

Winter Quarter — December, '91-February, '92

The Dixie Flyer

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



Three Layouts This Winter

All three of the Dixie Division events this quarter are home layout tours. They all are on Sunday afternoons from 1-5pm. Come on out and see these examples of our members' skills.

Our Division's lead off event this winter is an open house, December 15th, featuring Pete Matthews' (that is, my own) Great Northern Cascade Railway. The GNC is an 11.5' x 14.5' N-scale railroad with a 75-foot looped mainline. It features five passing sidings, four holding tracks, two branch lines, and two yards. A free-lance model, it is based loosely on the Oroville Branch of the Great Northern Railway (now Burlington Northern RR) which runs along the Columbia and Okanogan Rivers north out of Wenatchee to Oroville, Washington. Operations simulate a bridging route between the Canadian Pacific and the Burlington Northern east of the Cascades in North Central Washington state. Definitely a "work-in-progress," it is nonetheless fully operational, although it lacks a lot of detail work, and a fair amount of scenicking. See page 7 for details about getting to my place.

On January 26th we will be hosted by Chuck Conway in Landover, Maryland. Chuck's HO layout, the Pennsylvania Union Lines, is based upon the Pennsylvania Railroad. It is designed for operations using a waybill and timetable system incorporating a fast clock and dispatcher. Modern diesels make up the motive roster. The layout also features a model of Horse-shoe Curve.

February 23rd sees the Dixie Division at Bob Cook's home. Bob also has a layout modeled after the Pennsylvania Railroad's Port RR between Perryville, Maryland, and Harrisburg, Pennsylvania. It is a 45' x 14' walkaround layout featuring selectable DC or CTC-16 control systems. Although primarily a Pennsy road, Bob

has been known to run Reading trains. For contrast, the CTC-16 is installed in Southern Railway equipment. See page 8 for details about getting to Bob's house.

Our HO Module Team will be out on two occasions. They will be at Fairfax Station on December 7th and 8th and also at the National Capital Childrens' Museum, 3rd & H, NE, DC, on December 21st, 22nd, 28th, and 29th. See Bob Minnis' notes on page 4.

Fall Events Feature Variety

Our fall's schedule emphasized techniques in model railroading. In September, we were hosted by the Friends of Fairfax Station at the restored station in Burke, Virginia. A couple weeks later in early October we trekked out to Upper Marlboro to see an outdoor G-scale empire. And in November, we were hosted by the Rockville Lions' Club where our module teams put on a great show.

Technique was the fare in September with three very interesting and useful clinics. Paul Locher, an NMRA Master Model Railroader, gave a neat clinic on basic weathering techniques. It ranged from how to prepare a model for weathering to how to paint, stain, wash, pickle, etch, dust, dip, break, and crack it to give it that well worn look. Paul Dolkos' clinic dealt with modeling trees, in particular, modeling fall and winter trees, the time of year on his layout. The samples he had with him were wonderful to hold and behold. He emphasized using commonly available materials and quick methods. After all, if you need several hundred trees, you can't spend an hour on each. Especially interesting to me was the use of "pureed" leaves as ground cover. Finally, Keith Brescia showed us a neat way to quickly build turnouts that involved nothing more than simple craft tools (files and a soldering iron) and some easy to as-

What's Inside

Winter Events.....	1
Fall Recap.....	1
Binghamton	
Convention.....	2
Let's Go See the	
Trains.....	4
Patch Contest.....	6
Convention Sup-	
port Needed.....	6
Winter Layout	
Tour Details.....	7-8

Departments

Staff Roster.....	2
Calendar.....	3
AP Update.....	4
Dixie Module	
Team News.....	4
Business Car.....	5
Head End.....	5
Convention	
Updates.....	6
Membership	
Application.....	9

semble jigs. The method was so elegantly simple that even I am tempted to "roll" some of my own.

Early in October, before the heavy leaf fall, Jim Strong and his G-scale Woodland Railway hosted the Division. This delightful layout (if that is the right word for an outdoor route with 800' of track) climbs out of his back lawn into the wooded portion of his lot. There it rises rapidly pass-

ing through canyons of rock and trees to an upper section where a Disneyesque castle dominates one reversing loop, and a small classification yard and town occupy another. There is even one point where future tree growth may necessitate the sylvan version of a rock cut, a tree cut. It was awfully tight through there. Jim's layout uses battery powered locomotives and radio control, a point of much envy for this writer (no track to clean, no electrical wires to keep in good order, hmm). Particularly entertaining to us all was the way in which the younger members pestered the operators to let them use the r/c units to run the trains.

November will see our module teams putting on a show at the Rockville Lions' Club. Because this event occurs after the date when the Dixie Flyer goes to press, I could only speak in future perfect tense. Therefore, breaking with tradition, I will defer a report on this event until the next Flyer. For a run-down on what was expected, please see Bob Minnis' Module Team News on page 4 where he lists the content of that show.

**Fall Recap,
cont'd.**

**Binghamton
Convention**

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 Roster *****

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 (home) (703) 264-2535 (work)
Clerk	Bruce Strickland 10766 Tullamore Ct. Manassas, VA 22111 (703) 361-5620 (home) (703) 569-6800 (work)
NTrak Coordinator	Tom Reid 1105 Criton St. Herndon, VA 22070 (703) 742-8720 (home)
Editor, Dixie Flyer	Pete Matthews 4416 Longworthe Sq. Alexandria, VA 22309 (703) 360-2313 (home)

Funshine, if not Sunshine, in Binghamton

—Pete Matthews

Well, the sun refused to come out but the fall foliage more than made up for the gray skies in Binghamton, New York, site of the 1991 fall tri-regional convention. Sponsored jointly by the Northeastern, Niagara Frontier, and Mid-Eastern regions, Funshine Express was a great success. Events ranging from layout tours to clinics, prototype tours and informal and for-

It's Time to Pay Your 1992 Dixie Dues

If your name was highlighted on the mailing label of this issue of the *Dixie Flyer*, then your 1992 dues have yet to be paid. 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. See the page 9 to find out how to join the Dixie Division, or to catch up on your dues. If you are new to the NMRA and have not yet joined the Dixie Division, join now and join in on the fun!

Binghamton Convention, cont'd

Calendar

mal special interest group meetings, and the Southern Tier Train Show, kept this convention happy and moving for the whole time. In fact, there was so much going on that I was quite unable to do it all.

As a sampler of the kinds of activities available, let me just give you a few quick lists. There were clinics on old time cars, paste scenery techniques, scratchbuilding techniques, operations, turpentine stills, detailing heavyweight Pullman passenger cars, the fun of freelance realism, prototype freight yard design, signs and lettering, and home built motive power. Several layouts received special attention: Russ Larson's Impatiens, Begonia, & Northern; Allen McClelland's Virginian & Ohio; Tony Koester's Allegany Midland; Lionel Strang's Allegany & Lackawanna Southern; and Bram Bailey's Ontario Northern. Historical slide and talk shows featured Ken Goslett on MLW after Alco, and Hal Carsten's interminable but utterly fascinating collection of slides taken on Eastern railroads from the '40s and '50s. Hal has an interesting definition of "Eastern." A considerable number of his slides were taken in Chicago, and even a few from his Navy days in San Diego crept in. (I have to admit, though, that having grown up in Seattle, where many folks consider Chicago "back east," the former is not so foreign a concept, although it did rankle my mother who, like me, was born in New York.) On the prototype side, there were

tours of the Delaware & Hudson yard in Binghamton, a visit to Tloga Central Museum Train, and a breakfast run on the Tloga Central. Non-rail programs included stuffed tie making, three-dimensional paper tole, and dried flower arranging. I won't even mention all the layout tours because without a car, I wasn't able to get to any of them. But there sure were plenty of them to be seen.

Culminating the convention was the banquet and awards presentation. The awards included the traditional raffle awards, but also the Achievement Awards given by the NMRA Achievement Program. Of special note here was the recognition of the first-ever woman Master Model Railroader, Mary Miller, who we may also note with pride is a Mid-Eastern Region member. Mary and her husband, Bill, are also the first husband and wife team to both achieve MMR status. Pretty impressive.

As you can see, the events alone make a convention worth the trip. When you add in the wealth of ideas that an interchange with your fellow modelers provides, you can't beat it. Hope you will all make it to a convention soon. Tidewater Division is hosting the Spring MER convention in Hampton, Virginia, from April 30th to May 3rd, and we, the Dixie Division, are hosting the Fall convention, October 16th-18th, in Fairfax. And don't forget our own division mini-convention, March 14th. See you there, if not sooner.



... Dixie Division Calendar ...

*—Details elsewhere in this *Dixie Flyer*. ‡—Details in an upcoming *Dixie Flyer*.

Date	Event	Time	Location
Dec 7-8	Dixie Module Team operates modules		Fairfax Station, Burke, VA*
Dec 14	NVMR Club Open House	1-5p	Vienna, VA
Dec 15	Dixie Home Layout Tour	1-5p	Alexandria, VA*
Dec 21-22/28-29	Dixie Module Team operates modules		Natl. Capital Children's Mus., DC*
Jan 18, 1992	NVMR Club Open House	1-5p	Vienna, VA
Jan 26	Dixie Home Layout Tour	1-5p	Landover, MD*
February 23	Dixie Home Layout Tour	1-5p	Burke, VA*
March 14	Dixie Division Mini-Convention		Herndon, VA‡
Apr 30-May 2	MER Spring '92 Convention		Hampton, VA‡
Aug 1-8	NMRA National Convention		Columbus, OH
Oct 16-18	MER Fall '92 Convention		Fair Lakes, VA*,‡
August, 1993	NMRA National Convention		Valley Forge, PA

Achievement Program Update

—Bruce Strickland

I want to let you know that our Division Superintendent, Monroe Stewart, has earned his Achievement Program (AP) Master Builder—Structures Certificate. In case you haven't heard by now, Pliny Holt has earned his Master Model Railroader (MMR) certificate. My congratulations to both of the gentlemen for their success. The Division has had the opportunity to visit both of these people and view their layouts. If you know of someone else whose modeling efforts are on a par with these individuals, let me know so that I can arrange to get them the recognition they deserve.

I would like to establish a list of people with layouts that have "Operation." By Operation, I mean that they run by some sort of schedule, use roles for operation, and have some sort of freight car forwarding system. Scheduling may mean either timetable, sequence schedule, or some other method. Examples of role usage are engineer, yard master, tower operator, round house foreman, or conductor. Freight car forwarding systems may include computerized switch lists, tab-on-car, or waybill systems. Layout operators need not use all these roles or systems, however. The reason that I wish to collect the names of you layout operators is so I can help people qualify for the AP Dispatcher Certificate. I will keep track of the people who are willing to have individuals join their operating crews and I will pass along your name to people interested in obtaining the Dispatcher Certificate.

If you wish to ask questions about the AP as well as to "report" anybody that you feel is eligible, or to offer your layout for operation, or to seek an operable layout for the purpose of getting your own Certificate, please contact me at any Division meet, by mail, or by phone. My address and phone number are listed in the Staff Roster on page 2.

Let's Go See the Trains

Hooray! to Christopher Kreiler and Nick Kalis who responded to my call for material about railroad-related museums and excursions. Chris lists the Queen Anne's Railroad in Lewes, Delaware. It runs steam excursions on a portion of the historic Queen Anne's Railroad (ca. 1897 -

[continued on last page]

Dixie Module Teams Update

—Bob Minnis

Happy Model Railroading Month!

As I write this article, arrangements are being finalized for the numerous events scheduled during the next few months. See the Dixie Calendar on page 3. By the time most of you read this issue of the Flyer, the Rockville Lions' Club show will be a pleasant memory. Hope you didn't miss it.

The HO Module Team will introduce several new modules at the Rockville show. Many of the regular modules seen at previous shows will also be in attendance. A second HO scale display, the Burke & Occoquan (B&O), is scheduled to be there. Dave Cooper's trolley modular layout will occupy a large corner of the Rockville Center. Dave has been hard at work expanding his layout and expects to "debut" several new sections. The N'Trak module team led by Tom Reid will make its initial public appearance. (Tom expects about 14 modules for their debut. Wow!—PKM)

For those of you who are thinking about building a module, now is the time to begin. The March Mini-convention is not that far off. Let's try to set a record for the number of attached modules there. If you have any questions about modular railroading, please don't hesitate to call me. My number is in the Staff Roster on page 2. The Spring '92 Flyer will have a complete report on all of this winter's module team's activities.

Season's Greetings to All!

Future Module Team Events

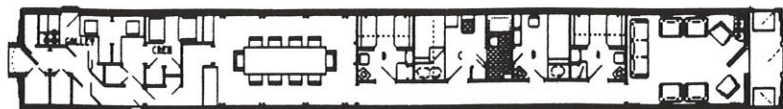
Dec 7-8	Fairfax Station Show, Burke, VA
Dec 21-22 & 28-29	National Capital Children's Museum, 3rd & H, NE, Washington, DC
Mar 14	Mini-Convention Fairfax Fire Academy, Herndon, VA
Oct 16-18	MER Convention Fairfax, VA

Achievement
Program

Let's Go See the
Trains

Dixie Module
Team News

Module Team
Calendar



Pullman's Ferdinand Magellan

Season's Greetings

The Business Car ...Comments from your Division Superintendent

Those of you who couldn't attend the Fall Convention missed another good one. The most significant administrative information is that the NMRA is working on:

- Group property insurance for layouts, models, and books;
- Group health and life insurance;
- An NMRA Visa/MasterCard.

Now for all of you that are looking for a reason to join at the national level, and at regional level as well, here it is.

The Dixie Division is the most active division in the MER. We have successfully provided an activity each month for several years. The membership of the division is the highest of any in the MER and ranks ahead of some entire regions (Niagara Frontiers Region, for instance). However, we have a couple of hundred people out there within the Dixie Division's geographical area that belong to the NMRA, the MER, or both, but not to the Dixie Division. Why not join "up" as well? Conversely, there are a couple hundred who

are Dixie Division members, but are not members of the higher levels of the MER and NMRA. I appreciate the support you are giving the division, but the other levels could stand a little support as well.

Tidewater Division, our neighboring division to the southeast, is sponsoring the Spring MER convention April 30th to May 3rd, 1992, in Hampton, Virginia. There should be plenty of things for the entire family to do. The convention is scheduled for four days, including two full days of tours, both for railroad buffs and families.

If for some reason you can't make Hampton, the Fall Convention will be on your doorstep, in Fairfax, and is *sponsored by you*, the members of the Dixie Division. Let's all get together to put on a fantastic convention.

Thank you for your support during the year, and wishing you and your families a Happy Holiday and safe and prosperous New Year. Happy Railroading!

— Monroe Stewart

The Head-End

...Comments
from your Editor



Welcome to the
Great Northern
Cascade Railway

Last August I first published Monroe Stewart's call for Home Layout Tours. Being his agent for his words, I thought I had better provide a good example and volunteer my layout. So I did. And here it is nearly December and my layout is not nearly ready enough for a layout tour. At least that's what I keep telling myself. However, we need to remember that the main reason for a home layout tour is not to show off a completely scenicked, detailed layout sporting hundreds of highly detailed structures, cars, and locomotives (although it sure is great when that happens). The real reason is to give you Dixie Division members a place and excuse to get together once a month or so. We meet to talk about model railroading, see other folks' ways of doing things, watch train videos, eat cookies or doughnuts, drink sodas or lemonade, and just have a good time together. So come on out and see some other folk's trains.

March 14th is our annual Mini-convention. We have a site courtesy Clinton Smoke, and are busy lining up clinics. If you have something that you would like to share with your fellow modelers, please let us know. And even if the program fills up, we are still in need of clinicians for

the 1992 Fall Mid-Eastern Region Convention we, the Dixie Division, are hosting.

The Fall MER Convention, the theme of which is "Dixie Junction—Crossroads of the MER," comes up October 16th–18th. We are busy planning and putting together all kinds of ideas for the event. One item calls, though calls for your support. We want you folks to come up with a patch that will serve both as a fund-raising souvenir as well as a convention logo. To this end we are sponsoring a patch design contest. I know that we have talent out there and goodness knows that model railroaders are a creative and resourceful lot. So crack out your sketch pads, drafting equipment, colored pens, and pencils, turn on your imaginations, and put your ideas on paper. All the contest details will be found starting on page 6 of this issue. The deadline is February 1st, so get going. Hey, if we don't get any submissions, we may have to come up with one ourselves. Need I say more?

Please note, the Division Board of Directors will soon be requiring a new member. Bruce Strickland tells us that four years is enough for one person and that it [continued on the last page]

Convention Updates

Dixie Mini-Convention, Mar 14, Herndon
Fall MER Convention, Oct 16-18, Fairfax

MER Fall Convention Patch Contest

One of the most common souvenirs from a convention is a sew-on patch giving the particulars of the event. Surely, many of you have seen conventioners wearing vests festooned with patches representing past conventions, other regions and the NMRA itself, and their favorite railroads. We, the Dixie Board, would like to offer a patch as a fund-raiser for the upcoming 1992 Fall MER Convention. We really want this to be something contributed by you, our members. To that end, we are sponsoring a Patch Design Contest. Here are the particulars:

- Deadline for Entries is February 1st.
- Any Dixie Division member may enter (except for the members of the panel who will judge the contest).
- A successful design must incorporate the following items:

- The Convention Theme: "Dixie Junction, Crossroads of the MER"
- The Date: Fall, 1992
- The Location: Fairfax, VA

• Grand Prize: Basic Convention-only Registration for the Fall 1992 MER Convention. Other prizes for runners-up are yet to be decided.

We will judge patches primarily on their artistic merit. But, alas, we must also consider the practical reality of patch production. While we don't want to be too limiting, keep in mind that we need to pay to have the patches made, and then need to sell a reasonable number of them to conventioners (which, of course, means keeping the unit price down).

In regard to the latter, factors affecting the ultimate cost of a patch include the size and shape of the patch, the number of colors used, and the intricacy of the design. Size and shape are up to you, however unusually large or irregular shapes make a patch more expensive to produce.

Your patch can have as many colors as you wish, but reproduction costs escalate quickly with the number of colors chosen. Figure you get one background color (the patch's own fabric) and can use up to about four floss (thread) colors. For instance, you might specify red fabric with white, silver-gray, black, and green flosses. For an idea of the range of floss

color available, visit any fabric store and browse the embroidery floss section. You will be delightfully surprised by the range of selection (and maybe a little overwhelmed, too).

Simple designs are cheaper to produce than more intricate patterns. It's that simple. Nonetheless, be creative and artistic. We want a memorable patch and will favor one that takes full advantage of graphic design to achieve this goal. Think of the patch as a logo for our convention. For inspiration, look at the logos that make up your everyday visual world: the Yellow Pages fingers, ATT's sphere, the Pepsi bottle-cap roundel, Coke's wave, Nike's swish, Apple's apple, IBM's initials,...you get it.

The deadline for your entries is February 1st. The board will judge entries at their regular monthly meeting in mid-February, and the winning entry will be announced at the Dixie Mini-Convention, March 14th, 1992. The prize for the winning entry will be a Basic Convention-only Registration to the Fall 1992 MER Convention.

Conventions Need Your Support

— Bob Ocain and Pete Matthews
Bob Ocain is calling for your help in putting on the two conventions we are sponsoring this year. One is our regular March Mini-Convention, the latter the 1992 Fall MER Convention.

First and foremost, Bob needs folks willing to open their homes for layout tours. Bob wants to put together a slide presentation of the home layouts we will be seeing in the Fall to be used as a promotion of the Fall Convention at our own Mini-convention, at other divisional meets, and at the 1992 Spring MER Convention in Hampton, Virginia. To this end, he really needs commitment by January 15th so he can arrange to visit your layouts, take pictures, and get some more details. Now he knows that a lot of you are saying things like "But my layout isn't good enough" or "My layout isn't finished." Don't worry, as we keep saying over and over again, we aren't looking for complete, fully scenicked, diorama-like layouts. The single most important criterion is "does it run?" Bob assures me that if it runs and you can accommodate from 15-30 people, not necessarily all in the

[Continued on back page]

Conventions Updates

Patch Contest

Convention Support Needed

Pages 7 & 8

To respect the privacy of our layout tour hosts, the general distribution copies of the *Dixie Flyer*, those placed on hobby shop countertops etc., do not contain pages 7 and 8 with directions to their homes. If you are missing these pages, please contact any of the folks listed in the Division Staff Roster on page 2.

Pete Matthews' Great Northern Cascade Railway

Sunday, December 15th, 1991, 1-5pm

4416 Longworthe Square, Pinewood Lake, Alexandria, VA, (703) 360-2313

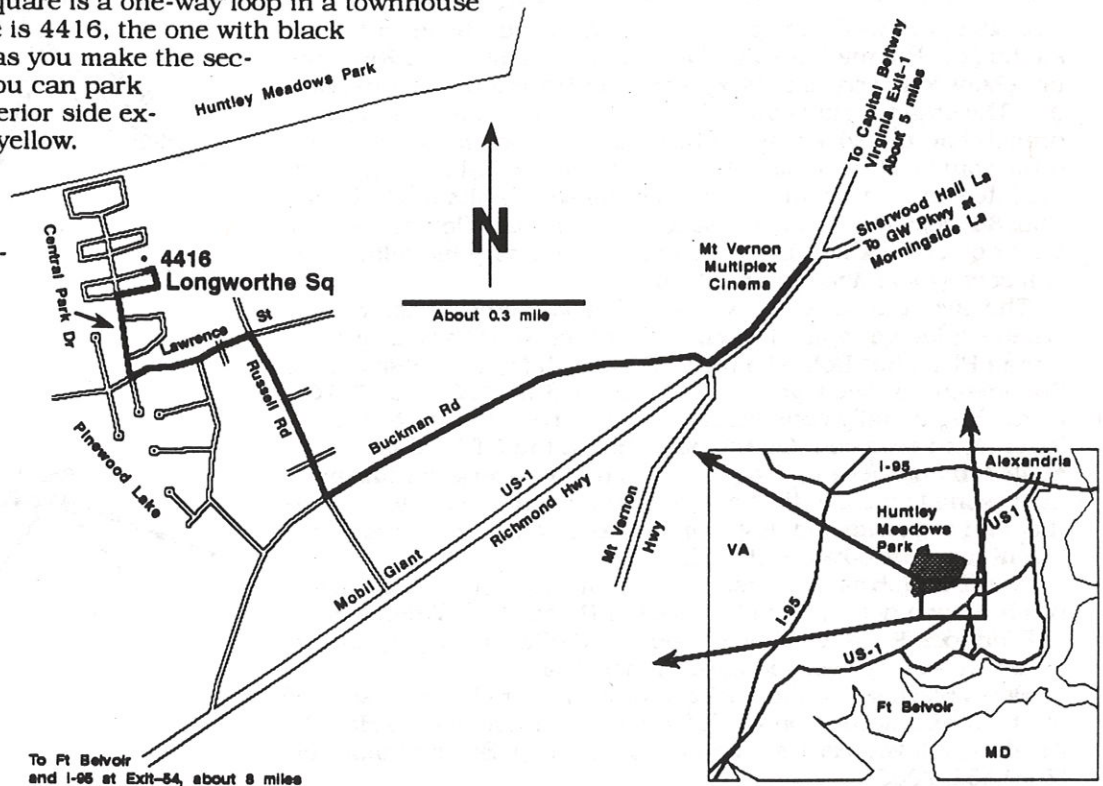
The Dixie Division's lead off event this winter is an open house featuring my own Great Northern Cascade Railway. The GNC is an 11.5' x 14.5' N-scale railroad with a 75-foot looped mainline. It features five passing sidings, four holding tracks, two branch lines, and two yards. Operations simulate a bridging route between the Canadian Pacific and the Burlington Northern east of the Cascades in Washington state. A free-lance model, it is based loosely on the Oroville Branch of the Great Northern Railway (now Burlington Northern RR) which runs along the Columbia and Okanogan Rivers north out of Wenatchee to Oroville, Washington. Although sited in the mountainous portion of North Central Washington, the GNC is a water-grade route and has only limited changes in elevation. It is, however, flanked by hills and mountains, running beside the two rivers.

As a railroad of my imagination, I can take certain liberties with reality. Here we assume that the GNC presses past Okanogan Lake to Penticton, British Columbia, where it interchanges with CP Rail and pushes south of Wenatchee to the Tri-Cities of Washington, where it meets the Union Pacific RR. One branch represents and interchange with the BN's Appleyard in Wenatchee and the other represents the old GN route up the Similkameen River to the mines at Hedley, British Columbia, here called the Oroville & Hedley Railroad. Future expansion of the layout will feature the O&HR in more detail.

Operations on the GNC include mostly freight traffic in a early 70's era, just after the creation of the Burlington Northern when it is presumed that the GNC was spun off as a private line. Orchards along the rivers and wheat grown on plateaus above produce fruit and grain, quarries at Hedley provide sand, gravel, and cut stone, and light industries in the towns supply manufactured goods that make up the bulk of the GNC's traffic. Actual operation of the railroad is controlled by freight generation programs, with trains dispatched by train order. Recent innovations include wiring to accommodate up to six throttles, including two walkarounds, and the addition of an SDX-1 diesel sound system. Further research may ultimately lead to a back-dating of the layout to the mid- to late-50's when the Oroville Branch still sported Great Northern orange-and-green.

Getting to my place is not easy, but it is quite straightforward. If you get lost, you can call me at (703) 360-2313. The map below assumes you will approach from the Capital Beltway. Keep your eyes open for the Mount Vernon Multiplex Cinema. Alternatively you can approach from Alexandria on the George Washington Parkway: turn off at Morningside Lane and then go straight through the light at Ft. Hunt Road onto Sherwood Hall Lane. Again, you will enter US 1 right at the Multiplex. If you are approaching from the south, exit I-95 at Exit-54, and proceed along US 1 north through Fort Belvoir. Turn at left Russell Road, the first light after the old Mt. Vernon School (now the Islamic Saudi Academy) just about 2.5 miles from Fort Belvoir's main gate.

Note: Longworthe Square is a one-way loop in a townhouse subdivision. Our house is 4416, the one with black shutters ahead of you as you make the second bend of the loop. You can park anywhere along the interior side except where the curb is yellow. If Longworthe is full, park along Central Park Drive or across Central Park on Squiredale Square.



The Dixie Division kindly requests a nominal donation of \$1 at the door of its monthly events. Your \$2 annual dues to the Division merely cover the cost of the *Dixie Flyer* and little else. A donation goes towards the additional expenses incurred putting on the events.

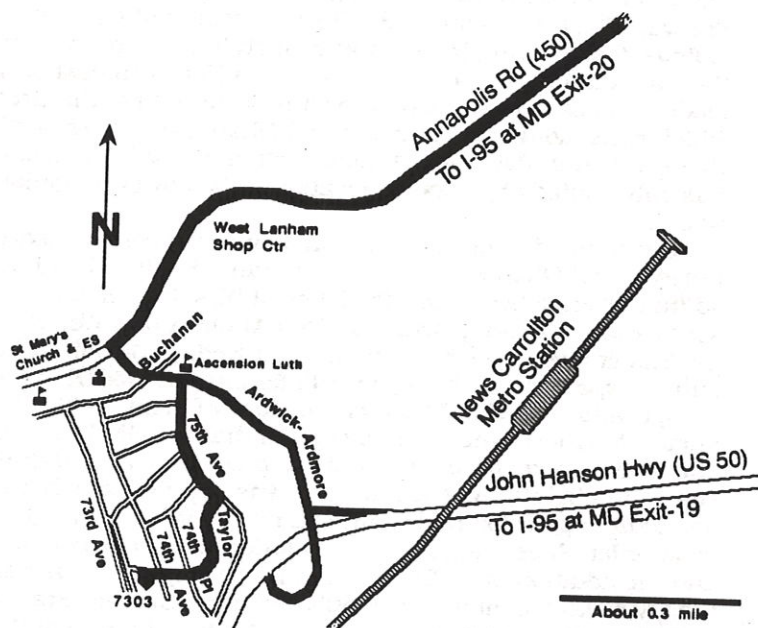
New Year's Home Layout Tours Highlight the Pennsylvania RR

Chuck Conway's Pennsylvania Union Lines

Sunday, January 26th, 1992, 1-5p
7303 Taylor Street, Landover, Maryland

On January 26th we will be hosted by Chuck Conway in Landover, Maryland. Chuck's HO layout, the Pennsylvania Union Lines, is based upon the Pennsylvania Railroad. Designed for operations using a waybill and timetable system, it incorporates a fast clock and is run by a dispatcher. Modern diesels set the theme of the motive roster. The layout also features a model of the Pennsy's famous Horse-shoe Curve.

To get to Chuck's, exit the Capital Beltway at either Maryland Exit-20 or Exit-19, heading west along Annapolis Road or John Hanson Hwy, respectively. If you get lost call Chuck at (301) 459-9810.



Bob Cook's PRR-Reading-Southern(!?)

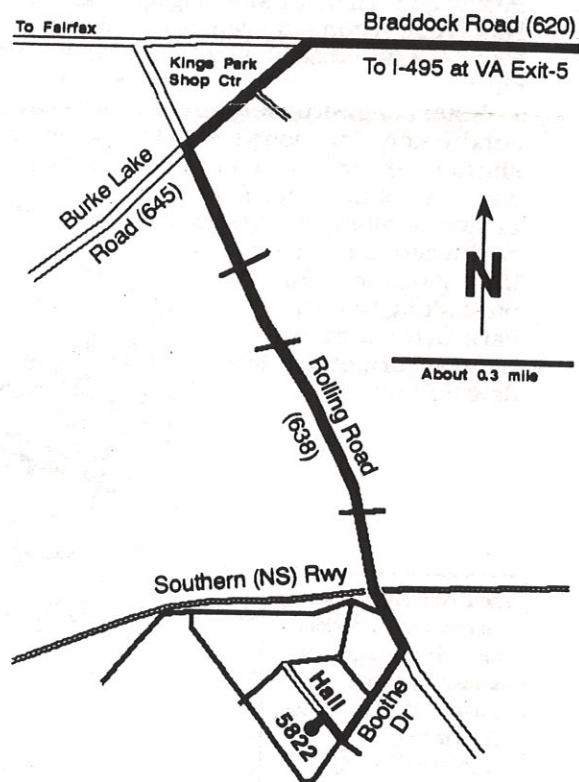
Sunday, February 25th, 1992, 1-5p
5822 Hall Street, Burke, Virginia

Our February event is a visit to Bob Cook's HO home layout. Bob says that while no specific era is modeled, the layout began as the Port Railroad, a subsidiary of the Pennsylvania RR, running between Perryville, Maryland, and Harrisburg, Pennsylvania. The original plan called for electric locomotives and this branch had the advantage of being single-track mainline and thus would cut the installation of catenary in half. Bob prefers the late steam/early diesel era, but his son thinks modern diesels, 86' boxcars, and piggybacks are most fun. Bob notes with a hint of a chuckle in his voice that the catenary installation is still somewhere ahead in the future.

The layout is 45' x 14' overall with a walkaround design. When explained to me, I thought that it crossed the Susquehanna River, but Bob tells me that the walking aisle itself is the Susquehanna. The layout can be run in either DC or CTC-16 mode. Bob usually runs Pennsy, but has been known to run Reading on occasion. On the other hand, the CTC-16 is installed in Southern Railway equipment! DC operation has an interesting feature in that power selection can be made from either end of blocks, making it much easier on train crews. The layout is about 40% scenicked.

To get to Bob's house use the map at the right. It assumes you are approaching from the Capital Beltway via Virginia Exit-5, Braddock Road (620) West. You could alternatively approach from Fairfax City, also along Braddock Road.

Bob's place is number 5822, a brownish brick house set well off the street, second on the left after turning onto Hall St. As always, if you get lost, simply call for help. Bob's number is (703) 451-2035.



Head End, from page 5

is time to make way for some new blood. Our by-laws require that Bruce be replaced with a Virginian to keep the Board balanced across the Potomac. If you would like to serve on the Board and are from Virginia, please let Monroe Stewart know. His address is listed in the Dixie Division Staff Roster.

As a special note of appreciation, let me thank Bob Minnis and Bob Ocain for the delightful conversation and companionship on the way to and from Funshine Express in Binghamton, New York. It was just plain fun to chatter away with them (yes, I probably did the most chattering, but they bore it so well). Bob even stopped along I-81 to let this repressed geologist collect some rocks. For my notes on the convention itself, see the article starting on page 2.

Let me close out this column by sending you all my warmest regards for the Season, and grant me a certain latitude to say "Merry Christmas and a Happy New Year." Keep warm, feast well, enjoy your gifts and gift-giving, and be joyful!

— Pete Matthews

Trains..., from page 4

1934). For more information, call (302) 684-4723.

Chris also recommends the "Steam Passenger Service Directory." This is an illustrated directory of tourist railroads, trolleys, railroad museums, and steam operations in the United States and Canada. Chris reports that the 1992 edition should be available round about April. Those of you interested may be able to find it at your local library, or you can get it directly by writing to Steam Passenger Service Directory, c/o Locomotive & Railway Preservation, P.O. Box 599, Richmond, Vermont 05477.

Nick Kalis made it to the Virginia Museum of Transportation in Roanoke, Virginia. The museum features many railroad items, including one of Nick's favorites, a GG-1. For more information, call (703) 342-5670.

Mention of services and books here is meant only as an information service to our readers and does not represent any endorsement of the services or products by the Dixie Division, the Mid-Eastern Region, the National Model Railroad Association, or their boards of directors or trustees.

Conventions Need Your Support, from page 6

train room at the same time, we would really like to see it. Keep in mind we all have something special to offer and that seeing as many ways of doing things as possible is vital to improving our modeling techniques. And maybe you can help someone else out by showing them your layout. It leads to a wonderful give-and-take with your fellow modelers. Just remember, all our layouts were nothing more than track on bare plywood and homasote at the beginning.

Bob also wants to encourage all of you with NMRA-standard HO and NTrak modules to bring them along to the Mini-convention. All that they need for the time being is completed electrical connections and the basic track. Scenicking, detailing, etc. are not necessary. What Bob would like to do is use the Mini-convention as a dry run for the Fall convention. Our site for the Mini-convention is the Fairfax County Fire Training Academy in Herndon and it has plenty of room to set up. So bring those modules! Learn from others, check out your connections, table heights, and all the other basics.

Speaking of the Mini-convention, we still need lots of clinics. If you have anything of interest that you can talk about for an hour or so, please let us know. We have a tremendous space and can run up to four clinics at once at the Fire Academy. Let's make the most of the space and give our fellow modelers something to inspire them to new heights of achievement.

Finally, we have a hotel for the Fall convention. It is the Hyatt Fair Lakes, just west of Fair Oaks Mall. You can make your reservations now by calling 1-800-223-1234. To get the special room rate be sure to mention that you will be attending the Fall 1992 Mid-Eastern Region Convention.

**Happy Holidays!
and
Happy Railroading!**

The Dixie Flyer

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

Winter Quarter Issue
December, 1991 — February, 1992

P.O. Box 3204
Manassas, VA 22110

NON-PROFIT
U.S. POSTAGE
PAID
MANASSAS, VA
PERMIT NO. 234

If your name is *highlighted*, then your 1992
Dixie Division dues are needed right now!

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 home layout tours, 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 *ten* 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, and Clarke counties, as well as the independent cities of the region. Also included are 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

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

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 1992 Annual Division dues of \$2.00 (includes the 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 the monthly *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 the bimonthly *MER 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.