

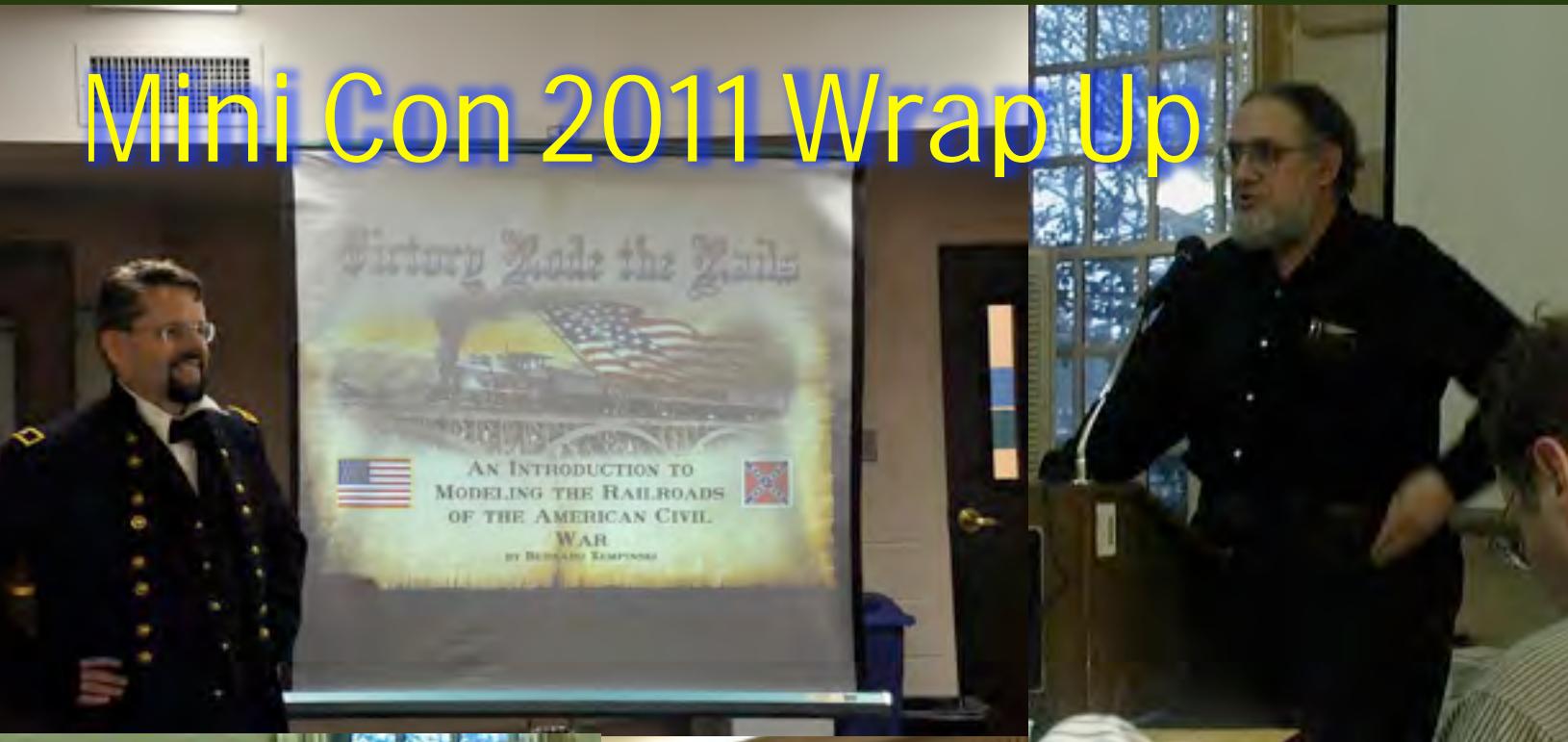
The

POTOMAC FLYER

Jul-Sep 2011

Summer Quarter

Mini Con 2011 Wrap Up



Potomac Division's Newest MMR

Build a Web site for Your Railroad

Preparing for Model Railroad Month

Two Clinics in September!

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The Potomac Division, Mid-Eastern Region, National Model Railroad Association includes the District of Columbia; Calvert, Charles, Montgomery, Prince George's and St. Mary's Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

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The Potomac Flyer

Potomac Division's Quarterly Newsletter

Submission Deadlines
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Fall Issue September 1
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Advertising rates:
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From the Business Car

Marshall Abrams
Division Superintendent
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Election of Potomac Division Board of Directors took place at the Minicon on April 2. After the Minicon the Board elected the offices as prescribed by the bylaws: Marshall Abrams, Superintendent; Bill Day, Senior Assistant Superintendent; Brian Sheron, Assistant Superintendent; Mike White, Paymaster; and Glenn Downing, Clerk.

The Board met on May 14. Results from the questionnaire distributed at and after the Minicon program were addressed and factored into the following program plans. The 2012 Minicon will again be co-sponsored with the Chesapeake Division on March 31, 2012 at the South Columbia Baptist Church in Maryland. Based on the small size of the classrooms at our church venues and the popularity of our clinics, the tutorials will be single tracked at the Minicon.

Potomac Division's turn for hosting the MER Convention comes up again in October 2013. The Board extended an invitation to Chesapeake Division to co-sponsor. We're forming a committee to investigate hotel venues in Howard County. If you'd like to get in on the beginning of the convention, please get in touch with me.

Responses to the questionnaire indicated a preference for holding Layout Visits and White

Would You Let People See Your Layout?

The Potomac Division sponsors layout tours approximately every other month. Layouts don't have to be complete, as layouts in various stages of construction are often just as interesting and informative to members. If you would like to host an open house on a Saturday afternoon and let other members and friends of the Potomac Division see your layout and enjoy your handiwork and modeling talents, please contact the Division's layout Tour Coordinator, Brian Sheron (BWSheron@mac.com), and let him know you are interested in hosting an open house.



Flag Extra clinic programs on **Saturdays**, which we do starting in September. We also decided to add meetings that would include one or two clinics and a get together over refreshments for networking. We plan to run both a meeting and a home layout tour on different **Saturdays** most months, except for Summer. Plans are still evolving. We welcome your feedback, but it's even better when you vote with your feet by attending.

The first of these will be **Saturday, September 24th**. Stan Knotts will describe prototype chemical industry facilities with a focus on the General Chemical Corporation in New Jersey. Our second clinic will be led by John Teichmoeller whose subject is *Railroading Along the Waterfront with Walthers*. See the separate article in this issue.

Please help us keep in touch with you. If your postal or email address are changing, please let us know so that you can continue to receive information. Send changes to Potomac_NMRA@comcast.net. If you would like a little more information and interaction, join our discussion group on Yahoo named PD_NMRA (http://groups.yahoo.com/group/PD_NMRA/).

We Would Like Your Feedback

On February 20th, the Potomac Division conducted a clinic on building flat cars. This clinic was conducted in lieu of having an open house/layout tour in February. We are currently deciding if the membership would like a mix of clinics and open house layout tours rather than exclusively conducting only open house layout tours every month. Your feedback is important. Please provide any feedback on your preferences (combination of layout tours and clinics versus all layout tours) to Marshall Abrams (Abrams_railroad@comcast.net).

Looking Ahead to National Model Railroad Month

BILL DAY

"He's got a killer train set," she said, "so put on your coat."

My neighbor was being overly kind, but I'm on to something. Like many modelers, I open my layout to the neighborhood every November, National Model Railroad Month. I prepare just the way I would for a Potomac Division Open House. I chat up my wife, who is always supportive, I promise to vacuum the house, lay in a supply of cookies and soft drinks, and cue up my tape of Bill Henderson's Coal Belt Line. Then I place an invitation under the door of every neighbor within a reasonable distance.

Someone said, "if you build it, they'll come." So it is with any layout, finished or unfinished, whatever scale, wherever located. There's a fascination among people of all ages with trains, especially as the Christmas season approaches. Some visitors like to see construction underway. Some like to see what amounts to a simplified operating session. All like to see movement, action, trains barreling down the main line.

Children, of course, are naturals. Some open house modelers let children use wireless throttles. Caution here! Enthusiasm sometimes carries kids away. One modeler provides engineer's hats for young visitors. Another modeler has a pink engineer's hat for girls. And don't think that neighbors who have seen the layout before won't come. One of my neighbors and his wife always show up with an open house gift.

Believe it or not, women come to neighborhood layout open houses in the same numbers as men. A female author once wrote,

"There was a brief period in my husband's life when he lived above ground." Wives are curious to see how others share the passion and commitment and, er, expenses that define railroaders. It's easy to think women don't lean toward model railroading. But Girl Scout leaders tell me that girls, for example, are drawn to miniatures, photography, history and art, all things that are intrinsic to modeling. One guarantee: if the neighbors, men, women and children, are invited to see your work, more visitors --rather than fewer--will grace your basement.

And if you want to spread the word about the satisfactions of modeling but not invite everyone around to come, put together a brief note on National Model Railroad Month for the homeowner's newsletter.

Then there are truly creative ways one can help National Model Railroad Month. Clubs can advertise open houses, and many

do. Modelers can ask regional libraries to display models with appropriate books and magazines. (*Model Railroader Magazine* is found in virtually all libraries). Most offices at work will let you bring an engine or car to the workspace during November. It can grace your desk or a common area. And here's a far-out thought: ask a local art exhibit space if they would be interested in displaying what amounts to architectural modeling. Most railroad modeling, certainly scratch-built modeling, is more elaborate—and better weathered—than standard architectural models.

So, to lamely paraphrase a recent President, ask not what your hobby can do for you. Ask what you can do for your hobby!

Around the Division

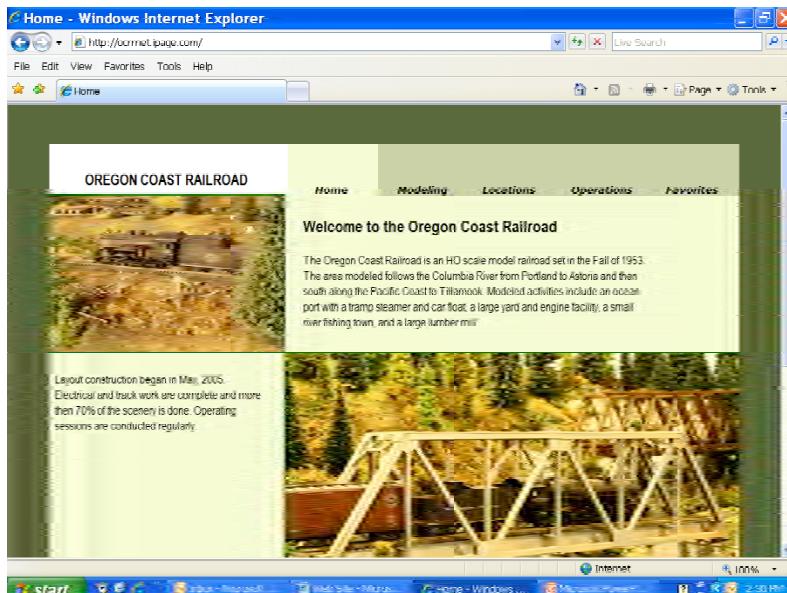
A Website for the Oregon Coast Railroad (with tips for setting up a Web site for YOUR railroad)

MAT THOMPSON

Having a website for my Oregon Coast Railroad (OCR) has had an appeal for some time. I did some research and found that with a simple website software program, making one was easy to do. The result is <http://ocrrnet.ipage.com>.

I knew the simplest and cheapest way to build a website would be to use the Home Page application my Internet provider offers for free. The application is easy to use and the provider would host the site for free. Most internet providers and many other internet companies offer similar free support. The downside to me is that site hosting is free because the service provider inserts advertising and the site would be small – that is, not many pages. The tools offered also don't provide as much design capability as I wanted.

Instead, I bought a website software program to build and publish my OCR site. A helpful reference for selecting a program was Website Creation Software Review (<http://website-creation-software-review.toptenreviews.com/>). Several products in the \$40-\$70 range looked suitable. All the products offered WYSIWYG (What you see is what you get) page creation, drag and drop text and photo insertion, templates, and wizards with step-by-step guidance through



various actions. Commands are obvious, or obvious with a little experimenting. In other words, anybody use to Word or PowerPoint will quickly be comfortable. I soon decided my time was better spent choosing a program and learning it rather than continuing to sample products.

My software program choice was Web Easy Professional 8, partly because of good reviews and partly because the price seemed right (\$44.95). Although offered in a downloadable version, I bought a copy from Amazon to have the disk and hard copy manual.

Web Easy has proven to be perfectly acceptable but I have no doubt others would be equally satisfactory.

Even before starting to use the software, I planned my site content. I decided to have five major pages and to link subordinate pages to them. Web Easy allowed me to

name pages as I wished and to link pages either by name or page number with just a few key strokes. It is equally easy to add, delete, rename, or change links. I started with five major pages and over time have added other pages linked to the main pages. My site map when this article was written is shown below. It may be changed now just because as time goes by and I think of new things, making changes is easy.

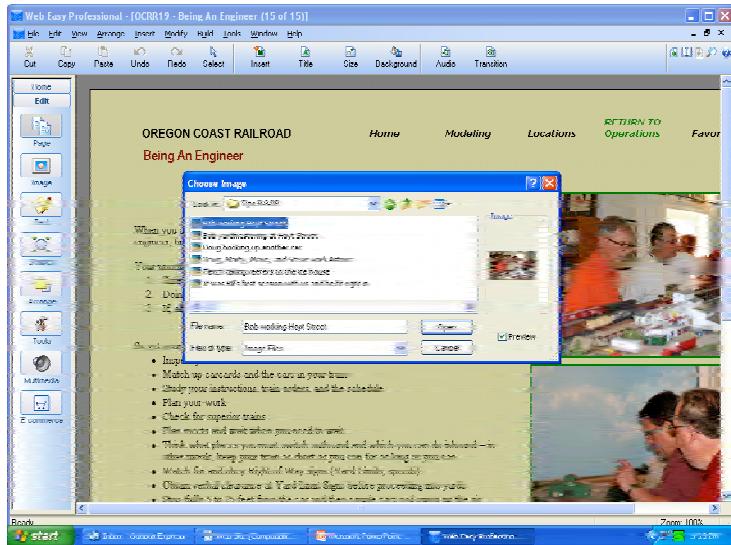
Web Easy and every other program I looked at offer templates for your web site. I selected pages
(Continued on next page)

A Web Site for the Oregon Coast RR (*continued*)

Major Page	Linked Pages
HOME	
MODELING	Almost Prototypical Engines Givens and Druthers
LOCATIONS	Hoyt Street Scappoose Rainier Clatskanie Victoria Astoria Tillamook
OPERATIONS	Being An Engineer
FAVORITES	

with variations of green and brown and tan because they seemed appropriate for a railroad built on Oregon's logging industry. Like using any other template, I selected the text and photo supplied, deleted them, and added my own.

The process to build the site is to INSERT NEW PAGE, give it a name, and add text, photographs and other graphics. The options are to create the text in a word processor like Microsoft Word and then Copy and Paste or to just add a Text



Box and type it in. When selecting INSERT TEXT in Web Easy, the program provides a choice between Simple HTML and Rich Text. Rich Text is the better choice because it allows changing features such as the size or color of a font and maintains formatting for bulleted and number lists.

Adding digital photographs is done by opening photo files and dragging the photos to the page I am working on. Then I select SIZE on the menu bar and resize the picture using a dialogue box. If I want text to go with the photo, I add it to the left, right, top, or bottom of the picture just by dragging the text box. There are some minor differences but generally if you are comfortable adding graphics to text documents or using a program like PowerPoint, you can add photographs to a web page.

I edit photos in the software that came with my camera since inexpensive web site software such as Web Easy has limited photo editing capabilities. Starting with good photos simplifies the editing process. Bob Boudreau's site (<http://sites.google.com/site/railphotog/Home>) is a clearly presented tutorial on model railroad digital photography that has helped me

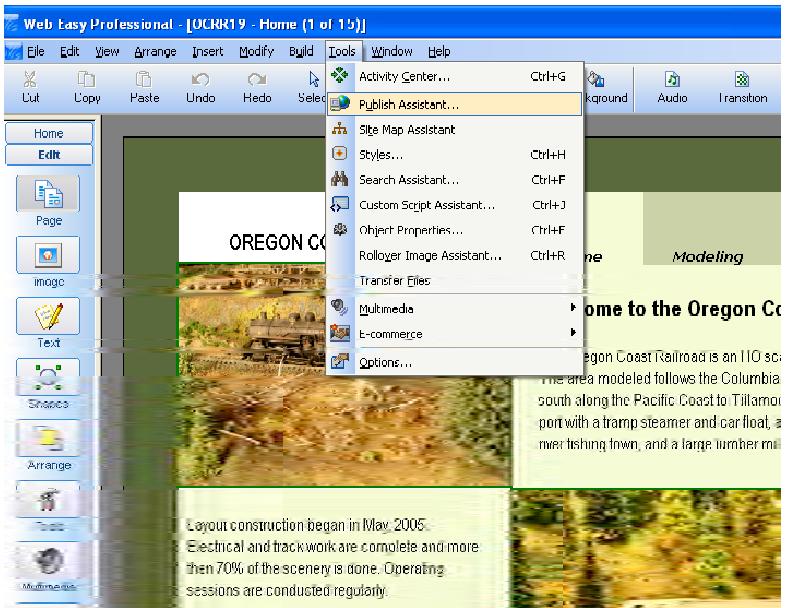
Links are the connections that allow switching pages in a web site or jumping to other sites. In Web Easy, adding links is a simple task. If I want a page on my site to be linked to another page on my site, I select the text or graphic for the link and select LINK in the Menu Bar. Then I enter the link I want by page number, page title, URL, or one of several other options from a drop-down list. Using the same process, I linked every page on my site to my e-mail address so visitors can send me a message if they wish. It is easy to make a link and easy to change a link.

After a bit of experimenting, I found I could add text, pictures and links quickly and get the look I wanted. Using Web Easy, I built an Internet-ready site in about 15 hours.

One key feature most website programs offer is the ability to see your work as it will look before actually posting the site to the Internet. The programs provide views of the site using several Web browsers (like Internet Explorer and Google Chrome) to see the variations.

(Continued on next page)

A Web Site for the Oregon Coast RR (*continued*)



To put my site to the Internet, I needed a website host. This is a server connected to the internet that stores and displays the site. Googling the words "website host" I found several choices. I picked iPage because of the low cost, \$3.50 monthly (paid annually). iPage provides unlimited storage space and traffic which seems to be common. They also provide a domain name free. A domain name is like a telephone number; it is the complete, unique address a viewer needs to get to your site.

Web Easy has a Publishing Assistant, which is a wizard that steps you through the process of publishing your site on the web. iPage, my web host, provided the IP address and few other pieces of information I needed. The first time I used the Publishing Assistant I was anxious to see what would happen. When my site popped up on the Internet, I was as happy as when I install a decoder and all the engine lights still work.

I have two cautions regarding web hosts. One is that many of the companies that produce website software also offer hosting as does Web Easy. The program has a wizard that sets up your account and appears to make publishing your site easier than other alternatives. However, the convenience comes at three times the monthly cost of the host I picked and publishing to my website host was actually no different than publishing to the Web Easy site. The other caution is that web hosts offer many extra

services to increase security and give preference for help services. The reliability and security offered may have value for a business site but for my personal web site I didn't buy any extra services.

Now that my site is on the Internet I routinely update pages and make changes. I don't have to; once a site is published you can leave it alone if you are satisfied. I do the updates because I find it fun. Sometimes I add content; sometimes I work on making the site look better. To make an update, I open the saved site file in Web Easy, edit as I want, save the work and use the Publishing Assistant to publish the updated information. The effort is about the same as changing a Word document. In other words, it is not much effort at all.

A month before I made my site, I had never worked with web software. Now I have a site that helps me enjoy model railroading more than ever. I hope you give it a shot, too. When you do, go to the bottom of any page at <http://ocrrnet.ipage.com>, and send me an email with your web address. I look forward to seeing your railroad.

Achievement News

Brian W. Sheron



The Potomac Division held its MiniCon Saturday, April 2nd, and the model room was a fairly busy place. There was a total of 10 entries submitted for merit judging, including 8 cars and 2 structures. There was one panel of judges for the cars, and a second panel of judges for the structures. Two panels were necessary because one judge submitted a car for judging, and thus could not judge the cars category, and one judge submitted structures, and thus could not judge in the structures category.

There are 5 judging categories (construction, detail, conformity, finish and lettering, and scratchbuilding). Even with allotting only about 7 minutes of judging time per category, it took, on average, about 30 minutes to judge one car or structure. Thus, it took the judges about five hours to judge all of the entries, with a break only for lunch, the Division business meeting, and Andy Sperandeo's Clinic. Please take some time to look at

the photos of the models submitted that are in this issue.

In addition to the merit judging, there was also a contest with first, second, and third place awards for the models with the highest judging points. The first place winner was Bill Roman's HO scale Western Maryland #2101 Company Service Ice Car. Second place went to Bill Day's HO scale motorized Stahl Coal Tipple. And third place went to Mat Thompson's HO scale Northern Pacific #39538 Box car.

Finally, one of the real highlights of the Convention was when John Janosko, the Mid Eastern Region President awarded Andrew Dodge Master Model Railroader certificate #453. Please be sure to read the separate article on this elsewhere in this issue of "The Flyer". Also, articles will appear not only in "The LOCAL", but also in an upcoming issue of the NMRA magazine. If you see Andrew, be sure to congratulate him on this achievement.



Andrew Dodge (left), receives the plaque officially designating him as Master Model Railroader #453 from MER President John Janosko.

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Achievement News (*continued*)

The pictures on this page show a few of the models from Annual Potomac Division MiniCon. Thanks to all who participated by bringing models, or by judging.



Martin Brechbiel showed these two scratchbuilt O scale Interurban work cars.



Bill Day's animated Hulett Unloader was displayed at the MiniCon but you can check it out in action on YouTube. Google "Hulett Unloader NMRA. At the annual NMRA contest in Milwaukee the model won first place, kit structures (judged) and first place, all structures (popular vote) and the Bar Mills Award for the favorite model in the contest."



Mat Thompson entered this HO scale 50-foot Northern Pacific boxcar with a nicely done lumber load.

The Division Paymaster

MIKE WHITE

Paymaster: A now defunct railroad position. He and subordinates once traveled the railroad in a pay car to pay employees in cash.

"The Paymaster's Car" From The American Railway. New York: Charles Scribner's Sons, 1889.

The Paymaster's car, which is virtually a moving bank or cashier's office, and arranged conveniently for the payment of money to the men as they pass through, is generally run "special," upon notice in advance to all foremen or heads of departments, either by telegraph or, as on some roads, by the display of special signal flags, which are carried on the front end of the locomotive of some regular train the day before the car is run over any division. In this way all men employed along the line of the road, whether at or between stations, are notified of the Paymaster's coming, and it does not usually require any other inducement than this to bring them all out. There is nothing that will prompt them to jump higher and run faster than the whistle of the pay-train as it comes around the curve to the station. Men have been known to forget their names, and do other foolish things under the excitement of drawing their month's pay.

The Railway Age, Volume 40, September 29, 1905, carried an article on the topic of using checks vs. cash to pay employees. By this time most of the eastern railroads and many of the remaining railroads had abandoned the use of paymaster's cars. The cost savings and convenience of using checks for railroad payrolls and railroad personnel for their distribution were substantial. In most locations the station agent was allowed to accumulate or was supplied sufficient cash in advance of payday to accommodate employees where banks were non-cooperative or non-existent for cashing checks.

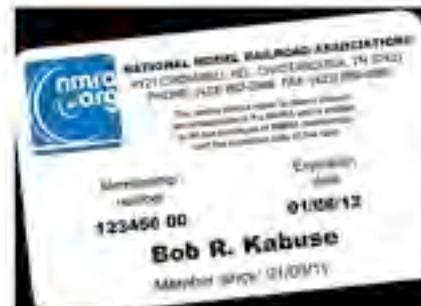
Once this internal distribution was universal within a railroad, a Paymaster was no longer necessary.

In remembrance of this function, the de facto treasurer of a division is titled the Division

Paymaster. The duties and responsibilities of the job are specified in the Potomac Division By-Laws.

From the Potomac Division By-Laws

"The Paymaster shall supervise the custody of the funds and securities of the Division; shall cause to be kept full and accurate accounts of receipts and disbursements in books belonging to the Division, and shall cause to be disbursed all monies and other valuables in the name of, and to the credit of the Division, in such depositories as may be designated by the Board. The Paymaster shall cause to be disbursed the funds of the Division as may be ordered by the Board, making proper vouchers for such disbursements, and shall render to the Superintendent and the Board, at their regular meetings and when required, an account of all such transactions and of the financial condition of the Division."



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Around the Division

Andrew Dodge, Master Model Railroader #453

Model railroading became a passion for me in my childhood. My father, Harry P. Dodge, built layouts in the basements of our homes beginning just after World War II through the end of his life in 1972 that were loosely based in the Southern Railroad. Unlike so many others in the hobby, I never had a Lionel set. I went directly from a wooden train to the wonders

eating lunch at the Grand Imperial Hotel, my mother took my two brothers and me back to the train early, and we got seats in the cupola of one of the two cabooses hooked at the end of the train. This fascination with mountain railroading came to full fruition following several other trips to the state in the 1950s and introduction to two fabled roads in the Columbine State. The day after coming home from school for summer vacation in 1960 I discovered my father's book on the Denver, South Park & Pacific Railroad, and for my 18th birthday, he gave me a copy of a book on the Colorado Midland. During those years, I built my first layout based on a western, mountain railroading theme.

Like most first efforts at a layout, everything was not a total success, but it was a real learning experience. It was great running the layout and using my



of HO with snap-track and Plasticville buildings for Christmas in 1956. Working with my father, I built my first real layout in one corner of his large layout. It was a fictitious branch line logging operation in the Carolinas.

However, my real love of railroading had already begun to be centered in Colorado. In 1953, the family took a trip out west, which included several days in Colorado. The real focus of that part of the trip was to take the Silverton Mixed from Durango to Silverton. My father was able to get us on the train, which in my case was a seat on a load of 2x4s stacked in the baggage car. What a thrill of a ride for a little boy to see the canyons and mountains of the San Juan. Since there were no reserved seats, after

imagination to overlook the shortcomings. While building the layout, my father offered comments and suggestions that would improve my work, which were not always received with due appreciation, but other modelers who came over to the house were always interested and made positive remarks. This positive reinforcement gave me the support to realize that I was on the correct path and had achieved some level of success.

One of the most important gifts my father gave me was the ability to see and think about railroading in its natural environment. Beginning during the late 1950s and until my father's death filming some of Germany's last steam operations in the city of Trier, his real passion in railroading was to travel and

Andrew Dodge, MMR (*continued*)

record on 16mm film the railroads of the world. He always had the knack of finding some of the most scenic spots to take his shots while never forgetting what railroads do and how they work in all their various facets.

After building my own home, I began construction of my own HO/HOn₃ layout based on the Denver & Rio Grande. Exuberance in this case was fatal, and the layout was an example of the mistake many modelers make, a lack of attention to detail and how real railroads operate. However, it served as a lesson in how to create a proper layout: having a sense of what kind of layout you want and keeping your eye on the final objective, attention to detail, knowing your subject and applying that knowledge, avoid flights of fancy into the unrealistic, historical research through books and onsite visits, and applying your artistic talents to create the impression of reality in a medium that requires great compression and distortions due to limited space.

Upon my return from living in Germany during the mid-1980s, my interest in model railroading turned to building my dream layout of the Denver, South Park & Pacific Railroad in its early years. Realizing the shortcomings of earlier efforts, I focused on recreating a simulated prototype layout based on the year 1882. Fortunately, I had my father's book on the line plus several others collected in the 1970s and 1980s, which contained a rich collection of period photos. Relying on lessons learned, I decided to network with other modelers who worked in On₃ since I had no previous experience in the scale nor knew what was available in parts or kits. It became readily apparent that adhering to a set period and prototype requirements would demand a lot of scratch building, but parts were available from several suppliers.

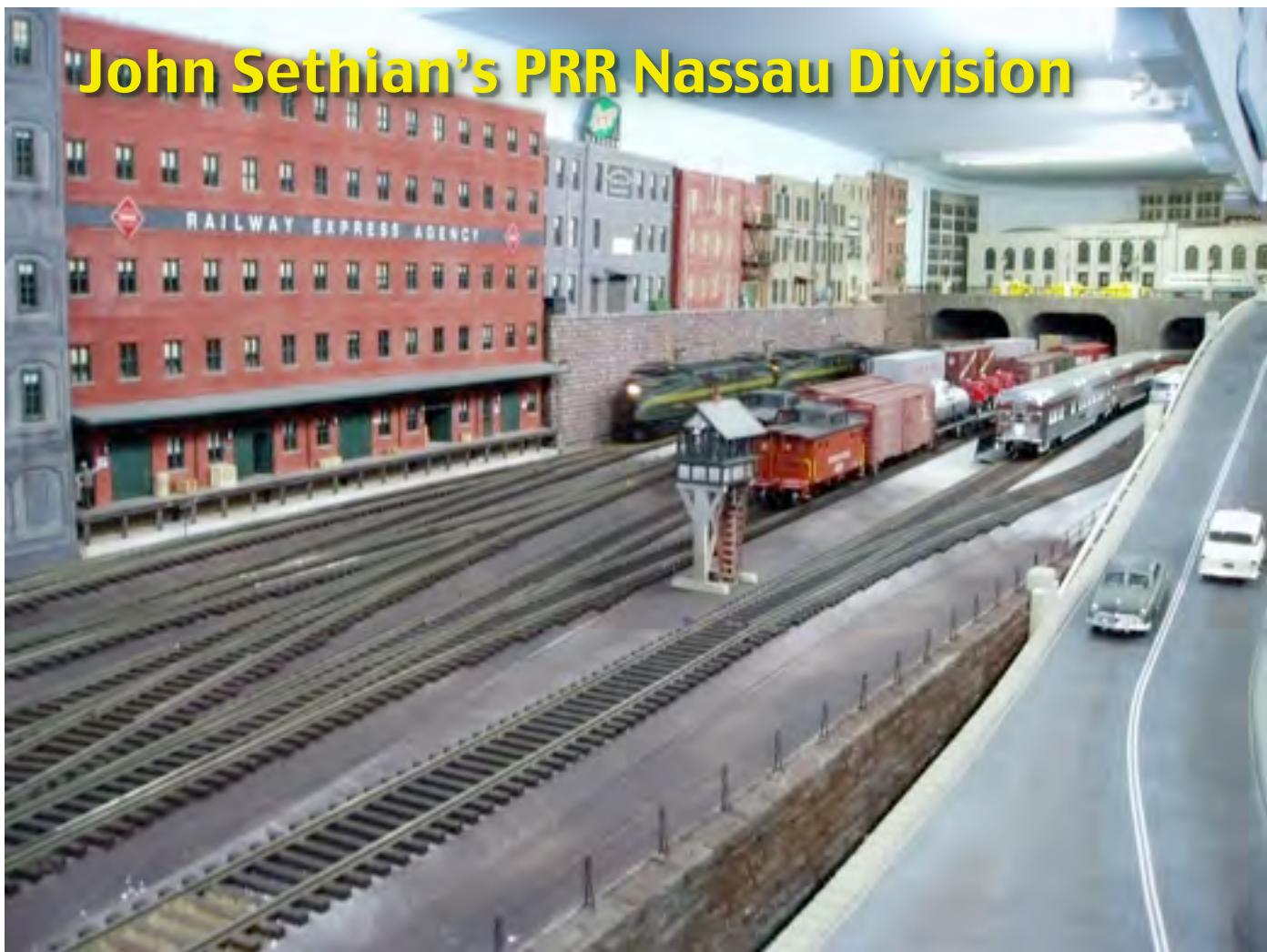
In developing a track plan, many compromises would have to be made, but the one rule I wanted to maintain was the concept of "less is more." My Rio Grande layout had been a lot of track and little attention to quality scenery. This time I wanted a believable track plan that

would come close to the prototype with lots of accurate scenery. To achieve that end, I took two trips to Colorado in the 1990s with the express purpose of collecting dirt and small stones to use as ground cover and also take extensive color photographs of each area to better replicate each scene on the layout. Keeping to my objective and constantly reminding myself of what had caused shortcomings in my earlier layouts paid-off.

In working for my Master Model Railroad certificate, I learned another important lesson. Even after years of holding open houses and operating sessions with other highly skilled modelers, I still had allowed a few things to remain uncompleted or not up to the highest quality. My friend Stan Knotts asked me to host the local NMRA group to an open house with the enticement of a six month membership in the NMRA. I had been a previous member but let my membership lapse, and during that period I had become interested in the Achievement Program but failed to pursue it. This time, I decided not to let the opportunity slip away. The importance of the program to me was not only becoming more engaged with other modelers and sharing the lessons I learned, but also in sharpening my own attention and skills in order to present the best material in each of the nine modeling categories in the Achievement Program I chose to enter. Realizing what the judges would review was of the upmost importance, which I am now keeping in mind as I begin my newest modeling effort, building a model of the Colorado Midland in 1897 with all scratch built engines in Proto:48 O gauge.

Around the Division

John Sethian's PRR Nassau Division



MARTIN BRECHBIEL
Photos by the author

On March 13th, we all were exceedingly fortunate to be able to visit John Sethian's PRR Nassau Division layout. The O scale layout is inspired by that portion of the PRR Northeast Corridor in New Jersey and Pennsylvania circa 1955 with a very healthy representation of the electrification of that area well represented by the plethora of GG1's and P5a boxcabs that frequently were running this day. In addition to those, an Aerotrain also made an appearance and several laps about the layout. And, plenty of Pennsy steam power rambled around the room with resonating sound and smoke pulling long freight drags. The layout was first designed using RR Track software and then built as a 1/12 scale

model for design purposes and grew up into the full O scale layout.

The railroad space is entered through a creative duck under zone replete with railings for one's comfort and assistance. The main line is 110' long double tracked, in an L shape that wraps around in a 21' x 31' space. A third 110' long line goes to a small yard and storage tracks. The continuous loop based track plan is designed for watching trains move through one of five scenes. At the far end of the layout room is a typical Northeast city (New York/Philadelphia/Trenton) which includes and a three-dimensional interpretation of Edward Hopper's "Approaching a City" oil on canvas 1946 above "Hopper Tunnel" and then the tracks leaving the train station there. The city scene makes us of very creative application of kit-bashed structure from



various scales along with a selection of building fronts to force perspective to make this city come alive. Much of the city's scenery is complete and the trackage leaving the city is finished; all of the buildings are lit and the city comes alive for night time operations. There's a representation of the Schuylkill River with the classic PRR stone arch

bridge with a recognizable version of the "Trenton Makes, The World Takes" sign at the New Lyon Bridge which reads "New Lyon Makes, The World Takes" which is also illuminated. Princeton Junction Station features a four track super-elevated main line where MP-54 commuter trains interchange with mainline passenger operations.

The layout was started in June 2006 and construction continues on. Scenery across the remainder of the layout is ongoing with the beginnings of engine servicing facility, a Truc Train Terminal, and a factory/manufacturing site. Eventually the entire main line will be under catenary when a suitable system becomes available potentially permitting full under the wire operations. Let's hope the Potomac Division can come back for another visit between now and then to see what John does with the rest of his layout!



Around the Division

Bruce Greenberg's Pre-War Layout

BILL DAY

Most modelers I know say they "started with a Lionel train set." Modelers growing up in the '30s and '40s owe their interest in large part to Joshua Lionel Cowan of Irvington, New Jersey.

Cowan's creativity - working semaphores, bascule bridges, coal tipples, animated milk cars - launched what he called "the greatest hobby on earth." Last month, to bring back those days, Potomac

Division modelers crowded around Bruce Greenberg's O Gauge layout featuring most of the rolling stock and structures of the famed Lionel Lines.

To no one's surprise, Bruce is the founder of Greenberg Shows, a universally popular series of traveling exhibits that started in the East and eventually reached every big city in America. His layout originated as the focus of the Greenberg Shows, the country's first large-scale modular train exhibit. So successful were the shows that Kalmbach Publishing purchased the production and made it a subsidiary of the corporation. Moreover, Bruce and his wife, Linda, published a wide variety of early enthusiast books and maintenance manuals for Lionel lovers. To read Lionel catalogs of 60 years ago is to get a free rail pass to one's youth.

The Lionel layout in Alexandria is, in Bruce's words, "a light and sound show." Hundreds of lights dot the layout: street lamps, semaphores, street markers, bumpers, crossing gates and passenger car interiors all glow or blink for visitors. The iconic Hellgate Bridge, whose prototype is in New York, is



crested with dazzling chase lights, outlining the bridge and its famous arc.

Two main rail lines serve a diesel freight consist and a steam passenger train. Passenger cars are complete down to, er, lavatories with effluent pipes. The steam Engine cab echoes with chatter among engineers, firemen and conductors. Within the mainlines are two trolley shuttles and a smaller circle of track for a scale children's train ride.

At a recent National Model Railroad Association national convention, a psychiatrist who is also a modeler, conducted a clinic titled "Are Train Modelers Nuts?" (The clinic was mobbed). After discussing the research, the focus groups and the anecdotal evidence, the clinician said that the driving force, the obvious passion, the indisputable signature of the modeler was..."nostalgia."

So, if it's nostalgia you wanted, Bruce provided it. His time capsule was everything you hoped it would be. In building his exhibit, sharing it with us, popularizing model railroads and bringing the experience to every corner of America, Bruce and his miniature world belong in the pantheon of America's modeling stars.

Division Calendar

June 25-26

Great Scale Model Train Show, Timonium, MD

July 3-9, 2011

NMRA National Convention and Train Show, Sacramento, CA (www.x2011west.org)

August 27-28

Greenberg's Toy and Train Show, Dulles Expo Center, Chantilly, VA

September 17

Layout Open House, Marty McGuirk's HO scale Central Vermont Winooski Subdivision, Manassas, VA

September 24

White Flag Extra Clinics (Two clinics) Leisure World, Silver Spring, MD

October 27-30

NMRA MER Convention, Cary NC

The Shelf Layouts Company

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Potomac Division Membership Application

Potomac Division

Division 2, Mid-Eastern Region, National Model Railroad Association
NEWSLETTER ELECTION AND INTEREST SURVEY

The **Potomac Division** provides various activities for all interested model railroaders, such as home layout tours, prototype tours, and Mini-Conventions. 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 more than 10 NMRA Master Model Railroaders in our area, as well as hundreds of other outstanding modelers.

The Potomac Division includes: The District of Columbia; Calvert, Charles, Montgomery, Prince George's, and St. Mary's Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities. All members of the MER and NMRA who reside in one of these areas are automatically members of the Potomac Division. Guests are always welcome at Division events.

PERSONAL INFORMATION

Name

Home phone

NMRA #

Exp. Date

Street Address or PO Box

Work phone

MER #

Additional Address (Apt # etc)

ZIP+4

Birth date

City

State

Email Address

Web site -- http://home.comcast.net/~Potomac_NMRA/

Email -- Potomac_NMRA@comcast.net

INTEREST SURVEY

Primary Scale

Secondary Scale

Favorite Railroad(s) & Prototype(s) Modeled:

Do you have in primary or secondary scale

- | | | |
|--------------------------|------------------------|--------------------------|
| <input type="checkbox"/> | A layout? | <input type="checkbox"/> |
| <input type="checkbox"/> | Narrow Gauge interest? | <input type="checkbox"/> |
| <input type="checkbox"/> | Module interest? | <input type="checkbox"/> |
| <input type="checkbox"/> | Traction interest? | <input type="checkbox"/> |

Please list the NMRA Special Interest Group(s), model railroad clubs, and railroad historical societies to which you belong:

Would you be willing to host a Home Layout Tour of your Layout?

Yes No

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.

NEWSLETTER ELECTION - THERE ARE NO DUES IN THE POTOMAC DIVISION

Potomac Division: Members may receive the quarterly *Potomac Flyer* via the Postal Service and/or electronically to the email address above (if one is present).

- I elect to receive the *Flyer* in hard copy delivered via the Postal Service at the above address. Enclosed is \$5.00 for a one year subscription. Please make your check payable to *Potomac Division*.
 Do Do not email the *Flyer* to me as a PDF file at no cost at the above email address. (The pictures are in color)

Total Enclosed

Send check with your complete application to:

Clerk, Potomac Division

4604 Bel Pre Rd,
Rockville, MD
20853

Note: You must be a member of the NMRA and MER to be a member of the Potomac Division. NMRA member number must be provided (we check). The Potomac Division DOES NOT collect dues. You may join the NMRA at <http://www.nmra.org/nmrastore/index.html>. Other Membership options available online. You may send your dues directly to the National Model Railroad Association, Inc., Headquarters Office, 4121 Cromwell Rd., Chattanooga, TN 37421

National Model Railroad Association: Member (with Magazine Subscription)

All Rights and Benefits; Includes NMRA Magazine Cost - \$58.00 (US) per year, 2 years for \$116.00 (US)
Member (No Subscription)

All Rights and Benefits; Does NOT include NMRA Magazine Cost - \$39.00 (US) per year, 2 years for \$78.00 (US)

Free 6-month trial RailPass membership available at http://home.comcast.net/~Potomac_NMRA/RailPass/index.html

Upcoming Event: Clinics – Saturday, September 24, 2011 2:00–4:00 pm

Don't Miss These White Flag Extras!! Two Clinics in One Day!

When: SATURDAY, September 24, 2011, 2:00 – 4:00 pm

Where: 2901 Leisure World Boulevard, Silver Spring, Maryland 20906

Modeling The Chemical Industry: Stan Knotts

Views of the prototype chemical industry and suggestions for modeling highlight this power point presentation. Stan Knotts will describe prototype chemical industry facilities with a focus on the General Chemical Corporation in New Jersey, primarily covering the industry in the 1930s and 1940s. Stan's presentation was given at the national NMRA Convention in 2006.

Stan, now completing a 1939-era model railroad, was the coordinator of the NMRA Railroad Industries SIG for 20 years, past secretary of the MER, past editor of the MER Local and publisher of Lineside.

Railroading along the Waterfront with Walthers: John Teichmoeller

This clinic covers prototypes produced in Walthers' Waterfront series, discusses improvements and suggests ways to modify and kitbash models. The clinic shows examples of modeling already finished. Along the way, John Teichmoeller will share stories about the research that went into the models and the development of the Walthers products.

John, with the help of Lance Mindheim, has a layout that models a stretch of the B&O mainline in 1967. He is coordinator of the Rail-Marine Information Group.

Refreshments will be served.

Directions to Leisure World:

From 495 Capital Beltway:

Take I-270 North; Take exit 4 for Montrose Road (.9 m); Continue toward tower Oaks Blvd (.4 m); Turn left onto Tower Oaks Blvd (.6 m); Turn right onto Wooten Pkwy (.6 m); Continue onto 1st Street (1.3 m); Continue onto Norbeck Road (.2 m); Turn right onto Norbeck Blvd (.2 m); Turn left onto N Leisure World Blvd (.6 m); ask at the gate for Club House 2. Phone: 301/598-1300.