Traudt, and Colin Weiner -- who brought a total of twenty-one modules. Eric Heinen and Lindsay Strickland assisted with setup and operation. The layout was a compressed L-shaped affair with Dave Cooper attaching his trolley modules to the front of the layout. Operation was interesting due to the slight grade in the parking lot behind the station. Dave brought a different module for the traction portion of the layout. It was built by Dave's friend, Bob Thomas, and featured an underpass for the street line.

Our other setup was at the Lyceum in Alexandria, on Saturday, June 29. This was a first for us because this layout was a joint venture with the Piedmont Railroaders from Fauquier County. The track plan was an oval with an inside yard at each end, and consisted of eighteen modules. To keep setup problems to a minimum, the Potomac Crew built from one end and the Piedmont folks started at the other end. As was the case with past visits to the Lyceum, museum patrons brought equipment of their own to run on the layout. I would like to thank the following people from the Piedmont Club: Joe Dallain, John Dallain, Ralph Douglas, Tom Hefner, and Walter Hojka. The Potomac Crew was represented by Ken Berthoud, Tim Costello, Dick Kafka (who made a rare second appearance in one year), Jim Matthews, Paul Morehead, and Colin Weiner; and Bruce and Lindsay Strickland assisted with operation and logistics.

Our next event will be an appearance at the Train Show in conjunction with the N Scale East convention on August 17 and 18. The Rockville Lions Show is on the schedule in November. We will also be appearing at Fairfax Station the first weekend in December. As always, we are looking for new modules for the mainline, as well as traction modules. If you are interested in building a module or two, and need some assistance or a copy of the standards, please feel free to contact me any time. My phone number and address are in the Division Roster on Page 3 of this *Flyer*. 

## ACHIEVEMENT NOTES

### HO MODULE CREW NOTES

# Registration Form

## Mid East Region, NMRA Fall Convention

October 3-6, 1996



Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ NMRA # \_\_\_\_\_ MER # \_\_\_\_\_

Full Registration	_____ @ \$34.00	SRNJ Fantrip (Sat.)	_____ @ \$28.00
Non-NMRA member	_____ @ \$39.00	PATCO Shops (Fri. AM)	_____ @ \$15.00
Spouse	_____ @ \$10.00	Conrail Control Ctr. (Thur. PM)	_____ @ \$ 5.00
Children (6-15)	_____ @ \$ 5.00	Holt Cargo Term. (Fri. PM)	_____ @ \$17.00
Saturday Night Social	_____ @ \$ 5.00	Historic Phila. Tour (Fri.)	_____ @ \$18.00
Awards Breakfast (Sun.)	_____ @ \$11.00	Aquarium/Art Mus. (Sat.)	_____ @ \$22.00
Convention Car	_____ @ \$15.00	Wine Tasting Clinic	_____ @ \$12.00
Layout Lottery*	\$12.00	<b>TOTAL ENCLOSED</b>	_____

Make Checks payable to: **Jersey Limited '96, P.O. Box 517, Swedesboro, NJ 08085**  
For Convention information call 609-467-3385

\*Note: Layout Lottery is limited to 1 per Full Registration.

Detach and return this portion to Hotel

### The Clarion Hotel at Mount Laurel

915 Route 73 at I-295  
Mount Laurel, NJ 08054  
609-234-7300

For: National Model Railroad Association, October 3-6, 1996

Cut off date: Sept. 14, 1996

Rate: \$59.00 + tax (Single/Double) \$79.00 (Quad)

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Arrive on \_\_\_\_\_ Depart on \_\_\_\_\_

Please reserve \_\_\_\_\_ No. of rooms for \_\_\_\_\_ people.

☐ Check or Money Order enclosed

☐ Diners Club

☐ Carte Blanche

☐ American Express

☐ Visa

☐ Master Card

Amount \$ \_\_\_\_\_ Credit Card Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

Should I fail to honor my reservation and not cancel 24 hours prior to my expected arrival, I authorize the Clarion to charge my account for one nights deposit and all applicable taxes. Check-out time is 11:00am. Rooms may not be available for Check-in until after 3:00pm.

For Train Show Dealer Information please write to "Jersey Limited '96"

P. O. BOX 517 • SWEDESBORO, NJ 08085 • (609) 467-3385



# NMRA CERTIFICATE REQUIREMENTS

## MODEL RAILROAD AUTHOR

To qualify for the Model Railroad Author certificate, you must accumulate a minimum of 48 points for published material (according to the lists given below), with no more than 24 of those points coming from Division or NMRA club publications.

1. For material on any subject of model railroading prepared and submitted by the author, photographer, artist or draftsman that is published:

a. General publications, NMRA National or Regional publication: 1 point

b. Division or 100% NMRA club publications: ½ point

These points are awarded per item published, with no limit as to the number of items published in a single issue, or the size of the items.

2. In addition to the above points, you receive points for any full page (or approximately equal space -- a "page" is approximately 1200 words) of text or photo articles for any single feature, according to the schedule shown below. In the case of commercial magazines, articles which have been accepted for publication may be claimed; a copy of the article and a copy of the acceptance receipt from the magazine must be submitted as proof.

The numbers given in parentheses below are given for collaboration with another person, provided that the work done amounts to the equivalent of forty percent (40%) of the total effort.

NOTE: For a live clinic to receive credit, it MUST include handouts, and a copy of each handout must be submitted along with your application for the certificate.

	General Publica- tion	NMRA National	NMRA Region	NMRA Division	100% NMRA Club
64+ pages in a single book	48 (24)	X	X	X	X
Feature article	3 (1½)	3 (1½)	2	1	½
Photos or drawings	3 (1½)	3 (1½)	2	1	½
Regular column	3	3	2	1	½
Scale drawing of prototype subject	6	6	4	2	X
Scale drawing of track plan	3	3	2	1	X
NMRA Data Sheet (one subject)	X	6 (3)	X	X	X
NMRA RP Sheet (one subject)	X	6 (3)	X	X	X
Preparation and presentation of a live clinic (at least 30 mins.), including handouts	X	6	4	2	X

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To qualify for the Association Volunteer Certificate, you must have served actively on one or more NMRA committees (National, Regional, or Division) long enough to accumulate sixty (60) certified Time Units (TUs). The TUs you receive for various types of service are listed below:

1. Active satisfactory service as a General Chairman of a National committee: 4 TUs per month.
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8. Newsletter Editors of 100% NMRA clubs having 10 or more members may earn one Time Unit per issue of the club's newsletter, providing it is four pages or more. All newsletters must have four issues on file in the NMRA library, edited by the person applying, before the Time Units will be considered for credit. **OTHER CLUB OFFICERS, EVEN OF 100% NMRA CLUBS, DO NOT EARN VOLUNTEER CREDITS.**
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12. Boy Scout Railroading Merit Badge Counselors who are NMRA members: 1 TU per month, and 2 TUs per Scout that qualifies. This credit is retroactive with no time limit for those who have served as Counselors in the past, provided that they were also NMRA members at time of service.

After the end of World War II, both the hobby and the business of model railroading exploded around the world. British OO would be very much a part of that explosion. North American OO would not.

The first big blow to North American OO came when Lionel did not revive its pre-war OO line. OOers cried foul, but Lionel had good reasons for its decision: OO's popularity had been waning even before Pearl Harbor, the OO line hadn't sold well; there was a huge demand for the company's traditional O gauge tinplate line; and A. C. Gilbert's newly revamped American Flyer line was squarely aimed at that market.

North American OO production was undertaken by small firms like Scale-Craft, Star Line, and Kemtron with much enthusiasm but limited capital. Still, they managed to produce some interesting new kits, such as Budd RDC and EMD GP7 models. But the flow of new OO products was a trickle compared to the flood of HO offerings, many in the form of inexpensive plastic models in simple kit or even assembled form. Backed by American Flyer, S scale emerged as a choice for those who wanted something bigger than HO, but not too big. Despite a brief rally in the 1950s, North American OO's following declined. By the 1960s it was down to a small core of devotees and was seldom mentioned in the hobby's handbooks.

The situation of British OO was far better. Meccano revived its Hornby-Dublo line after the war in a largely unchanged form: die-cast engines, tinplate cars, and three-rail track. Post-war material shortages and high demand meant that Hornby-Dublo was often in short supply, with even extra track sections sometimes being unavailable. By the mid-1950s, things had settled down and Hornby-Dublo was cranking out a steady flow of OO products. OO dominated British model railroading and Hornby-Dublo dominated OO.

Another pre-war OO line that was successfully revived was the generally similar Trix Twin line. Before the war it had been made in Germany by Trix for Bassett-Lowke; afterwards, the line was made in Britain by Winteringham, a Bassett-Lowke affiliate. It also had a devoted following, albeit much smaller than Hornby-Dublo's.

One reason for the huge demand for British OO was that it was number one in both the scale and tinplate markets. (Indeed, the distinction was often fuzzy.) The situation invited both competition and innovation. The most important newcomer was Tri-ang OO Railways, made by Rovex, a member of the Lines Bros. Group. Introduced in 1952 (and derived from a previous Rovex line started in 1950), it featured molded plastic bodies, well-running locomotives, a two-rail format, and prices significantly below Hornby-Dublo's. Some ignored or even derided Tri-ang, such as the shopkeeper who said that he kept his Hornby-Dublo ware under lock and key, but left his Tri-ang stock out in the open where the kids were free to paw it to pieces. The public felt otherwise. Demand was so great that production was moved in 1954

into a new factory in Margate, England, that soon had to be doubled in size. Tri-ang worked hard to improve its models and introduced a working catenary system in the late 1950s. Tri-ang also offered lines of OO buildings, vehicles, and slot cars.

Tri-ang even made a line of North American prototype trains in the British OO format for sale in Canada and later in the USA, part of its Transcontinental line that also included Australian, New Zealander, and South African trains. Introduced from 1954, the models were a very mixed bag in terms of fidelity, but sold well enough to keep the line going. Hornby-Dublo made relettered British OO trains for the Canadian, Australian, and (perhaps) South African markets, but on a much smaller scale than Tri-ang. (A North American line was projected, but never made.)

Back in Great Britain, another budget-conscious OO line appeared in the late 1950s: Playcraft OO trains made in France by Jouef for Mettoy, the maker of Corgi die-cast vehicles. Playcraft officials were soon claiming a 25% market share.

Hornby-Dublo, Tri-ang, and Playcraft were the "big three" of OO. Competition between them was intense, but the big rivalry was Hornby-Dublo versus Tri-ang. Differences in track and couplers made them incompatible as built. Although not a few Tri-ang models were converted to run with Hornby-Dublo's, modelers who started with one make tended to stick with it.

The remarkable growth of Tri-ang and Playcraft came in part from a fast-growing OO market in general, but much also came at the expense of Hornby-Dublo and Trix Twin. As the quality of Tri-ang improved, and their prices stayed lower, many hobbyists saw little point in buying the more expensive makes. By 1960, Hornby-Dublo and Trix Twin were switching to plastic bodies and Hornby-Dublo was offering two-rail as well as three-rail products, although its low-cost starter sets didn't appear until 1963. By then, the hour was very late.

The "big three" were not the only firms in the OO business. Graham Farrish and Wrenn made ready-to-run locomotives and rolling stock, and there were plenty of plastic kits available from Airfix, Ratio, and Rosebud Kitmaster. Peco specialized in track and couplers, and there were many small firms with their own niches.

A spinoff of OO called EM emerged in the 1950s, featuring a "scale correct" gauge of 18mm and finer standards in general. (EM stands for "eighteen millimeter," in the same way that N stands for "Nine" millimeter.) Some modelers went even further and devised a variation variously called EEM, Protofour (P4), or Scalefour (S4), with a gauge of 18.83mm and even finer standards. Narrow gauge OO also spread, often using TT track and mechanisms.

The 1960s brought major changes to the OO market. Trix Twin disappeared early in the decade. After several years of heavy losses, Mec-

## Feature Article

# OO: A Tale of Two Gauges Part II

—Mike Jones

cano accepted in February 1964 a friendly buy-out offer from Lines Bros. Their rival OO lines were merged in 1965 under the Tri-ang Hornby name, but the line was really Tri-ang with a few Hornby buildings tossed in (and soon tossed out). But it wasn't quite the end for Hornby-Dublo: sales from stock continued until 1970 and some of its molds were bought and used by Wrenn.

As for Tri-ang Hornby, it drifted into the doldrums in the late 1960s, production consisting mostly of reissues or reworkings of existing products. OO in general was also in a quiet period. N scale trains, non-railroad plastic kits, slot cars, and radio control models diverted much of its actual or potential market. Wrenn and Tri-ang Hornby promoted ties between their slot car and OO lines, with modest results.

The 1970s brought many changes to British OO. After two years of heavy losses, the once high-flying Lines Bros. Group began a voluntary dissolution in September 1971. Tri-ang Hornby's British OO line survived under new ownership as Hornby Railways, but its other OO lines died. OO itself enjoyed a healthy resurgence. Airfix and Pallitoy Mainline came out with new and complete lines of trains, and Italy's Lima became a major source of OO locomotives. A number of small specialty companies also popped up. Hornby showed the newcomers a thing or two, introducing one of the first command systems, Zero-1, in 1979 and surviving yet another owner's collapse in 1980.

The kaleidoscope continued to change in the 1980s and 1990s. The Airfix, Pallitoy, and Wrenn lines disappeared for various reasons, although their molds lived on. Lima weathered some tough times; Playcraft was long gone. Bachmann Branch-Line and Dapol came out with comprehensive lines.

Today, OO remains the most popular scale in the UK, despite challenges from N and a resurgent O. Standard OO is by far the most popular form, although EM, P4, and narrow gauge have highly visible followings. Limited for space by the UK's smaller homes, many OOers concentrate on detailing small layouts. A popular solution to the space problem is the sectional layout, which can be disassembled easily for storage and transport. Some sectional layouts are even star attractions at British train shows. There is also considerable interest in collecting vintage OO, especially Hornby-Dublo and Tri-ang.

As for the OO marketplace, Bachmann, Dapol, Graham Farrish, and Hornby offer complete lines of OO products. More specialized lines are offered by firms such as Lima (locomotives), Peco (couplers, track, and narrow gauge), Dornplast (scenery and vehicles), and Ratio (building kits), plus a host of smaller outfits like GEM (craftsman kits and parts). Production of locomotives and cars seems to be at one of two extremes: either (a) completely assembled and decorated models or (b) craftsman kits, with little in between, such as the "shake the box" kits. In recent years there has been a noticeable improvement in the quality of new OO locomotive mech-

anisms, perhaps sparked by complaints that some of the older designs cost more and offered less than comparable foreign HO units. All in all, British OO is in good shape.

North American OO isn't exactly dead. Some stout-hearted modelers continue to work in it and have their own SIG in the NMRA. The small number of new or recent products in the scale bothers them little, since most have been kitbashers or scratchbuilders all along. There seems to be growing interest in collecting North American OO, particularly Lionel and Scale-Craft.

This is the history of OO in a nutshell. If anything, it shows that the business of producing and selling model trains, while a lot of fun, is subject to the same forces (technology, pricing, timing, substitutes, etc.) that affect other types of discretionary consumer products. The many defunct manufacturers named in this story underline this point.

#### **Acknowledgments**

The author expresses his thanks to Baz Covill, who provided many useful materials on British OO. Thanks, too, to the staff of the Kalmbach Memorial Library at NMRA Headquarters for their research assistance.

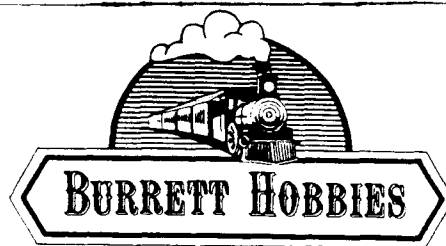
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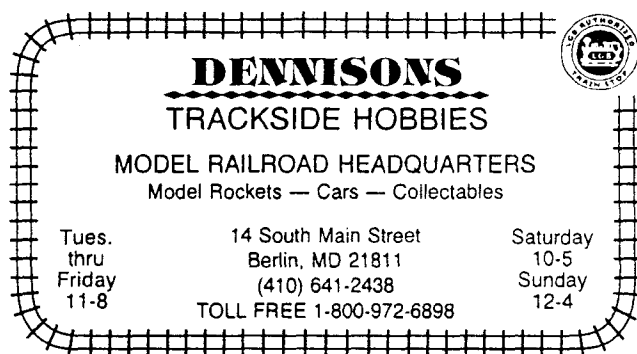
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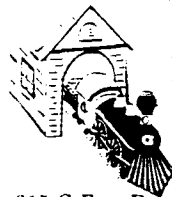
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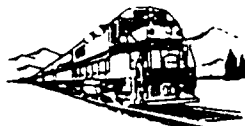
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The Potomac Division encompasses: Washington, D.C.; Montgomery, Prince Georges, Charles, Calvert, & St. Mary's counties in Maryland; and Arlington, Loudoun, Fauquier, Fairfax, Prince William, and Rappahannock counties in Virginia as well as local independent 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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