

The Potomac Flyer



August-October 2006 The Quarterly Newsletter of Division 2 ("Potomac"), Mid-Eastern Region, National Model Railroad Association, Inc. Fall Quarter

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Does the Clerk have your e-mail address? If you are not receiving reminders then probably not.

Send it to

potomac_nmra@comcast.net

now!

September 9, 2006 to Strasburg

By Mark Andersen

Have you sent in your Registration?

The rolling hills of Lancaster County Pennsylvania are calling, "Come visit our railroad attractions!" Why not? The MER is not allowed to have a fall convention because of July's national convention. The fall shouldn't go to waste, so it's Road Trip time for the Potomac Division!!!!!!



First stop is the Strasburg Railroad, we'll spend two and a half to three hours here. Included in the touring are a shop tour, and a noon train ride. At any time you may eat lunch, but it is on your own.



Across the street is the Railroad Museum of Pennsylvania where we'll have about an hour to mosey through the engines and cars both inside and outside. Looking at ongoing restorations is also capable from the viewing platforms as well, as is the exploring of equipment that is also stored outside.



Remember grandpa's toy trains, well you'll

probably not miss a thing, but the antique nature of toy trains and such will fill ones own mind. Many a find one can make bringing them back the joys of ones youth, join us?



The Choo Choo Barn is next!!! We all can use more railroad stuff, so bring money!!!!



Next stop, Hoss's on East Market Street in York, Pennsylvania. We'll eat dinner together with whom ever you choose to dine with this evening. Your meal is paid for by you! After dinner, we'll continue on home to the two points of this morning's departure. We wish you'al the very best on our trip, your day will be full and complete, come on and join in the fun!!!!

That's right time for a bus trip to those farmlands of Pennsylvania and their entire railroading splendor. We have scheduled time at the Strasburg Railroad. A form with Itinerary and the \$75 cost will be in this edition of the Flyer (See Page 10). Please read the directions and forward all questions to Mark Andersen; *Continued on Page 3*



The Potomac Division

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

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.

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The Potomac Flyer

Potomac Division's quarterly newsletter © 2000

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For more local information, see the Potomac Division web site at:

http://home.comcast.net/~Potomac_NMRA/

From the Business Car

by John Drye
Division Superintendent
jdrye52@aol.com

By the time you read this, the National Convention in Philadelphia will be history. Hopefully, many of you got the chance to participate. It's been quite a while since the national was so close to home. No doubt, we'll see lots of pictures and hear lots of stories over the next several months.

But, the National is not the end of Model Railroading activities for this year, not by a long shot.

Coming up this September is the Division trip to Lancaster, PA (just a short trip from Philly via Pennsy K4, if there were still any running). The trip will include a ride on the Strasburg RR and visits to nearby attractions. See Mark Anderson's article for more details.

The Division will continue monthly layout tours, with some attractive layouts coming up the rest of the year. Hopefully, we won't have to worry about snow until at least next January. No doubt, the next several tours will also include sharing of stories and perhaps photos from Philly.

If the contest models in Philadelphia inspired you, perhaps you'll take a shot at the Achievement Program yourself. The program is a great way to improve your modeling skills. Part of the judging process is suggestions on how to improve any model.

The final weekend of the convention includes the National Train Show, for one weekend, the largest hobby shop in the world. No doubt, most participants will have brought home a few new models. If nothing else, the rest of the year offers us the opportunity to add to our railroad. Hope you found something to add to yours.

Achievement News

by Ed Price and Bill Roman

Congratulations to our newest AP award winner, John Griffith for Master Builder – Cars.

As many of you know the National NMRA convention was held July 3-9. This yearly convention offers a lot knowledge and information to model railroaders interested in the AP. There are hands on clinics on scratch building as well as clinics on how to build a craftsman kit or superdetail a model to hone your skills. There are many volunteer opportunities such as helping with administration activities or doing a clinic yourself. There is even a clinic on AP judging so you can learn how to become a judge or better understand how your models are judged in a contest.

I would like to encourage every NMRA member to participate in the AP. Remember you don't have to enter a contest to participate. Also, remember that the easiest award to obtain is the Golden Spike Award. You can look up the requirements and get an application form on the NMRA web site (<http://www.nmra.org/achievement/gold.html>). When you finish filling out the form, please contact me if you live in Virginia or Bill Roman if you live in Maryland so that arrangements can be made to view your work.

The next contest will probably be March 2007 at our next Mini-con. Since the National convention was held within the boundaries of MER, there will not be a Regional convention this year. The next Regional convention will be Nov 1-4, 2007 in Lynchburg, VA with the usual array of clinics, tours, and contests. Till then, keep building those models.

Strasburg Continued from Page 1

12847 Wishing Well Way, Bristow, Va. 20136 or call 703-625-1272 or andersmd@cox.net

The success of these bus trips depends on your "timely" mailing of the funds and registration form for the trip. All funds must be in my hands no later than August 5, 2006, otherwise the trip maybe cancelled. We need a minimum of forty people to make this pay for the bus. There is "no one," including me getting anything free, I do this to support the organization and "you!" Help us, help you, and go on a trip with other like minded souls!! If you know someone that went to Altoona on the last trip we did, you'll know they had fun, we're gonna do it again!!!!

JD Smith's Southern Railway Rathole Division

by Mark Andersen

On Father's Day, June 18, 2006, JD Smith opened his home and the famous McLean based Southern Railway's Kentucky Rathole Division HO scale train layout for all to see. JD has been very busy since the last time I graced his subterranean empire during the Potomac Division sponsored MER Convention layout tours.



Winding your way through the layout, one views the methods employed not only in laying out the design for track work, but the devil in the details that JD employs in defining the actual scenario utilizing pictures, sketches, research information, that he has collected over the years. His efforts in the last few years have been very fruitful. Scenery starts with for screen covered with plaster cloth, forming a hard shell. Later color and other scenery materials are added including rock molds, foam, dirt, roadbed, track, ballast, structures, etc, all adding to the look that JD has successfully achieved.

Continued on page 8

Northern Virginia NTRAK News

Steve Jackson

Winter is over and the club has had a very busy spring. In this update we will talk about our membership, activities related to NTRAK standards, our summer tent series, some of our other show highlights and also our Operation Lifesaver activities.

This year has been a good one for the club so far with membership up to 85. We typically get right around 100 members per year, so 85 by the summer is doing well. Having all of these able hands in the club has been very handy recently as we have been enhancing our modules to comply with a new recommended practice that came out of national NTRAK.

National NTRAK released a recommended practice (RP) for NTRAK clubs that offers the use of Anderson Powerpole connectors instead of Cinch Jones (CJ) connectors. In short, the new RP recognizes that CJ connectors have served very well over the years, but that they are becoming more difficult to obtain and an alternate connector needed to be identified. Powerpoles were selected, in part, because they allow for the use of 12ga wire which is purported to be more DCC-friendly than the 14ga and 16ga wire that was previously used. Additionally, the Powerpoles are self-cleaning and less expensive than the CJ connectors. Once the RP was made official, the club started to consider how we should, or if we should, react. We decided to begin converting many of the modules in the club to the Powerpole connectors. As a result, the last 3 backshop sessions for the club have included a contingent of club members who have been cutting, crimping, and installing the new connectors. At the same time we have been upgrading some of these modules, we have been trying to keep up with our usual series of spring-time setups.

We are in the midst of our “summer tent series”. This is the time of year when we take advantage of the nice outdoor weather and run trains al

fresco. Our first setup in the series is usually the Manassas Railroad Festival and we were extremely pleased to see it return this year. Last year’s Train-REC was a lot of fun, but the Railroad Festival is tradition. Next up was the Alexandria Red Cross Waterfront Festival which was held over the Fathers’ Day weekend this year. We had nice weather and good times. The last tent event for us this year will be the Cox Movies Under the Moon from June 23-27 in Fairfax City. The Movies under the Moon event benefits the Inova Fairfax Hospital for Children which is one of our clubs designated charities.

In addition to these outdoor events, we had a large setup at Landmark Mall followed by a considerably smaller, but no less entertaining, setup the following weekend at Silver Spring Station in Maryland. We have also been active setting up in conjunction with NMRA activities. We set up NTRAK and T-TRAK layouts at the Potomac Division Mini-con in Laurel, Maryland and had a great time with both of the layouts. The mini-cons are quickly becoming must-attend events for our membership just because they are so different than the other shows that we do each year and allow us to try new ways of running on our layouts. In addition to the mini-con, we will be going to the maxi-con (is that a word?). We have members going to the NMRA national convention in Philadelphia in July bringing along an assortment of NTRAK and T-TRAK modules to display.

In addition to running trains at these, and other events, our Operation Lifesaver presenters have been hard at work educating (and even entertaining) folks on railroad safety at our shows. We have several presenters in the club and the tent series each summer is a great venue for educating the public on how to enjoy watching trains without endangering themselves or others.

All in all, we are having a great year. Membership is good, the activities are fun, and we get to educate the public on railroading and railway safety. Does it get any better than that?

Thanks for your time. Talk at you again soon.

Ten Simple Modeling Tips

by Brian W. Sheron Photos by Author

Here are 10 simple modeling tips for improving the realism of your layout.

1.) Wax paper behind windows - A lot of model railroad structure kits come with clear plastic for the windows. If you don't want to model an interior on these buildings, and/or want to put an interior light in them for night time scenes, but don't want people to see the unfinished interior, glue a piece of wax paper behind each window. The wax paper will still allow an interior light to show through, but will diffuse the light and not allow the unfinished inside to be seen. Figure 1 is a kitbashed factory I recently installed on my layout with wax-paper behind the windows.



Figure 1

2.) Sandpaper to simulate asphalt parking lots - Use some fine grit (e.g., 220 or 320 grit) sandpaper to simulate an asphalt parking lot. The sandpaper grit simulates the texture of asphalt and is uniform. If you buy the dark gray-colored sheets, it is pretty much the color of asphalt already. I attached mine by spraying artist's adhesive on the back of the sandpaper, then pressing it in place and putting weights on top until the adhesive dried. Figure 2 shows the sandpaper "asphalt" in place. Also seen are the commercial outdoor lights described in item 10 of this article.



Figure 2

3.) Graffiti Decals from your Computer - With the advent of home computers, you can now make your own decals. Obtain some clear decal paper compatible with your printer (i.e., ink jet or laser jet). Your computer will have a variety of fonts. Scroll through the fonts and you will likely see a number of them that resemble graffiti. I also found a web site that has downloadable graffiti fonts. Go to www.graffitifonts.com. Start typing typical graffiti phrases. When you have all the graffiti you need, hit the print button, spray the decal sheet with decal sealer, let it dry, and then apply graffiti to your rolling stock, retaining walls, etc.!

4.) Simple Signs from your Computer - As you drive

around, you probably may not notice, but everywhere-yes everywhere - there are signs. An easy way to make all sorts of signs for your layout is to create them on the computer. Once you get them to your liking (font style, size, color) print them out on plain white paper. (I have also found that surfing the web can turn up pictures of posters, signs, etc., that you can drag into a drawing program, and then print them on out.) Spray a thin sheet of styrene plastic with artist's adhesive and glue the paper with the signs, posters, etc., printed on it to the plastic. When the adhesive is dry, use an Xacto knife and cut the signs out. Because they are mounted on styrene plastic, you can attach them to any other plastic surface with styrene cement. An example is shown in figure 3.



Figure 3

5.) Smaller Scale Buildings as Background - If you have an HO scale layout, and have an urban scene with HO scale building fronts against the layout wall, you can create the illusion of depth by gluing N-scale building fronts along the roof edge of the HO building so it appears that these buildings are in the distance (see figure 4). If you have an S or O scale layout, try using HO scale building fronts. Figure 4



Figure 4

6.) Using Modern Vehicles on Older Period Layouts - You are at a model train flea market, or your local hobby or toy store, and discover some commercial vehicles (e.g., a cement truck) that are being sold for a bargain. (I was in my local hardware store and found Boley HO International trucks for \$2.99 each!). For all intents and purposes, it looks like a vehicle from the era you are modeling, except that the front of the cab has a modern grill and headlights. You don't want to pass up this bargain, but the vehicle era is just wrong! Don't despair. Think about where you can locate this truck on your layout so that the front of the vehicle is facing away from the viewer! If the viewer can't see the front of the vehicle, then who cares whether the front represents a vehicle from the 1990's or the 1950's? The dump truck in figure 5

Continued on Page 6



is a modern truck on my layout (which models the Long Island Rail Road circa 1964). Figure 5 also shows how to make roads “disappear” against a flat wall (see item #8 below).

7.) Simple Third Rails and Cover Boards - Are you modeling or want to model trains that ran on power from third rails? Third rails and cover boards are relatively simple to model. You can make the third rail by hammering small flathead nails at the end of rail ties about every 6 inches. Drive the nails in so that they are at the same height as the top of the tie. Solder a smaller scale rail to the tops of the nail heads. For HO scale, I used code 70 rail. To make the cover boards that went over the top of the third rails, cut 0.040 x 0.156 styrene into pieces about three inches long. To make the supports that hold the cover boards in place above the third rail, Arrow 1/4 inch staples, which can be bought at most hardware stores, work great. Using a pair of small pliers and metal nippers, I straightened out one side of the staple, and nipped off the chiseled edge. I put a drop of styrene glue on the styrene cover board about 3/4 inch in from each end, and glued the modified staple to it (figure 6).



Figure 6
When it dried, I sprayed the whole thing grimy black. Drill two holes next to the third rail and glue the cover board assembly in place (figure 7).



Figure 7

8.) Bending Styrene Plastic - Scratchbuilding models may occasionally call for bending styrene plastic strips into unique shapes, such as arcs or compound bends. An easy way to do this is as follows: trace on a piece of paper the shape or curve into which you want to bend a styrene strip. Place the piece of paper on a piece of wood, preferably something soft into which you can easily drive a nail. You can either trace the curve onto the wood with carbon paper, or just make small indentations along the traced shape on the paper, so the indentation carries through to the wood. Tapping a small finishing nail does this fine. Remove the paper and then drive small finishing nails along the shape marked on the wood, about one inch apart. Lay the piece of plastic against the nails, drive another nail on the other side of the styrene strip to hold one end in place. If the curve is not too severe, you may be able to bend the styrene into the shape you want using the nails as a guide (see figure 8). Now,



get a hair dryer and hold it near, but not too near, the plastic. Try to heat the strip uniformly. As the styrene strip heats up, it will relax in to the shape into which you have bent it. Be careful not to heat it too much or it could melt and distort. You can test when it has taken the correct shape, because it will no longer be sprung against the nails, and should lift out easily from the mold.

9.) Making Roads Disappear - Having roads that run into the walls of your layout room can pose a visual challenge. Having them end abruptly doesn't look good, and trying to paint an extension onto the wall may not look realistic. One way to have the road blend into the distance is to bend the end of the roadway material up and curve it to a point to one side. You can now put foliage on either side of the road, and it will give the effect of the road curving off in to the distance (figure 5).

10.) Simple commercial outdoor lights - Here is a way to make quick, easy, and inexpensive outdoor industrial lights for your layout suitable to use in yards, parking lots, station areas, or anywhere such lights are used. You can make dozens of these in an evening at a cost of less than about \$2.50 per light. The key components are Plastruct #90172 1/4 inch half round styrene plastic strips, Evergreen Scale Models item #225 5/32 inch styrene tubes, and Miniaturics Corp. 2.4mm diameter 12 volt incandescent lamps (Figure 9). I also used a larger styrene tube that just slipped over the 5/32 inch tube cut to about 3/8 inch to simulate the concrete base for the pole. However, this piece is optional. The strip of Plastruct 1/4 half round plastic



was cut into pieces 1 and 1/8 inch long. The Evergreen styrene tubes were cut into 6 inch lengths, although these can be cut to any length to suit the particular application. A double bevel was made one end of each of the 5/32 inch tubes by holding the tube at an approximate 45 degree angle and rubbing one side, then the other on a piece of sandpaper. This is necessary so the tube will fit snugly inside of the half-round yet leave room to run the lamp wires down through the center of the tube. Next, insert the wires from two lamps into the end of the tube with the bevel, and pull the wires through so only the lamps are sticking out of the top of the tube. Carefully bend the bulbs so that they stick out perpendicular to the tube, and are parallel to the bevel edge (figure 10). Apply plastic cement to the center inside part of the 1 and 1/8 inch half round, and glue it onto the top of the tube so that the two lamps fit snugly up in the half round recess. Set this aside until the glue has dried. After the glue has dried, you can glue a collar piece over the bottom that simulates a concrete base. It will also make installation easier since it will help hold the pole in place (figure 11). I painted my lights a light gray. When installed on the layout (see figure 2, they help light up night time scenes, and add realism.



Figure 10



The Potomac Module Crew

by Mark Andersen

As summer plans unfold, many will spend time at the beach, driving around the country here and there, visiting those relatives we love so dear or maybe just staying home not joining in the fray on our highways. When in a hotel or motel, do you peruse the "Yellow Pages" under hobby shops to see what's available too? While away, you're thinking, pondering, wondering, sketching, designing, and creating material lists and the like, all in the name of model railroading in the scale of your choice!

Did you visit the NMRA Independence Junction in our own Middle Eastern Region? Balk at the hotel pricing as a reason for not going and the parking pricing? A group of us went, stayed at the Travel Lodge, located at the opposite end of the convention center for \$99.00 a night in a shared room. God Bless the Internet and Expedia for the simplicity of searching and allowing us the opportunity to participate. I also presented at the convention, along with Noll Horan and Bob Minnis. Our able bodied assistant, Ken Nesper, Zachary Andersen and Ed Price, also assisted with all three clinicians during their stays too!

Elsewhere in this issue of the Potomac Flyer is an article on the upcoming bus trip to Strasburg, are you going? If you went on our last trip to Altoona or know people who did, ask them, as they had fun, were kept busy and saw lots! I organized that trip and the Strasburg one as well. Hopefully we'll get to Roanoke soon????

Aaahh.....The Module Crew!!!! This past spring 2006 brought us back to Fairfax Station along with Monty Smith and his vast Lego layout. Our Spring and Labor Day weekend layouts afford us a slightly larger layout than normal, as we do not share the freight room with anyone, except Monty and his Lego Layout. Every little boy who plays with Lego's dreams even bigger dreams after viewing what can be done with track, rail cars and engines while seeing those operate! Occasionally the Northern Virginia N Track organization mans the new repainted N & W caboose outside with their layout for our show. Our efforts on the Friends of Fairfax Station's behalf helped raise over \$1900.00 for their ongoing efforts of maintenance and expenses associated with the property. We always "Thank" them

for our opportunity to once again "Help" with their cause and our addiction.....play trains and proudly share our hobby!

Our favorite venue with every club member would have to be the one day outdoor show of the Manassas Heritage Rail Festival. This year, the City of Manassas, resurrected this show after a two year absence. We were happy that the organizing committee strategically planned, promoted, sought "new" sponsors and utilized new display features, not previously used before by model railroading. Courtesy of Bruce Strickland and his "volunteerism," we were the only module group under its own tent with a normal sized layout. We all enjoyed the thrill of the 12" to the 1 foot trains that periodically caused the crossing gates to rise and lower during the early morning's switching operations. Several of our members also worked the Virginia Rail Express train rides as historians during scheduled ticketed rides. Again, "volunteerism" or that giving back to the hobby by an individual(s), that might attract new and more members to our fold of model railroaders.

Our summer 2006 schedule continues with our return to the Lyceum in August on the weekend of the 12th and 13th, closely followed by the weekend of the 26th and the 27th for the Summer Greenburg Rail Show at the Dulles Expo Center. September brings Labor Day Weekend back to the Fairfax Station for 3rd and 4th. October follows with the Culpepper Town Festival on the 7th and 8th and the Tidewater Division of the MER in Virginia Beach at the "New" convention center on the 28th and 29th. Hope to see you there, introduce yourself, remember it's not the scale that's important, it's the Hobby!

As always, our group is always looking for a few new members. We charge no dues, but encourage you to join the NMRA. Come join in the fun of modular HO railroading. You may visit us through our website maintained by Colin Weiner at <http://homepage.mac.com/cjweiner/pmchorr01/PMC-Frame00.html> you may also contact me at andersmd@cox.net or call at 703-625-1272; I'm in the northern Virginia area. Remember, "We" can only grow, if *we* bring someone *NEW* into our hobby! Thanks for listening, until next time, adieu.

Around the Division

The Western Maryland Railway-East Subdivision by Marshall Abrams

On April 23rd, Wes Morgenstern took the Potomac Division back in time to May, 1953-April, 1954 on his beautiful layout. He has done a great job representing his prototype.

The eastern terminus of the Western Maryland Railway was its Port Covington marine terminal in Baltimore. The East Subdivision of the Eastern Division operated from Baltimore to Hagerstown, MD, a distance of approximately 80 miles.

The O Scale (2-rail) 31 X 26 foot, NEC DCC operated layout with Tsunami Sound, represents a section of the Western Maryland's East Subdivision, between Highfield, MD and Westminster, MD. Approximately 1/3 of the layout currently has scenery. Construction began in 2002. Operation are scheduled monthly.

Staging tracks for holding through freight trains, and the traveling switchers are concealed under the mainline trackage at Union Bridge or in the helix. The helix is access by a narrow isle and mechanic's creeper. The westbound track from Baltimore and Emory Grove emerges from the lower level on your left as you enter the room. It proceeds through Westminster, where the traveling switcher may have some switching, and proceeds to Union Bridge. From Union Bridge, westbound trains continue to Thurmont, over the Catocin Mountains to High Field and then out of view to the staging tracks.



The eastbound track from Hagerstown emerges at Highfield, located in the peninsula, proceeds past the junction with the Dutch Line, and up and over the summit at Blue Ridge Summit. It then proceeds over the twin bridges to Thurmont. From Thurmont, the line runs through Union Bridge to Westminster, and finally back into the staging tracks.

Each traveling switcher will have a crew, usually consisting of two men. The train for each traveling switcher has hopefully been assembled in the most efficient order before the operating session by the Hagerstown or Baltimore yardmaster, and a switch list is issued to each crew.

The traveling switcher from Hagerstown is due to appear at Highfield between 10:00 and 10:30 a.m., and should complete its work at Union Bridge by 2:00 p.m. The conductor may choose to do some of the work at Thurmont on the return trip.

The traveling switcher from Baltimore is due to appear at Westminster at approximately 2:00 p.m., and should complete its work at Union Bridge around 5:00 p.m. Again, the conductor may choose to do some work at Westminster on the return trip.

Each traveling switcher crew will be issued Form 19 train orders by the dispatcher, that specify when they should provide clearance for through freights, to be run by a third "crew."

Rathole Continued from page 3

One interesting trick I discovered and discussed this with Tony Jenkins was the use of styrene sheet under track before ballasting. This gives the track a firm base, but also allows the use of different code track from the main and a passing siding or sorting yards. Information is always forthcoming from our hosts regarding their layouts. Pride being first in sharing the tricks that work and those that don't, saving you the headaches that do not need repeating.

Superb track work permitted Mr. Smith's guest operators the opportunity of smooth running all afternoon. Starting with the several thirty five to forty car trains including freight and container service, were soon eclipsed by the sixty car coal train with mid-engine helper service. Again flawless operation occurred because the necessary preparation planning had been done. This layout is truly a diamond whose facets are continually evolving.

Many "Thank You's," are rightly deserved for JD's efforts brought to all of us to see. We should know that layouts are here for us to see, layouts of this quality need to be seen, why haven't you been coming out to visit us at the door???

We again "Thank" Mr. JD Smith for his graciousness, opening his home and allowing us the opportunity to view his layout. It's to this end, that "We Thank You!"

Potomac Division Division 2, Mid-Eastern Region, National Model Railroad Association
 PO Box 6086, Silver Spring, MD 20916-6086



Web page:
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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 NMRA who reside in one of these areas are automatically members of the Potomac Division. Guests are always welcome at Division events.

Personal Information

First Name	Last Name	Work phone
Address	Birth date	Home phone
Address 2	NMRA #	NMRA expiration date
City	State	ZIP+4
Email		

Interest Survey

Primary Scale	Secondary Scale	Favorite Railroad(s) & Prototype(s) Modeled:	
Do you have in primary or secondary scale		Please list the NMRA Special Interest Group(s), model railroad clubs, and railroad historical societies to which you belong:	
<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 interest?		<input type="checkbox"/>
Would you be willing to host a Home Layout Tour of your Layout? <input type="checkbox"/> Yes <input type="checkbox"/> No			

Newsletter Election

The quarterly *Potomac Flyer* is sent at no cost to the email address above (if one is present). If you don't want email delivery, please check here.

To receive the *Flyer* in hard copy delivered via the Postal Service at the above address, please check here and enclosed \$5.00 for a one year subscription. Please make your check payable to Potomac Division and mail with this form to the address at the top of the page.

National Model Railroad Association membership is \$45 per year for full membership including the monthly *Scale Rail*, or \$33 per year for an associate membership. Full Members receive the monthly *Scale Rails*, associate members do not. You may send your dues directly to the National Model Railroad Association, Inc., Headquarters Office, 4121 Cromwell Rd., Chattanooga, TN 37421. <http://www.rhistorical.com/NMRA/>

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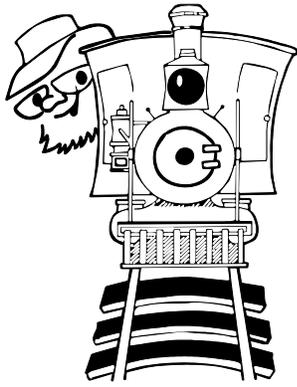
Strasburg Bus Trip September 9, 2006

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Bulletin Board

Have information of general interest? Send it in we will post it here.

New Potomac Division Web Site

Check out the "New" web site more info, more fun even some how to: http://home.comcast.net/~Potomac_NMRA/

Warning Warning Warning

The July 9, 2006 layout tour at Dan Pence's has been changed to:

July 30, 2006

Please make note of the change.

Warning Warning Warning

Sweeperman By Phil Irwin

Another method for making trees. Gluing shredded foams to an armature is a good way to make trees, but here is a method I discovered at a recent Train Show. A plastic foam block torn into a tree shape! Start with foam such as 2" square closure strips. With scissors, cut to overall size and shape desired. Then using tweezers or long nose pliers, tear chunks out so as to leave space between branches. The result is a custom tree that takes acrylic paint well. Add hairspray and ground foam if you like. Also, you'll have a flock of (electro statically charged clumps for other scenic uses. Keep pickin' and tearin' till you're happy!

Tape it. Adhesive tape (cloth kind) makes a nice sidewalk or concrete roadway. Cut to size, stack in place, pencil on joints, lightly dark wash, add people!

Paper Mache: Of all the scenery ideas in videos and magazines, one super product had escaped me... Paper Mache. Craft stores and hobby stores sell the powdered product in one-pound packages. Stir with water, apply and let dry 24 hours. You'll enjoy the lightweight, versatile, easy-cleanup stuff. It's not strong like plaster but any substantial base will support it.

Potomac Division Calendar

✓ Mark events now which you don't want to miss

August

- 12-13 PD Module Crew at The Lyceum Museum, Alexandria, Va.
 - 20 NVNTrak at Fairfax Station Museum, VA
 - 13 Layout tour at Bob Rosenberg's, McLean, VA
-

September

- 3-4 NVNTrak and PD Module Crew at **Fairfax Freight Station**, Fairfax Station, Va
- 17 Layout tour at John Teichmoeller's, Ellicott City, MD
- 17 NVNTrak at Fairfax Station Museum, VA

- 25 NVNTrak at Silver Spring Station, Silver Spring, MD
-

October

- 21-22: PD Module Crew at *Tidewater Division Train Show*, Virginia Beach, Va.
- 14-15 Great Scale Model Train Show - Timonium MD
- 15 NVNTrak at Fairfax Station Museum, VA
- 22 Layout tour at Bob Johnson's, Jefferson, MD



The Quarterly Newsletter of

Division 2 ("Potomac") Mid Eastern Region

National Model Railroad Association

PO Box 1653
Annandale, VA 22003-1653

Fall 2006 Layout Tours

Around the Division

David Vaughn's Kentucky Western Division of the Nickel Plate Road by John Drye

Where do old layouts go when they "retire"? If they are lucky, they become part of David Vaughn's Kentucky Western. David's O Gauge railroad began with a layout originally constructed by Ted Stepek and designed by John Armstrong.

The railroad represents the Nickel Plate circa 1958, in southern Ohio. The railroad includes several miles of track, industries, yards and sidings and currently occupies an 18' x 49' foot space in David's Maryland basement. The Nickel Plate was a coal hauling railroad that also served as a Midwestern bridge route. The railroad still operated steam in 1955 and David's version includes some spectacular O gauge locomotives, DCC and sound equipped.

David has just added an 18' x 42' extension, to incorporate two more retired railroads; John Armstrong's Canandaigua Southern and Ed Rappe's PRR Horseshoe curve. Portions of both these railroads were included on the tour along with David's plans on incorporating elements into his layout. Ele-

ments of all three of these railroads will be incorporated to create a 90 foot mainline run.

It's great to see that such famous layouts have found a good home and it will be fascinating to watch as they are incorporated into the Kentucky Western

