

# The Potomac Flyer



May - July 2006 The Quarterly Newsletter of Division 2 ("Potomac"), Mid-Eastern Region, National Model Railroad Association, Inc. Summer Quarter

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#### June 18

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Does the Clerk have your e-mail address? If you are not receiving reminders then probably not. Send it to [potmac\\_nmra@comcast.net](mailto:potmac_nmra@comcast.net) now!

## 2006 Potomac Division Mini-Convention by Marshall Abrams

Eighty-four model railroaders attended the Potomac Division mini-convention on a balmy 68° day, March 11, 2006 at the Emanuel United Methodist Church, Scaggsville, MD. It turned out to be a great day for all.

This was Potomac Division's first attempt at a Minicon in Maryland in quite a few years. Since we have about half of the members living in Maryland it seemed like an appropriate idea. Despite the Board's worries that they would be the only ones in attendance, the attendance was fantastic. Many of the attendees were from the old Mt Clare Division and enjoyed an opportunity to join in.

NVNTrack turned out in force. They set up a regular modular layout as well as a TT or Table Top layout for the



participants enjoyment. During breaks they also conducted mini scenery clinics.

Another layout present, the Magarac Steel & Iron, depicted in great detail

the workings of an Steel Mill. The layout built by John Glaab complemented his Introduction to Steel Mill Modeling clinic.



There were 11 well-attended clinics: Intermediate Resin Casting by John Griffith, Painting and Staining Rock and/or Stone Castings by MMR Noll Horan, Building Trees by Marc Sisk, Operating Dwarf Signals by Marshall Abrams, Introduction to Steel Mill Modeling by John Glaab, Cranes Around the Railroad by Tom Brodrick, Hands On- Build An Animated Warehouse Roll-Up Door by Bill Day, Two Trains to Towanda by Bill Cox, MRI Software Projects: Panelpro Introduction and DecoderPro - A Tool for Programming Decoders by Dick Bronson, Trestle Bridge Building by Steve Wills, and Basics of DCC and Decoder Installation from Beginning to End by Charles Gregory.

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## 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

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<b>Submission Deadlines</b>	<b>Spring Issue</b>	<b>January 1</b>
	<b>Summer Issue</b>	<b>April 1</b>
	<b>Fall Issue</b>	<b>July 1</b>
	<b>Winter Issue</b>	<b>October 1</b>
<b>Advertising rates:</b>	<b>1/8 page business card</b>	<b>\$30 per year</b>
	<b>1/4 page</b>	<b>\$15/issue</b>
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	<b>full page</b>	<b>\$45/issue</b>
	<b>Back cover, half page</b>	<b>\$45/issue</b>
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Potomac Division web site at:  
[http://home.comcast.net/~Potomac\\_NMRA/](http://home.comcast.net/~Potomac_NMRA/)

## From the Business Car

by John Drye  
Division Superintendent  
[jdrye52@aol.com](mailto:jdrye52@aol.com)

Thanks to everyone who participated in the great MiniCon in March. As always, there was a great batch of clinics, layouts and fellowship. Thanks as well to the folks at Emmanuel United Methodist Church who did a superb job of hosting the con and feeding the attendees. Special thanks to David Arday who provided coordination with the church staff and brought a troop of boy scouts who (helpful being apart of the Scout oath) provided assistance in setting up, operating and tearing down. They also got a Model Railroading Merit Badge and had a great time running trains. Marshall Abrams, who was responsible, among other things, for the great slate of clinics has put together a webpage with some great photos at:

[http://home.comcast.net/~Potomac\\_NMRA](http://home.comcast.net/~Potomac_NMRA)

One of the reasons for our MiniCon is to hold our annual business meeting. Part of that meeting involves selecting the Board Members who try to manage this great division. This year we welcome a new member, Bill Demas, and pass along thanks and best wishes to Marc Sisk. Marc has served as Division Clerk, provided many great clinics, helped with the past several conventions (of all sizes), and displayed some amazing model railroading craftsmanship. Marc is off to Colorado Springs, to be closer to his beloved Rocky Mountain narrow gauge railroads. Please join me and the board of directors in thanks and good luck. We all look forward to seeing what the inspiration of a daily view of the Rockies does for Marc's modeling.

Now that we've finished with the MiniCon, it's time for the "real thing". The NMRA National is only a couple of months away, coming up this July in Philadelphia. The slide show at the MiniCon provided a glimpse of what this show offers. The folks from Philly are still looking for volunteers to help with this tremendous effort. If you haven't already, please take a look at the convention website and try to find some time to help out. This is an event you won't want to miss!

<http://www.nmra.org/2006/>

## Achievement News By Ed Price

I would like to thank Bill Roman, for helping to judge the Mini-Con this year. We had one entry this year in the model contest.



Congratulations to Bill Day for winning the Mini-Con model contest this year. His entry of a working Coaling Dock was complete with moving chutes, conveyor belt, and sound. He also won the popular vote contest and received a NMRA Merit Award.

I would like to encourage every NMRA member to participate in the AP. Remember you don't have to enter a contest to participate. All you have to do is contact, me or Bill Roman and we will come to your house and judge your models for the program. This is a good idea especially for structures you have already "planted" in your layout and that can't be moved.

The judges learned that a structure with a "plain base", that is one with no ground foam or landscaping, is would be placed in the NMRA contest structures category. A structure attached to a base with completed scenery would be placed in the contest display category.

The Potomac Division achievement program

continues to be very active. I would like to congratulate the award winners from last fall and spring of 2006. They are: John Griffith, Volunteer; Martin Brechbiel, Volunteer; Doug Kirkpatrick, Volunteer; and Ralph Douglas, Volunteer.

With so much interest in volunteering, I want to discuss the Association Volunteer certificate.

This program uses certified time units or TUs. You receive a different number of TUs for different volunteer activities. You must accumulate sixty (60) TUs to qualify for the Association Volunteer certificate. There are 8 types of activities that qualify for this certificate, they are:

1. Serving on a NMRA committee (National, Regional, or Division)
2. Editor of an NMRA publication
3. Service as a Division officer or director
4. Newsletter Editor of a NMRA club having at least 10 members
5. Official judge at a NMRA sponsored model contest
6. Individual (or their crew) who opens their home or club layout for layout tours in conjunction with a NMRA sponsored event
7. Individual who participates in modular layout setup in conjunction with a NMRA sponsored event
8. Boy Scout Railroading Merit Badge Counselor

As example of how easy it is to get the 60 TUs, is participating in a module layout event.

If the event is at the regional level you would get 3 TUs, so you would only need to set up 20 times (most modular clubs set up between 5 and 10 times per year). Remember there are more TUs for higher levels of participation. The important thing you need to remember is to keep track of your service as you do it. The best way to do this is to obtain a record form from your local, or Regional, AP Chairman and get it filled out and signed at the time. This is much easier than going back and collecting signatures later when you're ready to apply for your certificate. The last thing you need to do is submit a completed Statement of Qualification (SOQ) itemizing evidence of the above requirements. Let's see more of you volunteering and earning this certificate.

## Northern Virginia NTRAK News

by Steve Jackson

The last few months have been filled with lots of great times, but one particularly hard time. The club lost our Quartermaster General Bill Baldwin in early February. For those that ever spent an evening in one of Bill's hospitality suites at a train show or an afternoon at a cook-out or a day with him squirting train show spectators, you know what a great guy he was to have around. He will be sorely missed.

NVNTRAK President Brian Brendel and his family hosted the annual holiday party in December. We had lots of good food, good conversation, operational layouts representing pretty much all the scales, and regular rail traffic through the basement restroom. Does it get better than that? Well, the club had an NTRAK setup at the Ikea College Park and a T-TRAK layout at the Kena Temple show in December to end the year on a high note.

NVNTRAK held its annual meeting in January and kicked off our 15<sup>th</sup> year. Marc Sisk and Matthew Guey-Lee left the Board of Directors and Jim Anderson and David Freshwater were elected to replace them. Aside from the annual meeting, the club had two setups in January. The T-TRAK crew also set up at the Fairfax Hospital for Children. The kids there loved seeing the trains and the T-TRAK modules' size ended up being perfect for that venue. Marc Sisk also brought out his 'crash cart' layout that he and Carol wheeled from room to room for the kids that couldn't make it to the recreation room. In addition to the hospital, a contingent of the NTRAKers returned to York, PA for the Great Train Expo Show.

In February, the club hosted a large n-scale layout for the World's Greatest Hobby show in January. The club had not only a large NTRAK layout, but also had Nn3 and T-TRAK layouts at the show as well. After the WGH show, we returned to the Fairfax Station for our monthly

setup. The last event of the month was another Great Train Expo Show, this time it was in Upper Marlboro which is a little bit closer to our home base. Thanks for your time. Talk at you again soon.

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**Minicon from page 1** Along the way There was plenty of other activity. The church women made sure there was plenty of good food for us.

Six Boy Scouts attended a [Railroading Merit Badge](#) class led by David Arday, a registered Railroading Merit Badge counselor. John Drye, Potomac Division Superintendent, gave the boys the Operation Life Saver briefing.

Clint Hyde ran a white elephant table. We had our normal model contest and AP judging along the way. Bill Day's model of a Working Coaling Dock with moving chutes, conveyor belt, and sound won the model contest. Bill also won the popular vote contest and received a NMRA Merit Award.

If you missed this years Minicon mark your calendar for next year when we will be back in Virginia. This is one hobby were you get out of it what you put into it. Have fun!

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### Sweeperman By Phil Irwin

**Lubricants** There are only two lubricants on the Caledonia Central shop bench. . racing oil and Vaseline! The racing oil goes on high-speed friction areas, such as armature bearings and drive shafts. The Vaseline goes:

- The pointed axel ends meeting side frame journals
- Where trucks are screwed into bolsters
- Centering springs in Kadee coupler pockets
- Knife blade tip when installing truck and knuckle springs
- Turnout mechanisms

A little bit will do ya ...indefinitely. (Editor's note – petroleum products, such as Vaseline amy attack some plastics, so be careful what you use it on.)

*Continued on page 11*

## **A Hint for Painting, Detailing, Building Structure, Detailing a Diorama, etc....** By Martin Brechbiel Photos by author

I recently had the occasion to paint a number of cars (airbrush, etc) and in O scale this can not only take up room, but be just a bit cumbersome in handling and setting up the cars. Concurrently, I also was in the midst of building a large structure, namely my pickle plant that then evolved into a diorama that is also a lift out section of my layout. The pickle plant became challenging to position while finishing and detailing the exterior, and when the size more than doubled to include scenery, this became exceedingly difficult to position and work on it conveniently. There had to be a better way instead of picking everything up, handling it, setting it back down, and then disturbing what I had just thought I had finished. And, of course there was.

I went off to the Home Depot (any decent hardware/home improvement store will do...) and bought a set of Lazy Susan hardware (~\$10). This comes in a plastic bag ready to install; you have to supply screws. I put a piece of cardboard with some paper towels on this and used it just like that for painting cars. I could paint nearly an entire car non-stop by just rotating the platform and spraying! This worked just as well for weathering, too.



I liked the convenience of that so much I went and bought a second one. But, this time I also bought a 2' square sheet of 3/8" plywood. After locating the center of that square, I scribed out a circle just short of 1' radius and cut that out on my band saw. If you don't have a band saw or know some one with one, then a saber saw or a jigsaw will work. After locating a handful of #5 1/4" screws from the parts bin, I mounted the Lazy Susan hardware in the center of the plywood and now had a 2' diameter rotating work table. My pickle plant barely fit on this but it made all of the final exterior painting, detailing, and final airbrushing much easier than without this rotating base. And, when moving up to the diorama, it was invaluable for doing the scenery.



So, I have 2 of these now – I keep one for painting cars and for smaller projects and the 2' diameter surface one for use with larger building projects. And, I recommend that you consider investing in one of these for your shop and projects!

**Your Tips Could Have Gone Here**

**Submit your article soon**

## September 9, 2006 to Strasburg, All Aboard!!!!!!

By Mark Andersen

The rolling hills of Lancaster County Pennsylvania are calling, "Come visit our railroad attractions!" Why not? The MER powers that be are prevented from having a fall regional convention because of this July's national convention in Philadelphia, so the fall is free. What to do?.....Road Trip!!!!!!

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 <http://www.strasburgrailroad.com/> to include not only a steam train ride, but a private shop tour of their restoration facilities just for us. Strasburg's mechanical department is one of the finest reproduction and repair facilities for live steam in existence in the world. Their boiler works department holds the highest ratings for a steam railroad in boiler construction of "S" and "R" ratings. Their ground breaking ability to design and build from the ground up a fully functional steam locomotive is surpassed by no one. Their ability repair and recreate parts is state of the art, that the Union Pacific steam program utilizes the Strasburg Corporation for maintenance and



repair of their Challenger and 4-8-4 locomotives. You will also eat lunch here on your own, so please pack it if you like or buy it at the railroad.

Next stop, the Railroad Museum of Pennsylvania <http://www.rmmuseumpa.org/> All Aboard! We'll have a self guided tour of the grounds, the restoration facility, and the museum building. There are scheduled events for every weekend throughout the season, our weekend is the weekend before the Thomas the Train weekend, hence there will be lots of cleaning, shining and polishing.....a good time to visit!



Next stop, Toy Train Museum <http://www.nttmuseum.org/index.shtml>, All Aboard! The Toy



Train Museum in cooperation with the Train Collectors Association has a wonderful museum of all the scales of model trains. From static displays to operating layouts, memories will abound for our visitors. The American Flyer, Lionel, Tyco, Marx, Marklin, to name a few will be represented well, so come join us in a trip back in nostalgia.

Next stop, Strasburg Train Shop <http://www.choochoobarn.com/trainshop.html>, All Aboard! What can I say, a fool and his money are soon parted? Well those folks will be a few miles up the road at the outlets wasting their money. But the "wise" people will be buying train stuff at the Strasburg Train Shop. The entire Choo Choo Barn Layout is here also, we won't have time this trip.



Next stop, Hoss's Restaurant and home, All Aboard! More fine dining and a return trip to Maryland and the morning pick up points of the Westfield Wheaton Plaza near Georgia Avenue outside the Beltway and onto St. Matthew's Church in Annandale.

A form with Itinerary and the \$75 cost will be in this edition of the Flyer. Please read the directions and forward all questions to Mark Andersen; 3923 Tedrich Blvd.; Fairfax, Va. 22031 or call 703-625-1272 or [mvandersen@cox.net](mailto:mvandersen@cox.net)

The success of these bus trips depends on your "timely" mailing of the funds and registration form for the trip. 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!!!!

## The Potomac Module Crew

by Mark Andersen

Readying ourselves for the heat of the summer to come, adds to the fray of making those inventories of cars to be built, engines to be assembled and modified, structures needing assembly and modification, modules in need of repair, etcetera. What about those trips to our favorite hobby shops and train shows in the Washington and surrounding areas? What's a person to do??? Start planning!

Vacation is upon us. Many of us visit family typically and rekindle the old friendships of years gone by. When visiting the old haunts and those hobby shops in town or nearby, we always have a reason to add something memorable to our collections. When I go on my time share vacations, I always look through those Yellow Pages sequestered in that condo. Hunting for a hobby shop of some type for trinket I cannot live without. I also bring a box of cars or a structure or two for painting and assembly. Nights can be long without handwork.....

Speaking of handwork, several of our module crew members have been expressing their creative sides. Bill Gellerman decided he needed longer sidings thus built an additional straight module to augment his three straight small town and switching sidings modules. They worked great!! Bob Sprague's Linden Winery Corner has shown the true talents of "Scratch building Sprague!" Bob has selectively compressed the main building from the Linden Winery in Linden, Virginia on his four foot corner and with full scenery.

Our 2006 season started off with almost a ten week break from Fairfax Station Show. A first for us was the World's Greatest Hobby Show. Unique to this show, besides all vendors and exhibits were in one exposition hall, all the modular layouts including ours, was in another hall. Fewer vendors than what we're accustomed to shopping, The World's Greatest Hobby Show drew in over 15,000 customers on Saturday before the snowstorm. Sunday was successful, although 3,000 souls made their respective trips here, we had more fun what we do best. ....running trains!!!

Next stop, the Lyceum in Old Towne Alexandria, All Aboard!! Always a bright spot for many of us, this show in particular for me, introduced me to the

module crew almost ten years ago. When we set up our layout on the second floor, the museum advertises our railroad and accompanying Lego display by Monty Smith. We're always a "great draw" for parents and their kids, plus we seriously aid in the museums fundraising efforts. We set up twice yearly; enjoy the people, the staff, the great old building and Old Town Alexandria. Come down and see us, bring your significant other, take her to lunch at one of the many fine restaurants near the museum and let her see some trains....we'll even let her be an engineer for a few laps!!!!

Dale City Boy Scout Show, Saunder's Middle School, All Aboard!!! This is the largest show in which we participate. Besides the PMC, the Dale City Boy Scouts Troop 964

[http://www.troop964.org/index\\_files/Train\\_Show/trains\\_how.htm](http://www.troop964.org/index_files/Train_Show/trains_how.htm) the Piedmont Railroad Club, and the Prince William Model Railroad Club (PWMRC) all contribute modules to this gymnasium filling layout. This year over 134 modules were linked together throughout with Digitrax DCC with the mastery of Ernie Little, Don Engel, Bob Rodriguez, John Draper, Pete LaGuardia, Bruce Strickland, Ralph Douglas, to name a few. So many nameless volunteers helped connect cables thread loconet, route power supply cords, that I cannot do them all justice. All I can say is "Thanks" for making this show as successful as years past.

May 2006 will bring the Friends of Fairfax Station Show, followed one month later by the rebirth of the Manassas Heritage Festival Show. We'll be setup outside under a tent as usual, say a prayer it doesn't rain!!!! July is our vacation month and August brings us back to the Lyceum and the Greenburg Show at Dulles Expo Center. Whenever we're setup, walk on over and say Hi! We'll always talk to you and if you want, let you run a train.

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/Default.html> You may also contact me at [mvandersen@cox.net](mailto:mvandersen@cox.net) or call at 703-625-1272. Remember, *We* can only grow, if *we* bring someone *NEW* into our hobby! Thanks for listening, until next time, adieu.

## Around the Division

### John Drye's Buffalo and Erie *by John Griffith*

What a weekend! The Ntrak guys were having a big get together in Chantilly. JD's layout was on the open house list for that event, as well as, for the Potomac Division. Looked like a big crowd would come by to see the Buffalo and Erie. All was ready Friday night. Saturday a few NTrakers found the place, but mother nature had other ideas for the weekend. It started to snow and boy did it snow. Lights went out all over the area and 14" of the white stuff later it was Sunday and time for the layout tour. Only one fearless visitor and myself showed up.

John has done a great job on the Buffalo and Erie. He and a dedicated group have been working on the layout for about three years. I have had the pleasure of seeing it as it progressed from bench work, to track, and now to scenery. Despite the snow, the trains ran without a hitch. The Buffalo and Erie still has a way to go but the backdrop is complete, the hills are in place, and trees are coming along nicely. You can get an idea of how well everything is coming together in the accompanying photo.

The layout takes up the basement with lots of staging in the furnace/laundry room. DCC is used for control. John has scratch built or kitbashed the structures needed to represent the prototype. John plans to reschedule a layout tour for the summer (no snow to worry about). So if you didn't make it this time look for the Buffalo and Erie on our schedule again soon.



## The Pennsylvania Railroad with Cliff Wolff *by Mark Andersen*

On a cold wintry day, the Potomac Division members were welcomed into the home of Cliff Wolff and his Pennsylvania Railroad basement layout. After spending numerous years in the woodworking hobby, Cliff sold most of his equipment and pursued his longtime dream of a layout in his former basement shop. Ringing the room with bench work about fifty two inches high, allows our host access to his layout using a duck under entrance under the yard. Storage and work space is organized under the bench work.

Presently, there are three main loops permitting three trains to run simultaneously. Besides small Pennsylvania NW switcher hauling the local freight train, a brace of RS-15 PRR Alcos sang their respective tunes as they motored by pulling a large freight, while a tried and true steam engine continued to pull its tank train. An E-8 passenger train also made its continued rounds going from Bayonne to Weehawken, New Jersey.

Scenery is 75% complete, with many structures as fronts high on bluffs representing buildings of the inner city, alley ways and such. Many buildings have been custom made from remembrances of youth and pictures in his personal library. Not content with going in circles, Cliff has been "custom building" an elevated rail line from scratch using sheet styrene as noted in the picture to right of Cliff. This is but one short section he has created, yet the real piece of work is the curved raised elevated steel trestle he has built.

As ever changing as our designs in a model railroad layout can be, Cliff's track plan will change to include new trackage going around in front of an exterior door, which will be a lift out, to a new area over his work bench and spray booth area. This will be a layout we may want to revisit, as if things run this smoothly in the future, it will be definitely worth the trip!!

On behalf of the Potomac Division Cliff, we Thank You for opening your home to our membership! Again Many Thanks!!!



**Potomac Division** Division 2, Mid-Eastern Region, National Model Railroad Association  
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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
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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="radio"/>	A layout		<input type="radio"/>
<input type="radio"/>	Narrow Gauge interest?		<input type="radio"/>
<input type="radio"/>	Module interest		<input type="radio"/>
<input type="radio"/>	Traction interest interest?		<input type="radio"/>
Would you be willing to host a Home Layout Tour of your Layout? <input type="radio"/> Yes <input type="radio"/> No			

### Newsletter Election

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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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## HAVE YOU REGISTERED YOUR PIKE?

by Gerry Leone, MMR

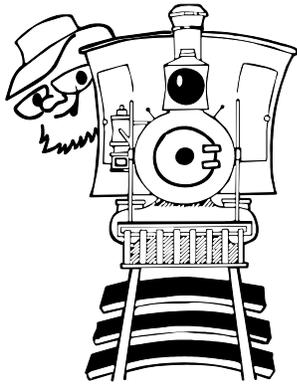
The Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a \$10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers

of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading. The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at <http://www.nmra.org/pikereg>.



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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/](http://home.comcast.net/~Potomac_NMRA/)

### Open House

Severna Park, MD  
Severna Park Model Railroad Club  
Open House  
May 6 & 7, 2006  
12 Noon to 5:00 PM each day  
3 Riggs Road, Severna Park, MD  
Admission Free, Donations welcomed  
Contact: Sam Shepherd 410-647-6077

### New Potomac Division Mail Address

Clerk—Potomac Division  
PO Box 6086  
Silver Spring, MD 20916-6086

### *Sweeperman Continued from page 4*

**Car Certification** Whenever you really finish a project on your layout, take a break and certify some of your rolling stock. Here's the checklist used on Caledonia Centrat cars:

- Weigh on scale and adjust to NMRA recommendations
- Check coupler height and operation, including knuckle and centering spring tension plus contour of "air hose" preferably in a Kadee gauge.
- Invert car and clean any crud from wheel surfaces.
- Remove trucks — pop out the four (or six) wheelsets.
- Clean journals with a "truck tuner" (overpriced but often well worth it).
- Clean axle points.
- Check wheelsets separation against NMRA gauge.
- Clean and smooth both bolster surface areas.
- Dip axle ends in lubricant and reassemble trucks.
- Lightly lubricate bolster surfaces and screw trucks to car. Tighten to allow free swinging without wiggle.
- Run car in train first on end and then behind loco. Should car show any steady wobble, replace out of round wheelsets, preferably with metal ones.
- Mark bottom of car with ID and date of service certification.