

# The Potomac Flyer



November 2006—January 2007 The Quarterly Newsletter of Division 2 ("Potomac"), Mid-Eastern Region, National Model Railroad Association, Inc. Winter 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](mailto:potomac_nmra@comcast.net) now!

## We Missed You, Maybe Next Time??????

By Mark Andersen

Where were you, I wrote, and wrote again, to no-avail, yet thirty "Brave Souls," ventured forth into the unknown.....Not really, they plunked down their deposit monies for a reservation on the Strasburg Pennsylvania Express. Judging by all the congratulatory emails, you should have been there!

We started at 7 am. in Virginia and then 7:45 in Silver Spring. We even waited for one guest whose train was late, go figure, a late train.....but thirty we were and onto the start of a GREAT Day!!! We zipped along through Baltimore and onward to York, sailing along interstate 83, then onward to Lancaster and ultimately Strasburg. Martz charter service provided us with great transportation and service from their driver "John." He allowed us the opportunity to visit our destinations in a timely manner, displaying the courtesy of a skilled tour guide, let alone driver.

Our first stop, the Strasburg Railroad! We were provided a private tour of the engine, woodworking, painting and general repair shops. While guided, this was a go where you want, ask any kind of questions you choose and be careful touching anything tour. Where in these present litigious times can one enjoy a

ion Pacific has sent 3 driver sets to be machined and re-tired for continued use by the U.P. The image you see is one such set already machined to within several thousandths of an inch of each other. Notice, the wheel lathe pictured behind the driver to the left? The Strasburg Shops contribute their services to many live steam operations going on throughout the United States. This is not limited to trains, but also includes steam powered boats, tractors, stationary machinery and steam plants. We toured the paint and woodworking shops as well. The picture below shows the high quality work performed, let alone the joy these two riders look forward to having while aboard.



tour such as this? The driver pair in the picture above is from none other than the Union Pacific Challenger 3985 from Wyoming. Un-

After the forty-five minute tour, we boarded the Strasburg Railroad for our excursion. Peacefully and slowly we steamed, down the tracks and back, finishing our ride and allowing others to enjoy the same opportunity. Lunch time called, either as eat your packed at home lunch or enjoy the hospitality of the vendors present at Strasburg.

Time to walk off lunch and a trip to the Pennsylvania RR Museum across the street summoned us silently to visit. All of our PRR folks were to known to have been drooling while touring the indoor and outdoor engine and car storage areas.

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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

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### The Potomac Flyer

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[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)

Well, the summer of 06 will be one model railroaders in the Potomac Division will be talking about for a while. Those that made it up to Philadelphia for the National Convention know that it was worth the trip; clinics, contests, tours and of course the world's biggest hobby shop made it a week to remember.

The summer finished up with the division trip to Strasburg for a ride behind a vintage steamer, tour of the superb Pennsylvania State RR museum, and a spectacular tour of the Strasburg RR shops. You can read more in Mark's article. These trips are a great way to enjoy different aspects of railroading, relax with fellow division members and maybe even celebrate a personal landmark. Stay tuned for information on future tours and make plans to participate. You will not regret it.

Our next event is the return of the Potomac Division mini-convention to Virginia, currently scheduled for March 24, 2007 at St. Matthews Church in Annandale. The mini will include all the usual events; clinics, AP events, modular layouts, lunch, our annual meeting and a white elephant table. It's not too early to locate those long-unused models and pack 'em up for March.

As most of you will remember, our most recent mini-convention was held in Howard County, MD, and we had a huge crowd. Howard County is located within the currently inactive Mt Claire Division of the MER. Clearly there are lots of active model railroaders in the area. The Potomac Division has asked the MER to consider adding Howard County to the geographical area of the Potomac Division. We have also sent out letters to NMRA members in the county. So far, the response has been positive, both from the MER and from the members.

Adding Howard County to the Potomac Division will allow members there to continue to participate in division activities and also to vote for officers and on division matters as well as to hold office within the division. This ought to happen soon, when the MER formally considers the proposal.

Looking further ahead, the MER convention in 2007 will be held in the fall, in Lynchburg. After Lynchburg, it is the Potomac Division's turn to host the MER in 2008. The Board of Directors is already searching for suitable venues. More details as they become available

In the meantime, our monthly open houses continue with a full slate for the rest of the year and into 2007. See the listing elsewhere in this newsletter. The division is fortunate to have quite a selection to choose from, in all scales and most prototypes. Come on out and meet your fellow model railroaders, including our soon-to-be members and friends from Howard County.

## Achievement News by Ed Price

The Division will have its Mini - Convention next March. This gives you plenty of time to complete the contest or popular vote model you have been working on. It's not too late to start building that structure or new car. Categories will be: structures, diesel and other power, steam power, traction, passenger cars, freight cars, cabooses, non-revenue cars, displays, and dioramas. We will also have a Junior category, and popular vote for: Motive Power, Rolling Stock, Structures, Display/Module, Favorite Train.

I would like to encourage anyone who has not entered a contest before to enter. You will gain a lot of experience and be able to talk with other modelers and see what they are doing. You can ask for help if you are having a problem and chances are there will be someone who can help you. Did I mention that there is still time to complete your models. Models entered into the contest can be judged for AP merit points, but this is not a requirement of the contest.

The judges at the Mini - Con will use NMRA guidelines (<http://www.nmra.org/achievement/pdf/2006-judging-guide-lines.pdf>) to judge models for the contest and AP points. Everyone entering the contest or being judged for AP points will have to fill out a Judge's Score Sheet. This sheet is where you describe your model and how you built it. The score Sheet includes five categories for: (1) construction; (2) detail; (3) conformity; (4) finish and lettering, and; (5) scratch building. The categories described on the score sheet are:

- Construction, which focuses on the quality of workmanship as demonstrated by the proper handling of materials, applied labor, modeling skill, and craftsmanship of the finished model.
- Detail, which includes the refinement of the model and the addition of subordinate parts. This includes details that are integral parts of the prototype, added for appearance, and working details.
- Conformity, which deals with achieving a prototypical appearance and following prototype practice in construction and application of parts.
- Finish and lettering, which deals with the general appearance and proper application of paint schemes, lettering, and weathering.
- Scratchbuilding, which deals with all parts of the model which have been fabricated by the modeler from basic wood, metal, plastic, or other shapes and materials.

Contest Judging forms can be printed from the NMRA web site:

<http://www.nmra.org/achievement/pdf/2006-nmra-contest-judging-form.pdf>. Please have as much of the

paper work as you can completed before you arrive. The paper work should be neat but doesn't have to be "long winded". You can use a separate sheet of paper to write you descriptions for the 5 categories. Most modelers use a word processing program and computer to print their descriptions.

The next contest will be a Regional convention and contest on Nov 1-4, 2007 in Lynchburg, VA.... so keep building those models.

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## We Missed ... Continued from Page 1

One can only hope they received a "fix" for the problem? Many of us not only perused the rows of indoor rail equipment and engines, but there were those brave souls who ventured outside. There, you found an array of equipment in various



states of condition. Including those were engines, both diesel and large steam engines, but the passenger equipment many of us rode in younger times too! The Conrail "Big Hook and MoW flat cars were also being queried and photographed.

Next stop, The National Toy Train Museum next to the Caboose Motel! Many a toy train was seen, even those I overheard saying, "I have my Dad's at home!" Many scales were spied upon, "G" with LGB, American Flyer, Lionel "O," "HO" and "Z." One remark was made that, "since all the "Toy scales" were shown operating or in static scenes, that "N," the one scale not included, was not a "Toy train." Well many ideas and reasons can be drawn from this omission and obvious reason, but this HO'er will remain silent! Several used books were bought in the museum store for continued reading on the way home.

Last and final train stop was the Strasburg Train Shop next to the Choo Choo Barn. I can personally attest to spending on

*Continued on page 6*

## Northern Virginia NTRAK News

By Steve Jackson

NVNTRAK had a busy summer and is headed for a busy fall as well.

In July we had a large contingent of members that went up to the NMRA show in Philadelphia. We contributed to the NTRAK and T-TRAK modules and some just went to see the sites and to contribute to the financial well-being of the vendors.

In August, we celebrated our Crystal Anniversary (that's 15!!) with a Luncheon at Maggiano's Little Italy. We had no other train events that weekend since we were too stuffed to carry our equipment. At the end of the month, we participated in two big shows on the same weekend (a.k.a. "double header".) We had a layout at the Great Train Expo Show in Chantilly and we also had several members at the N Scale Weekend up in Bedford, PA. The Bedford show is quickly becoming a must-see show for our membership. If you haven't been up to this one, you should watch for it next year and check it out.

In September, a contingent of our membership went over to Rowlesburg, WV to attend the Rowlesburg Model Train Show for the second time. The town happens to be the home town of one of our members, but it also turned out to be a great show that our membership may want to return to next year. Another show that turned out to be very popular was the Fair City Mall located in Fairfax, VA. This was our first time at this venue and we had a great time there as well. That same weekend, we set up for the National Burn Camp event where we let the kids take over the layout for the day. The kids love it. They usually want to know two things: "How fast will it go?" and "Can you make them crash?" We generally tell them that if they go as fast as they will go, then they will crash. The kids love this show and we do too.

In October, we are setting up at the Bethesda Chevy Chase Rescue Squad on October 7. We will have the NTRAK and T-TRAK layout at this event, both setting up in the equipment bay. The following weekend, we will have a "triple-header" weekend. The T-TRAK Division will be setting up at the Great Scale Model Train Show in Timonium, MD. Our NTRAK

contingent is covering two shows. We will set up at Fire Prevention Day at Fairfax Fire Station #5 to support Fire Prevention Day at the host of our monthly backshop sessions on Saturday and the our usual monthly setup at Fairfax Station on Sunday. After that, we have a couple of weekends off to rake leaves.

During the first weekend in November, we will have another "triple header" with the club setting up at Damascus Railroad Days on Nov 4, Gaithersburg Model Train Show on Nov 5 and our monthly backshop session, also on Nov 5. The following weekend, the club will set up at the Rockville Lion's Club Train Show. This was our first venue that we set up at 15 years ago, so I guess this is our 16<sup>th</sup> time setting up there. The following weekend, we will head back to Fairfax Station on Sunday.

The first weekend in December, the club hopes to return to the Ikea store in College Park. We are still pending confirmation of the date. However, the same weekend is also the Holiday Model Train Show at the Fairfax Station and we will have our layout in the caboose operating. On Dec 9, the T-TRAK Division will be setting up at the Train Collectors Association Toy and Train Show at the Kena Shriners Temple in Fairfax. The Great Train Expo Train Show returns to Chantilly the last weekend of the month, and we will be there with an NTRAK layout. Somewhere in the month of December, the club will also host a holiday party with our gift exchange where the "grand prize" will make its annual appearance. If you don't know what the grand prize is, just ask one of our members who has been to the holiday party gift exchange.

If you want any information about any of our past shows or upcoming shows, you can find it on our web site at [www.nvntrak.org](http://www.nvntrak.org). We have an events link that accesses our calendar and an events pictures page that hosts photos of past shows. Our newsletter (The Callboard) is also posted on the site, although this usually lags the publication of the paper copy.

Thanks for your time. Talk at you again soon.

## INSTALLING SOUND IN AN ATLAS RS-3

by Brian W, Sheron

For those of you that have converted your layouts to DCC, and want sound in your engines, you may have discovered that installing sound is not as difficult or mysterious as it may appear. In fact, for diesels, the whole trick is finding room under the shell to locate a sound decoder and a speaker. For high hood diesels, this is usually not that hard, because there is usually a fair amount of free space under the shell. However, I model the Long Island Rail Road (LIRR) around 1964, and RS-3 diesels were a large part of the LIRR diesel roster. These engines pose a bit of a challenge because the shell snugly fits around the motor and flywheels. However, loud, clear diesel sound can be installed in these engines relatively easily.

I started with an Atlas RS-3 diesel. The first step is to remove the railings and shell, exposing the motor and flywheels and the circuit board that sits on top of the motor. Carefully remove the circuit board by clipping the wires that come from the front and rear wheel pickups at the circuit board. Carefully bend out of the way the copper straps from the motor that wrap on top of the circuit board. The circuit board can now be removed by gently pushing forward on one of the two plastic clips that hold the circuit board to the engine and lifting up on the end of the circuit board. Once one end of the board is free, the other end should easily lift off.

Now, carefully cut back the copper strap coming from the side of the motor, so only a short stub is left with sufficient area onto which to solder a wire. Solder a short length of fairly fine wire (#22 or smaller) to the copper stub on the side of the motor. Similarly, clip off the excess copper strap on the top of the motor, and solder a short length of wire to the remaining copper stub (see figure 1). As a precaution, before I install the sound decoder board, I usually cut a small piece of



Figure 1

electrical tape and put it over the motor and top motor terminal, just to better ensure no shorts if somehow the circuit board were to come in contact with the motor.

### Installing the Sound Decoder

Soundtraxx makes a sound decoder for Atlas engines that has the ALCO locomotive sound. It is model DSD-AT100LC820042. Install the sound decoder on the engine by snapping it into place over the two plastic clips that held the original circuit board in place. Make sure you locate the end of the decoder with the speaker terminals on the cab end of the engine (the instruction sheet that comes with the sound decoder will show where on the sound decoder board the speaker terminals are. Carefully strip off a short piece of insulation from the ends of each of the four pickup wires coming from the front and rear trucks. Using a small soldering gun with a pencil tip, carefully solder the pickup wires coming from the front and rear trucks to the two outer terminals on each end of the sound decoder board. Now, on the side of the sound decoder board, right about in the center, there are two solder terminals. Solder the two wires that go to the motor to these terminals. It doesn't matter which wire goes to which terminal. At this point, if you want to check out the decoder portion of the sound card, you can put the engine on your layout, program it like you would any decoder-equipped engine, and make sure it works. The engine should respond like any decoder-equipped engine.

### Installing the Directional Lights

The Atlas RS-3's have front and rear lights that are made from pieces of clear plastic, and act as light pipes" that run from the headlight to the center of the engine. As manufactured, Atlas engines had a single light in the center of the circuit board that, when lit, transmits light to the headlight via the plastic light pipes. Since the Soundtraxx sound decoder provides for directional lighting, I found it best to cut off the headlight section of each light pipe very close to the end (about 1/8" or less) and then glue the headlight portion into place in the shell. I then glued small 12 volt dc bulbs in front of each headlight (Miniatronics makes a small, 12 volt dc 30 milliamp bulb that works fine for this purpose). Because the older Atlas RS-3's come with weights that fit into ends of the shell, you may need to trim the weights with a file as necessary to make sure they don't interfere with the lights.

### Installing the Speaker and Hooking up the Sound

I have experimented with several different speakers, such as Soundtraxx, Miniatronics, and TDS. I have found that the TDS Mini Oval Speaker and the TDS Mini oval speaker enclosure give, by far, the best and loudest sound.

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### **Sound Continued From Page 5**

The speaker and baffle enclosure are available from Tony's Train Exchange (800-978-3472; www.tonystrains.com) and are reasonably priced (speaker is \$8.95 and the baffle enclosure is \$6.50). The speaker snaps into the baffle enclosure. However, you will need to file a groove in the baffle enclosure at one end in order for the speaker wires to come out. Solder two wires to the terminals on the back of the speaker and then snap the speaker into place in the baffle (see figure 2).

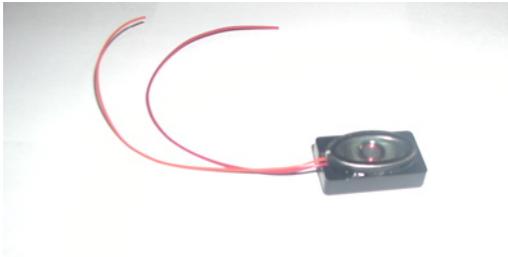


Figure 2

Note the speaker comes with a protective cover over it. Be sure to remove it before installing the speaker! Now carefully slide the speaker and baffle assembly into the roof of the RS-3 cab (see figure 3).



Figure 3

I hold the speaker and baffle in place by putting a couple of small drops of ACC where the baffle and the cab touch.

### **Putting it All Together**

Before putting the cab back on the shell, the shell must be trimmed out so the speaker baffle will not interfere with the shell, and allow the cab to slide completely over and into position on the shell. Figure 4 shows how I trimmed out the shell where the cab slides over it so the speaker baffle would not hit the shell. Once you have put the cab with the speaker installed back on the shell, it is now time to connect the lights and the speaker. The wire leads from the front and rear lights are soldered to the two inner terminals on each end of the sound decoder

board. On the end of the sound decoder board just behind the four end terminals, are two small holes with a silver ring around them. These are the speaker terminals. Included with the Soundtraxx sound decoder is a small black capacitor that must be placed between one of the speaker terminals and one of the speaker wires. In order to clear the speaker, I found it best to mount the capacitor so that it hangs over the end of the circuit board with the large part of the capacitor facing downward (see figure 4).



Figure 4

Connect one speaker wire to the remaining capacitor lead and solder the remaining speaker lead to the other terminal hole on the sound decoder board. To better ensure against an unanticipated short circuit, I usually put a short section of heat shrink tubing over the exposed capacitor leads and the speaker wire to capacitor lead solder joint. Figure 5 shows the completed installation with the shell ready to be mounted back on the frame and the handrails reinstalled.



Figure 5

### **We Missed ... Continued from Page 3**

those trinkets that one must have. I was not alone though, I saw many with bags from the hobby shop as well as the book store upstairs. Interesting reading was now available for those on the return trip.

Next stop, Hoss's Restaurant in York and our return home. Our trip was marked by excellent weather, excellent planning and excellent chauffeuring by John of Martz Charter Buses. We had "hoped" for more than 30 attendees, but yes, we didn't lose money on our Potomac Region sponsored trip.

We would love to see you in an aisle on our bus next time we travel. All attendees are train oriented folks like yourself and great people to boot. I heard many conversations train and non-rail oriented taking place. New friendships were created as well as old ones rekindled. Who knows, maybe you would participate in our next excursion? We would enjoy your company.....

## The Potomac Module Crew

by Mark Andersen

Summer has past, the temperature is dropping, the leaves are beginning to turn, even some of us “are” looking forward to the Great Scale Train Show...something we fondly refer to as “Timonium,” others are readying themselves for a winter of modeling. Still some are working on their Achievement Program certificate requirements. Did you know that you can earn “Association Volunteer,” while displaying at module train shows?

July brought vacation for most, while others still extended it through August. Our first show started with a summer solo exhibition at Lyceum Museum in Olde Towne Alexandria Virginia. This is the City of Alexandria’s museum on its origins and historical facts about Alexandria. There is much to see displayed downstairs in the museum, but “our” large layout was yet upstairs. Many parents make a “family outing” of it, visiting the museum and layout, but also taking in lunch at one of the many fine restaurants as well. Radio reporter for WTOP, Neil Augenstein, has interviewed many of us over the years; always a bright spot in one’s day when someone says, “Hey, was that you on WTOP yesterday?” The Alexandria Gazette also reports with a photographic essay on its namesake museum and its efforts drawing in visitors and supporters. This show, always a favorite with our group, occurs twice a year, as it helps the museum raise funds for its continuing efforts.

When would an August be replete, if a Greenburg show wasn’t included? Our presence is always right upfront in the lobby, giving those patrons an opportunity to see fine HO modules before they pay the entrance fees and start shopping. I believe we must help spur on that “shopping bug!” Because of so many members wanting in on this scheduled show, our layouts here have been rather large and of “horseshoe shape” to include them. My thinking is shopping is so much easier when your module is setup here, in fact, we always see some new prize winding their respective way around the layout. If it isn’t Clyde Crutchfield and his N & W dual Y6Bs and accompanying coal cars, it’s his son Carl with his PRR trains. Bob Minnis always operates his Army train of custom loaded tanks and supporting supplies to his freight trains of excellent created freight loads. Watch for the news of the upcoming 2007 Mini Convention, I’m sure Bob will be teaching another clinic on loads (I know I’ve learned a lot!) Always in question is, “How many tank cars can Dennis Overcash run?” His gas trains are usually long and running too. One member who usually has the most interesting and historically accurate stories to coincide with that train is Colin Weiner. He runs N & S when thinking along the lines of North American running, but his heart does lie in England with its many different

trains, including steam, electric and diesel. It’s always an interesting effort on his part, running an old brass engine of a British design, working out its bugs and perfecting its DCC operations. We’re such a diverse group of, “run what you bring” type club, no set design on locale or scenery design. We have a kindred spirit of helping, explaining, and soliciting model railroaders, interested in joining?

Our next hosts, the Friends of Fairfax Station, enjoyed many visiting little ones and their parents following Thomas around our HO layout as well as those visiting the Lego layout of fellow PMC member Monty Smith. His layouts of three or four loops of track and switch track, entice our youngest and oldest members of the virtues of today’s Legos. Children and adults enjoy our scenes and switching trains through Bruce Strickland’s, and Colin and Lindsay Weiner’s four track train modules and the myriad of trains coursing they’re way around our layout. Our DCC system performed flawlessly with everyone’s efforts under those watchful eyes of Bruce, Colin and Carl. Monday was St. Mary’s Annual Church Membership celebration fair with rides and entertainment for the kids (lots of kids) and food for the adult soul. This is a great fair for all and a reason to come see the running of the trains at Fairfax Station down the street. The Friends of Fairfax Station raised nearly \$1200.00 for their efforts too! We enjoy supporting organizations through their efforts to raise funds.

Now that Labor Day has past and the beginning days of October are before us, our fall show schedule begins anew. Starting the end of October 28-29, 2006, is our annual trip to Virginia Beach to help the Tidewater NMRA group enlarge their train layout

[http://groups.hamptonroads.com/pages1.cfm?page\\_id=11535](http://groups.hamptonroads.com/pages1.cfm?page_id=11535) in the Virginia Beach Convention center. Next the Rockville Lions Club Holiday Train Show over the weekend of November 11-12, 2006, Followed by the Fairfax Station Holiday Show over the weekend of December 2-3, 2006. Ending the year is another Greenburg Show at the Dulles Expo Center over the weekend of December 30-31, 2006. We look forward to seeing you, talking with you and maybe even you’re running 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 [andersmd@cox.net](mailto:andersmd@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-Mark

## Around the Division

### The Berkshire Air Line by John Griffith

On 13 August 2006, Bob Rosenberg and his lovely wife hosted the Potomac Division at a layout tour of their HO scale Berkshire Air Line. It was a family affair with their daughter running the trains, Bob answering the questions, and his wife managing the snacks and greetings. The weather was great, 42 Potomac Division folks turned out, and all had a great time.

The Berkshire Air Line is a double deck layout set in Massachusetts. The layout has been in the making for 30 years and Bob says it's not yet finished. Since our last visit control of the layout has been converted to DCC. Bob has also added sound to several of his engines for added realism. The trains ran perfectly all afternoon and when people got tired of watching the trains down stairs there were train videos running upstairs.

Bob says he not much for operations. His enjoyment comes from watching the trains go by. He has successfully captured the New England country side with his structures and scenery. The layout reflects the Rosenberg's sense of humor in several scenes. There is the Star Wars Service Station, Darth Vader proprietor, the Jurassic Park, Santa going down the power house chimney, or look for the giant octopus under the bridge. I'm sure there will be other flights of fantasy added before our next visit. Thanks to the Rosenberg's for a delightful outing.



Bob in his layout room photo by author

## Dan Pence's Western Maryland Railway

By Marshall Abrams

Over 30 members and a jogger who came in out of the heat enjoyed a visit to Dan Pence's Western Maryland Railway on Sunday July 30.

Dan's point-to-point layout is based on the Western Maryland Railway in the coalfields of West Virginia in 1952. The railroad features the operation of multiple "Wild Mary" 2-8-0's and 2-10-0's fighting up Black Fork grade as well as an interchange with Mower Lumber Co. shays. Some scenery is in place, but the forests have yet to grow back after harvesting in the early part of the 20th century. While most of the layout is standard O gauge, parts have been converted to Proto:48, the beginning of a long process. A couple of sections were ready to be added after the open house.



**Potomac Division** Division 2, Mid-Eastern Region, National Model Railroad Association  
4604 Bel Pre Road Rockville, MD 20853-2208



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

Email :  
[Potomac\\_NMRA@comcast.net](mailto:Potomac_NMRA@comcast.net)

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? <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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## Can you benefit from Layout Design SIG membership?

Are you:

- thinking about a new layout?
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- interested in prototype modeling?
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- disappointed with layouts you've built?
- recreating specific images of the prototype?
- wondering how to model a favorite railfan scene?
- conducting historical research on your prototype?
- interested in meeting innovative and experienced designers, operators, and prototype modelers?

## Then the Layout Design SIG is for you!

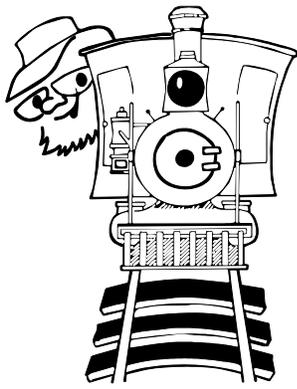
Topics covered by the Layout Design SIG in the past include:

- Design concepts
- Operations
- Railroad prototype research and information sources

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- Layout room design, lighting, and other features
- And much, much more!

One membership cycle covers four (4) mailings of the Layout Design Journal. Please make your check or Postal Money Order for \$15 payable to: "Layout Design SIG". (Checks or money orders must be in US dollars.) Mail your membership request and payment to:

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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/)

## New Potomac Division Mailing Address

[Clerk, Potomac Division](#)

[4604 Bel Pre Road](#)

[Rockville, MD 20853-2208](#)

## Sweeperman By Phil Irwin

**Plant it in rubber:** Every time I reach over my layout, something gets bumped. Telephone poles, trees, signs, tell-tales, etc. will snap back up straight if you "plant" them in a piece of rubber tubing. Auto stores have various inside and outside diameter hose. (Editor's note: hobby stores carry various sizes of shrink tubing that came be used for the same thing if you need small tube sizes). Snip off a short length, then press or glue into your layout. Electrical spaghetti or soda straws will also work. Shape the exposed part of your "planting" as a base or tree root and stick it into the tubing.

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## John Teichmoeller's B&O Patapsco Valley and Principio Steel by Bill Demas

After several days of clouds and rain, Sunday September 17<sup>th</sup> dawned bright and crisp – a harbinger of fall coming on and summer is leaving the stage. Time to put outdoor activities behind and start thinking about getting back in the basement and devoting more time to the trains again. A large group over 65 model railroaders thought so as they took a pleasant drive out to the rolling hills of western Howard County to view the layout of John Teichmoeller and Kathy Farnsworth.

Built by Lance Mindheim in 1984, the B&O Patapsco Valley and Principio Steel is a 20' x 24' L shaped duck under layout reflecting B&O operation in what is imagined as a heavily industrialized 7 mile stretch of the Patapsco valley in 1967.

Featuring EasyDCC with three radio controlled throttles currently, the layout, while not yet scened, has a staging area of three 120 car capacity tracks to emerge and work over 120' of single track main-line. Only about half of the industrial trackage is in place. The core of operations orientation is centered on a large steel mill owned by Principio Industries. Currently, rolling stock consists of mostly steel mill rolling stock to service the mill and long strings of coal trains to feed it. Opposing movements and meets with much industrial switching operations require operators to be extremely focused on the tasks at hand.

*Continued on the Layout Tour Insert*

## Potomac Division Calendar

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

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### November

- 4 NVNTrak at Damascus Railroad Day, Damascus, MD
- 5 NVNTrak at Gaithersburg Model Train Show , MD
- 11-12 NVNTrak and PD Module Crew at Rockville Lions Club, Rockville, MD
- 19 Layout tour at **Roger Sekera's**, Potomac, MD
- 19 NVNTrak at Fairfax Station Museum, VA

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### December

- 2-3 NVNTrak and PD Module Crew at Fairfax Station Museum, VA

- 17 Layout tour at **Robert Early's**, Fairfax, VA
  - 30-31 NVNTrak and PD Module Crew The Greenburg Show, Dulles Expo Center, Chantilly, VA
- 

### January

- 13/14 NVNTRAK at Great Train Expo Show in York, PA
- 21 NVNTRAK Annual Meeting
- 28 Layout tour at **Walt Schuchmann's**, Vienna, VA



The Quarterly Newsletter of

Division 2 ("Potomac") Mid Eastern Region  
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## **B&O Patapsco Valley ...** *Continued from page 11*



An additional bonus of the open house was the display of Kathy's extensive and impressive collection of doll-houses. Attractive to not only distaff and younger visitors, but to the railroaders as well, good modeling is

good modeling, and was appreciated by all.

To add to all this, the entire day had the feel of a catered affair out on the patio in a café like setting. Kathy was offered the position of permanent open house catering coordinator on the spot, but she declined. See what you miss when you pass up on these open-houses?

All of us in Potomac Division (and the former Mt. Claire too, for that matter) owe John and Kathy and huge Thank You for their generosity in hosting the Fall open house kick-off, and we really look forward to returning when the scenery and remaining track work is completed..