

Summer Quarter — June, 1991

The Dixie Flyer



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

Retiring Super Bill Cox Says Thanks

After completing three years as your Division Super, I must express my thanks to all who have helped make the Dixie Division program the success that it has become. First of all, thanks go to the members of the Board of Directors, including Martin Denlinger, who served the first year, and his replacement, Jim Kress, who resigned last fall when he moved to Alabama, and the recently reelected incumbents, Bob Ocain, Jeff Martello, Monroe Stewart, and Bruce Strickland.

Bruce, who came aboard three years ago, should be credited with a great deal of the Division's accomplishments, since he has made it possible to publish the *Dixie Flyer* at lower cost and with greater frequency than ever before. Bruce also has been the driving force behind the Achievement Program, for which the Dixie Division should be proud, since Dixie leads the Mid-Eastern Region in AP awards. (It's about time for Bruce to collect his NMRA Association Volunteer Achievement Certificate, by the way.)

I wouldn't have received my Association Volunteer Achievement Certificate at the Lynchburg Regional convention without the help over the last three years of all those mentioned above. I'm thinking especially of all those monthly Wednesday night Board meetings, for which pizza was the chief redeeming feature! However, thanks are also due the many people who opened their homes for layout tours, the clinicians and judges who worked so hard at the Mini-Conventions, and the old hands in and out of the Dixie Division who shared their collective wisdom with me as our Board of Directors attempted to reach out to as many model railroaders as possible.

Thanks, finally, go to the POM's of the Division, for their support and encouragement over the last three years. Keep it up, and give the new BOD and Superintendent Monroe Stewart all the help you gave me! I've enjoyed it all, except possibly missing the 1990 Mini-Con for a gall bladder operation! Thanks to all!

Annual Dixie Mini-Convention

—Bill Cox

The Dixie Division held its 22nd Anniversary Mini-Convention on March 16th at Oakdale Emory United Methodist Church in Olney, Maryland. This location was

a change from recent years, but the new venue offered excellent facilities for the meet, and a large, convenient parking lot. A central assembly area adjacent to the clinic rooms had the Dixie Module Team's railroad operating throughout the day.

A variety of Clinics were offered. They included "Modular Traction Modeling" by veteran trolley modeler **Dave Cooper**, who set up and demonstrated an operating modular trolley railroad to help with his explanation of the system he uses. **Paul Dolkos** presented his Pittsburgh NMRA convention clinic, "Modeling from the Prototype." Paul recently hosted the Division for a layout tour; his carefully detailed layout follows the concepts of his clinic.

Bill Richardson showed how to do "Simple Wayfreight Switching" as a way that does more than go 'round and 'round. Finally, **Hal Davidson** offered a clinic entitled "An Experiment in Prototype Roadbed" recounting his trials and tribulations in attempting a new technique not often modeled. Hal, a Reading Railroad fan, uses the Reading's MOW specs in modeling superelevation.

Upwards of 125 attendees enjoyed an informal cafeteria lunch with speaker Doug Gurin, Coordinator of the NMRA's layout Design Special Interest Group. The annual Division business meeting followed, with the election of the Division Board of Directors (BOD). [See the separate report on elections.]

Three different model contests included a popular-vote "favorite model" contest run by the "Rif-Raf" crew, an Out-of-the-Box kit contest, judged by the Dixie BOD, and the formal NMRA Merit Award judging, run by the Dixie AP coordinator. Many fine models were entered, and all who participated received special certificates from the Division. Several models received Merit Awards.

At the end of the day, door prizes were given out. Among those dealers donating them were Pro Custom Hobbies (Cantonsville, MD), Action Hobbies (Burke, VA), The Rip Track (Woodbridge, VA), Burrett Hobbies (College Park, MD), Tommy Gilbert's Model Railroad Supplies (Gettysburg, PA), Jeff Martello (Bethesda, MD), The Great Train Store (Union Station), and Arlington Hobby Crafters (Seven Corners, VA).

The newly elected BOD plans to hold the next Mini-Convention in Northern Virginia. If you know of a facil-

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ity similar to the church in Olney located in Northern Virginia where the Division could meet next March, contact any members of the Board; your help would be greatly appreciated.

Indoor and Outdoor Layouts on Spring Schedule

—Bill Cox

The Dixie Division's Spring quarter layout tours featured the Gauge-1 garden railway of Jim and Jo Anne Stapleton in Herndon, Virginia (May), and Gerry Carlson's 13' x 25' HO-scale layout near Warrenton, Virginia (April).

Gerry's layout has dozens of illuminated buildings and operations are carried on in artificial twilight to emphasize the lighting effects. Many folks returning

from the Hill City Model RR Expo in Lynchburg [see the summary elsewhere in the issue of the *Dixie Flyer*] were able to stop off on the way to visit the Carlson layout.

The Stapletons are active in the Garden Railway Group in the National Capital area, whose convention was featured in last Fall's *Dixie Flyer*. Their railway runs rain or shine, just like the prototype.

Board of Directors Elected, Elects Officers

—Bill Cox

The Annual Meeting of the Dixie Division, held at the March Mini-Convention, had only the election of a new Board of Directors to consider. Elected to the Board for the coming year were new member Bob Minnis and incumbents Monroe Stewart, Jeff Martello, Bob Ocain, and Bruce Strickland.

In accordance with the Division by-laws, the Board elects the Division officers from its membership. (There is, therefore, no direct popular election to any Division office.) The Board, at its regular monthly meeting in April, elected the following men to the offices indicated:

Division Superintendent	Monroe Stewart
Assistant Superintendent	Jeff Martello
Paymaster	Bob Minnis
Clerk	Bruce Strickland
Director at Large	Bob Ocain

They will serve until the next elections are held, following the annual meeting in March, 1992.

Spring Events

Board and Officer Elections

Hill City Expo Report

The Dixie Flyer

Is the Quarterly Newsletter of Division 2 ("Dixie") of the Mid-Eastern Region of the National Model Railroad Association, Inc.

Editor: Peter K. Matthews

The Dixie Division territory includes: the District of Columbia; Montgomery and Prince Georges Counties, Maryland; Prince William, Arlington, Fairfax, Loudoun, Frederick, and Clarke Counties, Virginia, as well as the independent cities of Alexandria, Leesburg, and Winchester.

... Divison Staff ...

Superintendent	Monroe Stewart 4908 Woodland Blvd. Oxon Hill, MD 20745 (301) 630-7565 (home)
Asst. Superintendent	Jeff Martello P.O. Box 1206 Bethesda, MD 20827 (301) 365-0925 (home). (301) 530-3176 (work)
Director at Large	Robert A. Ocain 4414 Cannes Lane Olney, MD 20832 (301) 774-5386 (home)
Paymaster	Robert G. Minnis 3016 Dower House Dr. Herndon, VA 22071 (703) 391-0675 (703) 264-2535
Clerk	Bruce Strickland 10766 Tullamore Ct. Manassas, VA 22111 (703) 361-5620 (home) (703) 569-6800 (work)
Editor, Dixie Flyer	Pete Matthews 4416 Longworthe Sq. Alexandria, VA 22309 (703) 360-2313 (home)

Hill City Model Railroad Expo Report

—Bill Cox

The "Hill City" (Lynchburg, Virginia) hosted the Mid-Eastern Region's Spring Convention April 19-21, with a large number of Dixie Division members in attendance. Among the Dixie Division members seen at the convention were Division Superintendent Monroe Stewart, Bill Hammer MMR (Master Model Railroader), Deane Mellander MMR, George Johnson MMR, and Graham

Have You Paid Your 1991 Dixie Dues Yet?

Even though you may have received this *Dixie Flyer* in the mail, you may not be in good standing with your Division dues. The Dixie Flyer is mailed to all NMRA members in the National Capital area as an information service, especially to those new NMRA members, and as a service to the hobby in general. Paying your dues now will pay you through December 1991, since Division dues are on a calendar year basis. See the page 7 to find out how to join the Dixie Division, or to catch up on your dues.

**Hill City Expo
Report cont'd.**

**National Trolley
Meet**

Calendar

Harvey MMR. Also in attendance from the Division were Bob Ocain, Dave Pass, Frank Sikorsky, Ron Schmidt, Alex Pope, Bill Cox, Dick Higgins, Paul Dolkos, Nelson Garber, Shary Solomon, Rick Shoup, Bill O'Neill, Ken Nesper, and a whole passel of "Rif-Raf" (Bill McMillen, Dean Ebner, Steve Sherrill, and Mike Barb). My apologies to any conventioneer not listed above.

Several hundred MER members and guests had good clinics, interesting layout tours, a full slate of model and photo contests, and a *great* auction! I say *great*, because I acquired a brass CNS&M interurban at a great price, merely by lasting until midnight! All kidding aside, if you haven't been attending the auctions held at each MER convention, you've missed out a great bargain opportunity.

Past-MER Prexy Bob Charles and Bill Miller MMR were great auctioneers, in the best tobacco warehouse style. Since the auction at the "Funshine Express" Tri-regional Convention next October will be handled by the MER, a fun time should be had by all, especially if Bob Charles is in his usual good form.

Outstanding models were entered in the contests at Lynchburg, every class of which had entries, and awards made. Would you believe a model that received 111 points was *not* a prize-winner, but received honorable mention? Of course the modeler received his Merit Award (87.5 points needed), but the top places in the contest received even higher point scores.

Highlight of the awards ceremonies, however, was the bestowal of the coveted *Master Model Railroader* award upon Charles Potter, while Mary Miller received enough Achievement Certificates to place her only one Certificate shy of joining her husband, Bill, in the ranks of Master Model Railroaders! (She'll become the first woman MMR at the Fall Convention, you can bet on it!)

More details on contest and achievements at Lynchburg will be in a future edition of the *MER Local*. (Not the next issue: it went to press prior to the Hill City Expo.) Also in the *Local* will be registration information for the Funshine Express convention in Binghamton, NY, October 11-13, which will feature clinics by Allan McClelland, Tony Koester, and Russ Larson.

**Dixie Members at
National Trolley Meet**

—Bill Cox

The Dixie Division was represented at the 10th National Trolley Meet at Valley Forge, Pennsylvania, May 3-5 by Dave and Readie Cooper, Pliny Holt, and Jack Kaiser, plus a delegation from the No. Va. Model RR Club (Tim and Shirley Costello, Norbert Erickson, and Bill and Gini Cox). The East Penn Traction Club (EPTC) sponsors the Meet every two years, featuring EPTC-standard trolley modules.

Dave Cooper had a dozen of his HO-scale modules set up, together with many more from other modelers. A variety of scales was seen, from an N-scale Brooklyn Bridge with double track elevated trains and two trolley lines, to the 3/4" scale Fallon Elevated Railway, running models of Philadelphia's Market St. line on a 5-foot high, 200-foot "el." Lots of O-scale modules were operating, too, as was the 1/2" scale Delaware Valley group.

Upwards of 500 registrants enjoyed the trolleys, clinics, videos and slides, and sampled the wares of dozens of trolley model dealers. Contests brought forth some amazingly meticulous models (automatic-opening doors!). Sunday featured a tour of the PATCO shops in New Jersey and free rides on the Historic trolleys at Penn's Landing.

If you'd like to know more about trolley modules and trolley modeling, call the Dixie Division's resident

••• Dixie Division Calendar •••

*—Details elsewhere in this *Dixie Flyer*. ‡—Details in the next *Dixie Flyer*.

Date	Event	Time	Location
June 16	Dixie Layout Tour	1-5p	Potomac, MD*
June 22-23	Great Scale Train Show	10a-4p	Timonium, MD
July 13	NVMR Club Open House	1-5p	Vienna, VA
July 19	Dixie Layout Tour	7.30-10p	Fairfax, VA*
Aug 17	Dixie Prototype Tour	11a-4p	Wilmington & Western RR, DE*
Sept 14	NVMR Club Open House	1-5p	Vienna, VA
Sept 15	Dixie Event yet to be determined		Gaithersburg, MD‡
Sept 22	Dixie Model Railroad Clinics	1-5p	Fairfax Station, Burke, Virginia*
Oct 11-13	MER Funshine Express Convention		Binghamton, NY
Oct 20	Dixie Layout Tour		Yet to be decided‡
Nov 23	Dixie Module Team operates modules		Rockville Lions' Club, MD*
Dec 7/8	Dixie Module Team operates modules		Fairfax Station Show, VA*
Dec 15	Dixie Layout Tour	1-5p	Alexandria, VA‡
Dec 21-22/28-29	Dixie Module Team operates modules		Natl. Capital Children's Mus., DC*
Apr 30-May 2	MER Spring '92 Convention		Hampton, VA

expert, Dave Cooper (phone 703-281-2188) or write him at 2820 Kelly Square, Vienna, VA 22181-6153. He'll be glad to help you.

Dixie Module Team Update

—Bob Minnis

The Module Team convened at the Mini-Convention held in Olney on March 16th. Work began on setting up the modules at 8.00am and all was completed by 9.30am. a record total of 12 modules made up the right-of-way for the show. The modules belonged to seven (seven!) different members. Five regulars, Bill Cox, Tim Costello, Frank Sikorski, Mike Jones, and Bob Minnis, welcomed newcomers Dick Kafka and Jim Bisbee. Dick is modeling a "Colorado Midland" theme while Jim chose an industrial scene. His concrete road and parking lot around the factory were quite realistic.

The corner module containing the "Junk Yard" modeled by Bob Minnis was awarded a "Best Effort" in the category of NMRA standard HO modules.

The team members had many lively give-and-take discussions with the attendees on a wide variety of modeling and module construction topics. There is a lot of interest in modules judging by the frequency and variety of questions asked. If you are interested or have a desire to learn more about modules and modular model railroading, please give the Module Team Coordinator, Bob Minnis, a call at (703) 391-0675.

The next scheduled appearance of the Dixie Modules is November 23rd during National Model Railroad Month. More on this in the next *Dixie Flyer*. Mark your calendars now and start work on your module. You have all summer to get them ready!

Dixie Module Workday

A workday was held on April 27th at the Xerox Parts Drop Facility in Vienna, Virginia. Unfortunately, good weather kept attendance below expectations. Two new module modelers made an appearance, though. One Marylander brought in his newly constructed module frame for an inspection before proceeding with track and scenery. A lively discussion ensued on the many possible options and methods available to complete the 2' x 4' scene. Another member brought in a detailed sketch of a pair of modules featuring a switching layout. His track plan is based on the recent Model Railroader series, "The Port of Los Angeles." These two modules will provide great viewing and operational interest at upcoming public events.

Future Module Team Events

Nov 23	Rockville Lions' Club
Dec 7/8	Fairfax Station Show
Dec 21/22	National Capital Children's Museum
Dec 28/29	National Capital Children's Museum

[Editor's Note: In this writer's opinion, a model railroad convention, maxi- or mini-, is just not complete without model trains in presence and running. They are, per force, the focus of our hobby. It was therefore with great

appreciation that my eyes fell upon the Module Team's layout upon arrival at the Olney meet. Let me extend to them my personal thanks at putting on such a fine display. — PKM]

Achievement Notes

—Bruce Strickland

The March Mini-Convention was a big success for the Achievement Program. Three modelers submitted a total of five models for Merit Judging and all of them won Merit Awards. Congratulations to Jeff Martello for his model of a lineside shed; to Bob Minnis for his models of a circus stock car and Ferguson's Furniture, both of which can be seen on Bob's modules; and to Dale Johnson for his execution in modeling Mule Shoe station and Granite Gulch station. I would also like to thank George Johnson and Monroe Stewart for doing the judging at this year's Mini-Convention.

I have a couple of "Golden Spike" Awards to be presented to people at upcoming Dixie Meets. I also want to announce that Bill McMillan has earned his Scenery Certificate for work that he has done on his home layout, The Maryland & Pennsylvania, which the Division visited last September.

We are currently making available copies of the Achievement Program rules and regulations. If you would like a set, just let me know at any Dixie Meet, write to me at my home address, or feel free to give me a phone call any evening. If you have any questions, don't hesitate to contact me and I can provide you with any or all of the forms as well. My address is presented in the *Dixie Flyer* masthead on page 2.

Dixie Division to Host Clinics, Clinicians Needed

In September, the Dixie Division will be having a day of clinics. Anyone who has an idea for a clinic on some aspect of model railroading or would like to present a clinic is asked to please send an outline to Bob Minnis. Bob's address is presented in the *Dixie Flyer* masthead on page 2.

Summer Plans Prototype and Layout Tours

On pages 6 through 8 of this issue of the *Dixie Flyer*, you will find details about our summer events. Because the maps to home layout tours are not included in public copies of the *Dixie Flyer* (the issues left on hobby store countertops), you may be missing pages 7 and 8. Needless to say, you are welcome to come to the layout tours, especially if you avail yourself of the Dixie Division membership application inside the last page. In either case, just call one of the Dixie Division staff listed on page 2 for more information on the tours. Layout tour dates are listed on the Calendar on page 3. — PKM

Dixie Module Team Update

Achievement Program



The Head-end...

Some Remarks from Monroe Stewart, Dixie Division Superintendent

I would like to take this moment to thank you for providing me the opportunity to serve you as your Superintendent for the upcoming year. On behalf of the other Board members, I would like to thank the members of the Dixie Division for their past support and, with confidence in you, for your future support.

As a result of the survey conducted at the beginning of the year, the membership has made known its interest in additional clinics. To this end, we plan to conduct clinics as well as the open houses throughout the year. Additionally, the Division is rapidly growing. There are great number of new modelers in all scales who want to be active but feel limited because of space or skills. In order to further the hobby we ask that you older modelers encourage the newer ones. The Board will also be promoting participation through the preparation of modules to beef up the Dixie Module Team and to create an NTrak Module Group.

Bill Cox, our Superintendent for the past two years, left some big shoes to fill. You never realize how big until you have to put them on! Since Bill was also the editor of the *Dixie Flyer*, and I can't type, Pete Matthews has volunteered to handle this function.

If there are any things that you feel the Board should consider, don't be afraid to speak out. After all, the Board is here to serve you and promote the hobby. I'm looking forward another year of happy railroading with the Dixie Division, and we don't want anyone left out!

... And from Pete Matthews, The Dixie Flyer's New Editor

Greetings! Let me take this opportunity to introduce myself. My name is Pete Matthews and I have just taken over the editorship of the *Dixie Flyer* from Bill Cox, our erstwhile superintendent and editor. I am a geologist who at the moment spends most of my time taking care of our one-year-old daughter, Sarah. My wife, Terri, is a software engineer for the local office of a Dallas-based electronics firm. My outside activities include volunteer work for Alexandria Archaeology and the Smithsonian Institution's Naturalist Center.

My latest model railroading experience started in 1983 while working for Shell Oil in Houston. Terri stayed in Champaign, Illinois, to continue work on her master's degree. In order to fill my free time, I read a lot of model railroad books, visited the local hobby shops, and began planning my first N-scale layout. Since then, I moved from Champaign, Illinois, to Dallas, Texas, and then to Alexandria. Our railroad, the Great Northern Cascade Railway, was begun the Christmas of 1983 and has

changed form more often than I have moved. It now occupies the better part of our first floor family room.

The first incarnation of the GNC was a 3.5' x 6' layout and had to share a 560-square-foot married-student apartment with my wife and me as well as our book collection, my game collection, and our two bicycles. For this reason, we came up with a layout which could fold up behind our hide-a-bed couch. Upon its move to Dallas, we retained the "murphy-bed" scheme, occupying one of two bedrooms of our 1100-square-foot apartment. Nonetheless, the layout expanded to an ultimate 8.5' x 9.5', with a 60-some-odd-foot mainline.

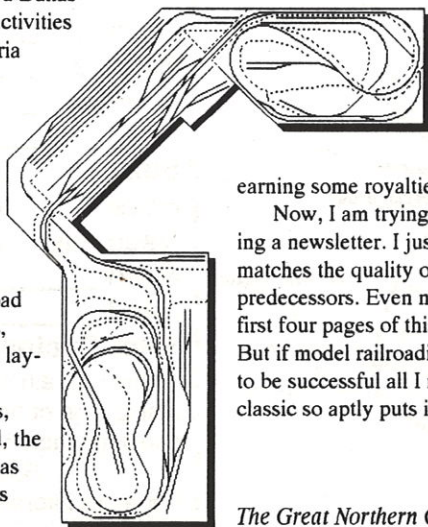
After a year of temporary duty in Alexandria, a year in which the GNC stayed in storage in Dallas, Terri was reassigned to her company's Northern Virginia operations and we bought our present house. Moving the remainder of our goods up from Dallas, we set about designing a new layout. Terri wanted the original layout to be integrated into the new one, so it would have a sense of history, thus we ended up with a lazy-L-shaped scheme which had overall dimensions of 12' x 14.5'.

Looking back, it's hard to remember how little I knew about the mechanics of model railroading in 1983: about power tools and woodworking, about electricity and wiring and small electrical motors, not to mention the more hobby-specific tasks such as track design, track-laying, scenicking, non-plastic modeling techniques, and the myriad other little facets of the hobby. If nothing else, this hobby was given me great confidence in tackling other projects and household improvements and repairs, most of which I would not have considered doing before.

Since 1985, I have been a Macintosh computer owner and software developer. Using the computer, I have been able to indulge my principal interest in the hobby, operations simulation. I have programs for freight car forwarding, timetable creation, as well as the hardware and software tools to create delightful "typographic" scenery (timetables, operations manuals, control panel schematics, etc.). I even had the opportunity to translate Signal Computer Consultants' Train Dispatcher and Track Builder programs (both, alas, are now out-of-print) to the Macintosh environment thereby earning some royalties to help support my hobbies.

Now, I am trying something rather new to me, editing a newsletter. I just hope the improved appearance matches the quality of content given you by Bill and his predecessors. Even now, you only have to look at the first four pages of this newsletter to judge Bill's worth. But if model railroading has taught me anything, it's that to be successful all I need do is try. As that children's classic so aptly puts it, "I think I can, I think I can..."

—Pete Matthews



The Great Northern Cascade Railway, Spring 1991



Prototype Tour

Wilmington & Western Railroad

Saturday, August 17th, 1991, 11am-4pm

The Dixie Division's August tour will be aboard the Wilmington & Western's Red Clay Valley line. We will board at Greenbank Station in Greenbank, Delaware, for an approximately two hour round trip to Hockessin, Delaware. From there we will ride further down the line to the Engine Terminal and Shops where we will see the train turned, tour the shops, and walk the two-or-so blocks back to the Greenbank Station. For a detailed map and a short history of the railroad, see page 8.

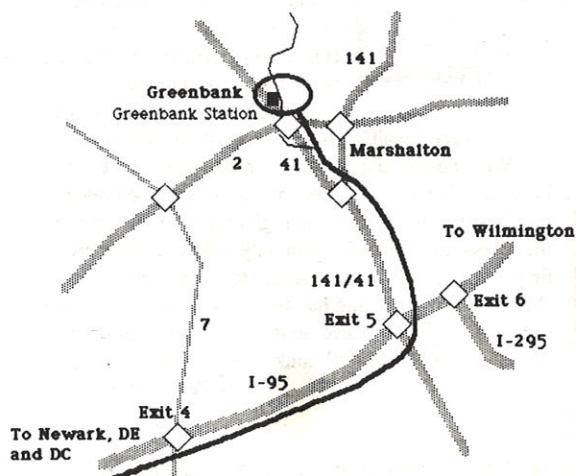
The Wilmington & Western is an operating tourist railroad but does have one on-line industry, a brick manufacturer. The W&W uses vintage locomotives and cars which the owners proudly point out are not restored but are indeed still in their active service life, having been maintained to this day. The roster includes a 1909 steam locomotive, four 1915 open-platform passenger coaches, a 1942 EMD SW-1, a 1949 Alco S-2, a doodlebug, and cabooses from the 1920s. Saturday trips usually use one or the other diesel locomotive. Along the 10-mile-or-so route of the W&W are 21 wooden bridges and one steel truss bridge. One of the wooden bridges actually curves back on itself, forming a graceful S-shape.

In order to give the railroad advance numbers we are making reservations for this event. The reservation deadline is June 28th. Please use the registration form attached. Hardhats are required to tour the engine shops and we will again provide them for a nominal fee if you need one. They come with the NMRA logo printed above the bill.

Directions and Instructions

Please meet at Greenbank station *no later than 11:15am*, August 17th, 1991.

Take I-95 northeast to Delaware Exit 5 for Marshalton, Delaware. Head north on Route 41/141 until it splits and take the Route 41 branch to the left through Marshalton. Two miles after crossing Route 2 you will arrive at Greenbank, Delaware. Greenbank Station is a complex with a pair of Victorian-style stations, one of which was moved here from Yorklyn, Delaware. Find a place to park and lock your car.



Please sign in with one of your Dixie Division officers (the one holding the clipboard) get your nametag, and pick up your hard hat, if you purchased one. We will get a head-count and find out to which car we have been assigned. In the mean time, Greenbank Station has a ticket office, snack bar, and memorabilia on display.

The train leaves promptly at Noon, rain or shine. We will ride up to Hockessin, where the locomotive will run-around the train, recouple, and head back to Greenbank.

At Greenbank, stay on the train because we will ride down the line to the Marshalton Shops where we can watch and take pictures of the train as it is turned to return to Greenbank. Marshalton has a yard, wye, and run-around.

Do not reboard the train.

In Marshalton we will receive about a one-hour tour of the Marshalton shops and locomotive preservation facility. Hard hats are required as are hard-soled, non-skid shoes. The engine shop itself is an impressive, long, narrow structure. Its two tracks can hold the steam locomotive, a caboose, and four passenger cars on one track, and three diesels, a steam locomotive, another caboose, and the doodlebug on the other.

After the tour, we will walk back the quarter- to half-mile route to Greenbank and the station. There, you can brown-bag your lunch or eat at the station's snack bar.

Transportation

We are hoping to get together as many car pools as we can. On the registration form, note whether you need a ride or can supply one. Bob Ocain is serving as coordinator for this trip.

This Summer's Events:

August Prototype Tour

Advance Reservation Form Wilmington & Western Railroad Excursion Trip Saturday, August 17th, 1991, 11a-4p

Name 1	_____
Name 2	_____
Address	_____
City	_____
State	_____ Zip _____
Have room for _____ riders in my car.	
Need rides for _____ people.	
Need _____ tickets at \$10 each _____	
Need _____ hard hats at \$7 each _____	
Total Enclosed _____	
Trains run rain or shine. No Rain Date! Refunds will be made if notification of no-show is given in advance of 8-17-91. Mail form, with check payable to Dixie Division , to:	
Robert A. Ocain, 4414 Cannes Ln., Olney, MD 20832	
For more information, call Bob at (301) 774-5386.	

June Dixie Layout Tour **Pliny Holt's Southern Pacific Lines — Oakland Division** **Sunday, June 16th, 1991, 1-5pm**

This Summer's Events:

June Home Layout Tour

Our June 16th meeting will be at the Oakland Division of Pliny Holt's Southern Pacific Lines, 8813 Stonehaven Ct., Potomac, MD. This large "N" scale railroad is a reproduction of the SP's operation emanating from the Oakland Mole to Donner Pass, both through Stockton and Niles Canyon.

This sectional railroad could be taken apart, moved, and reassembled in about a day. The line is fully signaled with three color signals of both the usual vertical three lights and also the three colored searchlight variety. Power is supplied by four automated progressive route cab controllers which accept input from the signal system so that if you run by the signals, all you have to do is manipulate the throttle and reverse switch and your meets occur automatically.

Turnouts are thrown by special motor-driven switch machines. They are designed and built by Pliny in his complete workshop. Switch machines are mounted in central locations and operate the turnouts by pull-wires and return springs, or by push-rods from the machines. The distance between the turnout and switch machine can reach twenty feet.

Engines for both the Oakland and mole passenger terminal and the Oakland freight yard are serviced at the Oakland roundhouse. This roundhouse and its associated working turntable are automated so that when you dial the next track, the doors close, the turntable rotates to the indicated track, and when the table is aligned the doors

of the new track open.

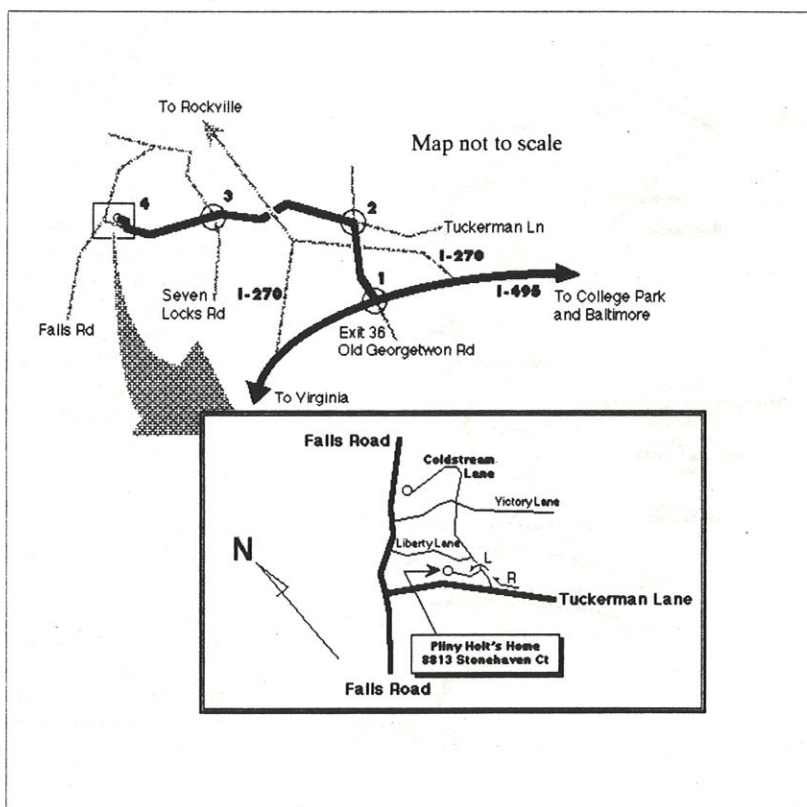
Come and see this fully scenicked "N" scale railroad and have an afternoon of fun!

— Dave Cooper

Directions:

- 1 Exit I-495 onto Old Georgetown Road, headed north.
2. Turn left (west) onto Tuckerman Road, approximately 1.6 miles.
3. Continue on Tuckerman a total distance of about 3.8 miles, crossing Seven Locks Road at approximately 2.3 miles.
4. Turn right (R) onto Coldstream Lane
5. Turn left (L) to enter Stonehaven Court. Mr. Holt's home is at the head of the street, number 8813. Park where convenient, safe, and legal.

If you get lost, call Mr. Holt at (301) 299-6330.



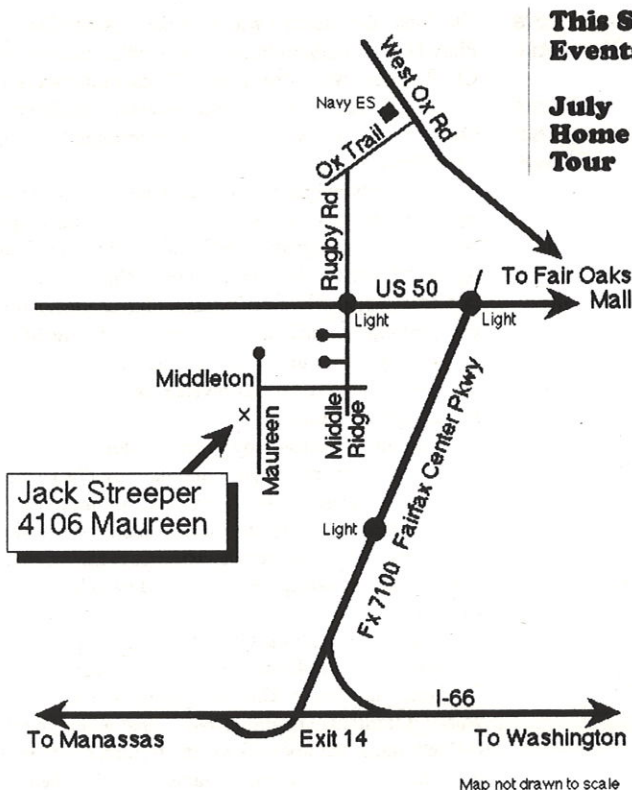
July Dixie Layout Tour Jack Streeper's Cuyahoga Valley Railroad Friday, July 19th, 1991, 7.30-10pm

For a change of pace, our July layout tour will be held on a Friday evening instead of a Sunday afternoon. Jack Streeper and his Cuyahoga Valley Railroad will be our host. The layout will be featured in the July, 1991 issue of *Model Railroading* magazine, so take this opportunity to see it first-hand.

The Cuyahoga Valley Railroad is a small HO scale, western-flavored shortline set in the 1930s or 1940s. It is J-shaped, built around the walls a 13' x 19' garage. (Please note that you must pass through a duck-under to see the layout.) Features include a switchback and branchline operation of small locomotives on code 70 flextrack. Scenery is basically complete with structures in place. There are more trees than were present during our last visit there two-three years ago. Control is block/sectional with TAT-4 throttles and walk-arounds. Jack reports that most locomotives use can motors now and this makes the TAT-4s a little redundant.

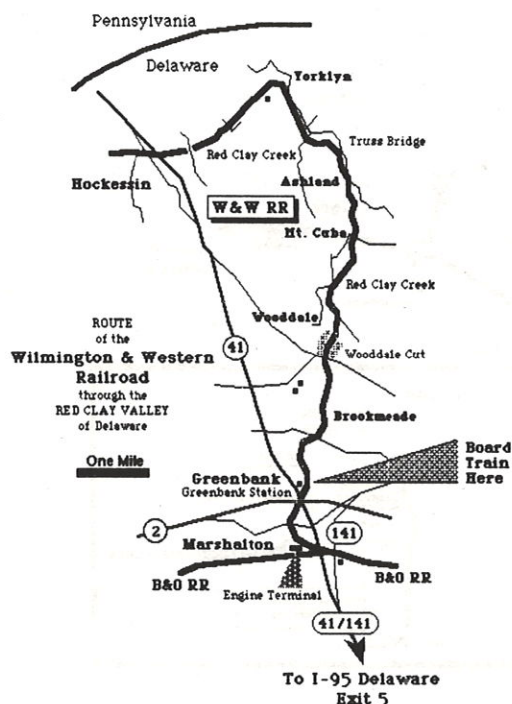
Directions

Exit I-66 at Fairfax Center Parkway (Fx 7100) Exit 14. Go through the first light, and left at the second. Take a left at the next light, Middle Ridge Drive. Go to Middleton Lane, the third lane to the right, and turn right. Go to the end of the lane. The fourth house opposite you to the left, on far side of Maureen Lane, is 4106, a brick-and-tan rambler with brown shutters. If you get lost, call the Streepers at (703) 222-0799.



This Summer's Events:

July Home Layout Tour



Wilmington & Western Railroad

The map at the left shows the route of the Wilmington & Western Railroad through the Red Clay Valley of northern Delaware. The railroad was chartered in 1867 and opened in 1872 and has been in continuous operation since. Purchased in 1885 by the B&O, the line offered freight and passenger service over 20 miles of track from downtown Wilmington to Landenberg, Pennsylvania. Much of the track ran through the Red Creek Valley, bustling in the late 19th Century with farms, small villages, and water-powered mills.

When a turn-of-the-century resort was opened along the tracks at Brandywine Springs, the passenger business flourished only to be discontinued in 1931, a victim of the Great Depression. Shortly thereafter, the Pennsylvania Railroad discontinued its connecting service to Landenberg. This, combined with demolition of a large trestle and the growth of suburbs in the 1940s and 1950s, greatly reduced the W&W's trackage with the line ending at Hockessin, Delaware. By the 1960s, the railroad had dwindled to a limited freight operation. A burden to its new owner, the Chessie System, the line was sold to Historic Red Clay Valley, Inc., in 1982.

The significance of the railroad line itself as an important link to the past was first recognized in 1980 when it was included in the National Register of Historic Places.

—from the W&W RR 1991 Brochure

This Summer's Events:

August Prototype Tour

See page 6 for reservation details.

About the Dixie Division

The Dixie Division is the National Capital area unit of the Mid-Eastern Region of the NMRA, providing various activities for all model railroaders, such as layout visits, prototype tours, and an annual Mini-convention in March each year. A quarterly newsletter, the Dixie Flyer, is published, with model railroad news and the Division schedule of activities.

You do not have to be a member of the Mid-Eastern Region or of the NMRA to be a Division member, though most Dixie members are also NMRA/MER members. The Dixie Division has one of the largest concentrations of model railroading talent in the country, with a "Magnificent Seven" of Master Model Railroaders in our area, and many more outstanding modelers as well.

The Division's territory is Northern Virginia, from Prince William to Loudoun Counties, including Arlington, Fairfax, Fauquier counties, as well as the independent cities of the region. Also included at this time is the District of Columbia, and Montgomery and Prince Georges counties in Maryland. Anyone interested in furthering the hobby may join the Dixie Division, regardless of their place of residence.

Dixie Division

National Model Railroad Association, Mid-Eastern Region

Membership Application

☐ New membership

☐ Renewal of current or past membership

Name: _____

Address: _____

_____ ZIP _____

Telephone

Home: (____) _____

Work: (____) _____

(Please include Area Code which is now required for all calls across state or district lines)

☐ Enclosed are 1991 Annual Division dues of \$2.00 (includes quarterly *Dixie Flyer*)

\$2.00

Scale/Gauge Preference (circle one): Z N TT HO OO S O G Other: _____

Narrow Gauge (circle one)? Yes or No Module Interest (circle one)? Yes or No

Traction Interest (circle one)? Yes or No

• Are you an National Model Railroad Association Member (circle one)? Yes or No

If Yes, please give NMRA Member Number: _____

☐ My check includes NMRA Annual dues of \$24.00 (includes bimonthly *Bulletin of the NMRA*) _____

• Are you a Mid-Eastern Region Member (circle one)? Yes or No

If Yes, please give MER Member Number: _____

☐ My check includes MER Annual Dues of \$6.00 (includes bimonthly *Local*) _____

• Are you a SIG (Special Interest Group) or railroad historical society member?

If so, please list your SIG or historical society memberships:

Total Enclosed _____

Please return the completed application, with a check payable to **Dixie Division**, to:

P.O. Box 3204

Manassas, VA 22110

The Division will forward National and Regional dues.

Join the Layout Design Special Interest Group

The Layout Design Special Interest Group (SIG) exists to help its 600+ members create layouts that include prototypical and model design features that maximize operating and visual interest, achieve their owners' goals, and avoid common design flaws. Members receive the Layout Design News, a Membership Directory, and other publications. The SIG also sponsors convention activities and regional home meetings. Membership for four mailings is \$15 (\$7 for students), payable to the "Layout Design SIG". Write Bruce Strickland, Layout Design SIG, 10766 Tullamore Ct., Manassas, VA 22111.

Here's what some members have said about the Layout Design SIG and the Layout Design News:

"The SIG's LAYOUT DESIGN NEWS is a lively publication offering layout plans and ideas to stimulate your thought and imagination." —*Andy Sperandio, Editor, Great Railroad Models 1991*

"If you are really interested in the art of perfecting a track plan before you build, consider joining the Layout Design SIG.... You should know that this group has developed ideas for operations and simple track plan modifications that make existing layouts more fun to operate and, at the other end of the spectrum, some members have presented 'dream' layout ideas." —*Bob Schleicher, Editor, RailModel Journal*

"If you are designing a layout, would like to improve your layout design, or would like some reasonably priced and excellent reading material, I suggest the publications of the Layout Design SIG. I honestly cannot think of another

investment that has provided as much 'brain food.' In-depth discussions and an on-going debate makes for some lively reading that complements regular modeling magazines very well." —*John Swanson, Operations Columnist, Prototype Modeler*

"Regular contributors to its publications, regional meetings, and convention events include those whose names are synonymous with the outstanding layouts in the US. A membership directory facilitates networking and lists volunteers who critique layout designs.... I urge you to join — you won't be disappointed." —*Keith Jordan, Editor, Prototype Modeler*

"The LDN does the BEST job of providing cutting edge ideas on designing, building, and operating a layout. You provide all sides — good and bad — covering the key aspects any layout owner could want to know. The LDN is the most efficient teaching tool available today." —*Jeff Lemke, Editor, Twin Ports Post*

The Dixie Flyer

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