

# The Potomac Flyer



August—October 2007 The Quarterly Newsletter of Division 2 ("Potomac"), Mid-Eastern Region, National Model Railroad Association, Inc. Fall Quarter

## Look Inside: NMRA Convention 1

### Events:

#### August 5

Layout Tour Insert

#### September 16

Layout Tour Insert

#### October 21

Layout Tour Insert

### DEPTS:

Business Car.....	2
AP News.....	2
NVNTRAK.....	4
Potomac HO Crew Module Notes.....	7
Membership Form	9
Business Cards...	10
Bulletin Board ...	11
Calendar .....	Back

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)

## 2013 NMRA Convention by John Drye

As many of you heard at the Mini Convention annual Meeting, the 2013 NMRA National Convention is slated to be in the Atlantic Area, which includes our Division.

Over the past months, members of the Potomac Division and Mid East Region Boards of Directors have discussed the possibility of holding this 2013 National Convention here in the Washington Metropolitan Area. We have talked to the staff of the 2006 Philadelphia Convention, to Mr. Henry Jordan, who is the Manager of the Meeting & Trade Shows Department of the NMRA, to some of the other Model Railroading organizations in the area, and to lots of our members.

For a National convention, the NMRA provides a staff that performs many convention functions: registration, marketing, clinics, contests and most all "indoor" activities. The host organization assists with this process; suggesting local clinicians, for example, and providing publicity contacts.

The chief responsibilities of the host organization are to identify local "outdoor" activities: rail (layout and prototype) and non-rail tours (tourist sites). We ought to be able to offer a pretty impressive slate, since the DC area includes some spectacular layouts and impressive attractions. During the week of the convention, the host or-

ganizations supply about 200 volunteers to operate with these tours, assist with other convention activities such as registration, clinic coordination and the company store. One of the advantages of "co-hosting" the convention with other organizations is the large pool of volunteers available.

We are still very early in the process. The decision on a location will be made at the 2008 NMRA Convention in Anaheim, CA. [it's not clear just what it means that the convention, and this decision will be made right next to Disneyland]. So far, we have begun investigating interest among area model railroad organizations, take a quick look at possible venues (both in and near Washington, DC) and, most importantly, ask you, local NMRA members about your interest and your questions.

The first, naturally, is "why would we want to do this?"

The National Convention is a spectacular event, bringing together Model Railroaders from all over, to share ideas, techniques and stunning models. The National Train Show, with modular layouts, vendors and manufacturers presents our great hobby to the public. This event is great for our hobby. The folks in Philadelphia told us that the last convention they had (back in the 90s) reverberated thru the hobby for years.

*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.

### The Division Crew

Superintendent	<b>John Drye</b> (703) 922-8131 ( <a href="mailto:jdrye52@aol.com">jdrye52@aol.com</a> ) 6056 Estates Drive Alexandria, VA 22311
Senior Asst. Supt.	<b>Marshall Abrams</b> (301) 588-1005 ( <a href="mailto:potomac_nmra@comcast.net">potomac_nmra@comcast.net</a> )
Asst. Supt.	<b>Bill Day</b> (703) 406-4112 ( <a href="mailto:bday2@earthlink.net">bday2@earthlink.net</a> )
Paymaster	<b>Mark Andersen</b> (703)625-1272( <a href="mailto:andersmd@cox.net">andersmd@cox.net</a> )
Clerk	<b>Bill Demas</b> (301)460-0741 ( <a href="mailto:wsdemas@comcast.net">wsdemas@comcast.net</a> )
Achievement Prgrm Rep.	<b>Ed Price</b> (703) 670-2015 ( <a href="mailto:ewprice@comcast.net">ewprice@comcast.net</a> ) <b>Bill Roman</b> (301)-645-2035 ( <a href="mailto:wroman@starpower.net">wroman@starpower.net</a> )
HO Module Crew	<b>Mark Andersen</b> (703) 425-8997 ( <a href="mailto:andersmd@cox.net">andersmd@cox.net</a> )
Northern Virginia NTRAK	<b>Steve Jackson</b> ( <a href="mailto:sjackson@nvntrak.org">sjackson@nvntrak.org</a> )
Layout Tour Coordinator	<b>Tom Brodrick</b> (301) 253-0558 ( <a href="mailto:t.brodbrod@comcast.net">t.brodbrod@comcast.net</a> )
Database Administrator	<b>Marshall Abrams</b> (301) 588-1005 ( <a href="mailto:potomac_nmra@comcast.net">potomac_nmra@comcast.net</a> )

### The Potomac Flyer

Potomac Division's quarterly newsletter © 2000

Editor	<b>John Griffith</b> 6765 Blanche Drive Lorton, VA 22079-1320 (703)-339-3738 ( <a href="mailto:jsgassoc@aol.com">jsgassoc@aol.com</a> )
Submission Deadlines	<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 o</b> <b>October 1</b>
Advertising rates:	<b>1/8 page business card</b> \$30 per year <b>¼ page</b> \$15/issue <b>½ page</b> \$25/issue <b>full page</b> \$45/issue <b>Back cover, half page</b> \$45/issue
Change of Address	<b>Send a complete USPO COA form to:</b> Clerk, Potomac Division 4604 Bel Pre Road Rockville, MD 20853-2208

For more local information, see the 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)

Between the Division's last successful MINICON this past spring, and the possibility of a NATIONAL convention in 2013 are several Mama Bear-size MER conventions.

The first is this fall "The James River Flyer", hosted by the James River Division. The convention is October 18-21. The convention will be held at the Kirkley Hotel in Lynchburg, VA.

Kirkley Hotel  
2900 Candler's Mountain Road  
Lynchburg, VA 24502

The convention rate is \$89.00. All hotel registrations must be made directly with the hotel at 866.510.6333. When registering, be sure to specify the Mid- Eastern Region, NMRA to be sure you get this special rate. (<http://www.kirkleyhotel.com/>)

The convention program includes clinics, contest and layout tours. The slate of clinics includes Mark Anderson's demonstration of ceiling tile rocks along with others on DCC, Circus Trains, Sound, CAD Rail, Bill Day's make- and-take clinic on warehouse roll-up doors and a host of others.

The "James River Flyer" will feature both judged and popular vote contests that are part of all NMRA and MER conventions. There will also be a special contest and award presented by the host Division -- The Pride of Dixie Award.

Attendees will have the chance to tour at least fifteen great layouts in the Lynchburg area open for visiting during the convention, as well as others open Sunday afternoon near established "going-home" routes. The scales range from Z up to O. The convention will also be hosting Operations Call Board sessions on Thursday and Friday afternoons and evenings, allowing attendees to try their hand at running a railroad.

There is more information, and a registration form on the "James River Flyer" website: <http://www.trainweb.org/MER2007/index.htm> You can obtain more information from:

James River Flyer  
PO Box 447  
Swedesboro, NJ 08085  
[pjmattson@comcast.net](mailto:pjmattson@comcast.net)

The "Flyer" will offer a great variety of Model Railroading opportunities; Regional Conventions are one of the great benefits of NMRA Membership. The Potomac Division's opportunity will come next. The Division will host the MER convention in October 2008. Stay tuned for more information.

## Achievement News by Bill Roman

Recent recipients of Achievement Program certificates include John Griffith for Model Railroad Author, and Murray White for Golden Spike. Congratulations!

One category of the AP that is vital for the NMRA is Volunteer, since all levels of the organization depend upon unpaid workers for accomplishment of their functions. As you are (hopefully) aware, Potomac Division will be hosting the Mid-Eastern Region convention here in the DC area in October of 2008. While arrangements are still being made for the venue, it is not too soon to consider volunteering for the many responsibilities which go along with a convention. Hosts are needed for layout tours, clinicians are needed, the company store and registration functions will need support, plus numerous other tasks that will arise. Please don't refuse if asked to participate – the more folks that volunteer, the easier the burden is for everyone. And if you serve, keep track of the time that you spend on this project, since it will count towards the Volunteer Certificate of the AP.

Regarding the topic of volunteering (and not taking anything away from the convention), I highly recommend volunteering at one of the railroad museums in the metro area. While I can't figure any way for someone to gain credit for the Volunteer certificate, almost always museums can use willing and able workers in a variety of areas. I've been a volunteer for over six years, and it has been an interesting experience, meeting the public and explaining what railroading is all about. There are generally "up front" and behind the scenes roles for volunteers, so there should be something for everyone.

## NMRA Convention Continued from Page 1

Our area has hosted a number of conventions. The MER has held conventions here for years (with another one in 2008). Various scale-specific groups, including G, O and N, have hosted National conventions at least three times in the past decade. There is a host of expertise in our area, with a reputation for putting on spectacular shows. We would certainly do a superb job on this.

Finally, there is the tremendous satisfaction in doing such a great thing for our hobby, and doing it well.

No doubt, there remains a host of questions. To address these, the division has set up a Yahoo Discussion group:

[PD\\_NMRA@yahoogroups.com](mailto:PD_NMRA@yahoogroups.com)

This group exists to address these questions, share opinions, and evaluate interest. The Division and Region directors will be watching and participating. We will also continue to attend Division and Region events (layout tours, conventions) to discuss the convention face to face.

This is a tremendous opportunity. Your participation and support is key to making it happen.



Gotthard Line See page 6 Photo by Tom Brodrick

## Northern Virginia NTRAK News

By Steve Jackson

So far, Mother Nature has been very good to NVNTRAK as we have worked our way through the summer tent series that we embark upon each summer. These events are usually a great place to educate the public about model railroading and railroad safety, but sometimes, like last year, the weather doesn't cooperate and things get, um... interesting. The rest of our summer and into the fall look like they will be great.

We will probably have a few folks making it up to the NMRA show in Detroit in July. I have not heard that we will have a large contingent, but we usually have a few folks that make it to the shows because they are such a great way to see lots of new products that are coming on the market and also a great place to meet excellent modelers.

At the end of August, we will have one of our common "double headers" where will be at two locations at once. This particular pair of events will be a particularly difficult choice for our membership because of the popularity of the events. We will have a large contingent making the trip up to the "N Scale Weekend" in Bedford, PA. The folks that have gone to this event in the past have given it great reviews. In addition to the N Scale Weekend, the club will participate in the Great Train Expo in Chantilly, VA. The club will have both NTRAK and T-TRAK layouts at this event. I guess this really makes it a "triple header" since we will 3 layouts to care for that weekend.

NVNTRAK continues to have plenty to do for everyone. In addition to NTRAK, which is our namesake and our bread and butter; we have active divisions that feature oNeTRAK, Nn3, and T-TRAK modeling. No matter what you like in n-scale, we have a little bit for everyone.

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 a photo gallery 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.

---

## Around The Division

### The Prince William County Model Railroad Club by Tom Brodrick Photo by author

The Prince William County Model Railroad Club is located in the old train depot in Quantico, Va. I should say that it is surrounded by the Marine base and you have to pass a guarded gate to get into the town itself. This is easily done and from the gate it is a short ride thru the woods to the water's edge where the town is located. The depot itself is easy to locate right next to the tracks with ample parking on the weekend in the commuter lot.

Their railroad occupies about one-third of the building in a large open room right off the platform. The interesting comparison of the difference in sizes between HO and 12"/1' scale is not lost when a freight train goes roaring by outside the window.

The layout itself is around the walls with peninsulas sticking out into the center. This allows for ample space to follow a train as it loops the layout and still have plenty of room for spectators.

The railroad depicts local area scenes with quite a bit of authenticity. The scene of the bridge at Powell's Creek which is blended in with the cliffs along the right of way near Quantico is extremely well done.

From the perspective of someone who has spent the last 35 years as an ironworker I was intrigued by the viaduct on the platform side of the layout. The viaduct is about 5' long and is extremely realistic. Yet, on close examination I realized that it was a scratch-built structure made from easily obtainable materials which I felt made it even more amazing.

*Continued on Page 5*

## Around the Division *Continued from Page 4*

I found ample opportunities to take pictures and with that I noticed a road tunnel through the mountains where they used a photo to give the impression the road was all the way through. (See the PD website for pixs)

The layout has only been in existence from since April of 2005 and is a work in progress although from what I could see the entire track is in and it is fully operational. I would say that it is well on its way to being fully scenic and at the pace that the club has shown will be rapidly nearing completion. Some of the members were saying that operations were now being discussed hopefully for the near future.



The open house was well attended by people from the area and PWMRC members. The members that I talked to were some of the friendliest modelers I have met. I would definitely say that if you live in that area and are interested in joining a club that you give this group a look.

### **Hooch Junction** by Bill Roman

Master Model Railroader Monroe Stewart's Hooch Junction has been featured in several national magazines and in a Great Model Railroads video. The HJ is predominantly an Appalachian coal hauler with a special emphasis on water scenes including the typical rivers of

this part of the country, plus a large harbor. The N scale layout features CSX and Norfolk Southern trains paralleling each other from east coast harbors to the coal fields. Even though the layout has about 2,000 feet of track, the fabulous scenery is not crowded. The layout is never static, more water scenes seem to pop up in the aisles and even structures are updated with urban renewal.



Monroe continually redesigns the layout to maximize his enjoyment of trains and ships. Numerous scratchbuilt ships "float" in the ever expanding harbors. His training as an architect and engineer helps Monroe keep changing the layout. He even designed his house to fit this dream railroad. Yet he rarely does any research before building a structure. He builds what he sees in his mind by breaking down complex, massive structures into geometric shapes. While this approach may not work for everyone, it works for Monroe. He says we don't need building instructions for what we can see. Many of the industries are named for Monroe's friends and fellow model railroaders. Careful and thorough painting and weathering capture the look of a range of new and old structures.

Hooch Junction fills a 20' x 40' room and spills out into a 6' x 10' Hooch heavy industry area. This is one of the world's best N gauge layouts and is not to be missed. Monroe keeps upgrading the layout. Horseshoe Curve was bulldozed in and a neat

***Continued on Page 6***

## Around the Division *Continued From Page 5*

polluting industry was added above the old reservoir. An even more recent modification involves the removal of a mountain, and the conversion of this space to staging yards.

### Mat Thompson's Oregon Coast Railroad

by Mark Andersen Photo by author

On Father's Day, June 17, 2007, Mat Thompson graciously opened his home for a layout tour of the Oregon Coast Railroad. Mat's full basement free-lanced railroad follows the area covering Portland to and through Astoria, Oregon along the Columbia River. A transition railroad with 2-8-8-2 mainline steam and first generation diesels all idled or operated complete with sound. Set up to run point to point, Mat used his hidden yard to allow his consists to run in a continuous loop for our viewing pleasure.

On one upper level, the presence of a steam donkey and crane permitted the loading of logs on railcars for the eventual shipping to the coast for loading aboard ship. As always, Shays are on hand for yard



work and timber railroad haul outs. As a consist is created, the engine and caboose are assigned. As the operator controls his train using Digitrax DCC,

they drive towards the port Astoria.

Passing through many small towns, Mat has captured many little vignettes behind his scratch built houses and businesses. Periodically spaced are yards and division points for railroad classification.

One neat trick is squeezing in more scenery when the railroad's design makes certain track work difficult to install. Case in point, using a rather large building in the foreground as a shield, Mat creatively uses another warehouse building behind it to hide the curving track of this right a way. A scene block is another name that could be assigned, but smart it is in the design and something the viewer me, didn't notice until it was explained.

Our host has presented a glimpse into west coast logging and the transportation of those materials to port. Utilizing his creative skills for scratch building structures, when Mat Thompson's layout is complete, we'll have yet another opportunity to visit a "master's" approach to planning and building a creative layout. We "Thank" Mat for opening his home and sharing with us the Oregon Coast Railroad.

If any of our readers have a layout, that they wish to be toured, Tom Brodrick, our tour coordinator, is always happy to talk to you about planning an upcoming visit. His contact information is on page two of this Flyer.

### Gotthard Line by Tom Brodrick Photo by author

Sunday afternoon was hot as I parked on Swann Ave. in Alexandria. I walked up to the corner at Rte.1 and gazed across at the now empty field that was once the site of the R.F.+P. hump yard and thought about how I can still remember after all these years the welding gang foreman's inspirational remark, "Hey, you're getting paid to weld, not watch the \$%^&\* trains."

The nearness to an old railroad landmark I sure was not lost on Rob Allbritton when he located his  
*Continued on Page 8*

## The Potomac Module Crew

by Mark Andersen

Spending the summer working, lazily lounging on the sand, visiting that all too familiar family homestead, cruising the Caribbean or western waters has allowed many of us the opportunities to mentally plan those changes or needs we desire in our railroad. I know of several people that have not only worked hard for their endeavors on modules and basement layouts, but also resurrect a water soaked railroad.

While on vacation, I railfanned in West Virginia and had a great time meeting new people and exploring new places. I also had the opportunity to build models with both my children for my modules while in Florida. Ever changing ideas and track plans, one needs to allow “change” into their respective life. Sometimes it’s for the better, other times not, but the ideal that change is good, has to be recognized. This can’t be farther from the truth.....

Our own John Drye has suffered a terrible loss, incurring the damages from a total loss in a house fire. We are blessed that no loss of life occurred. Many friends came to his assistance in searching, packing and recovering personal things of John’s, as well as his Buffalo and Erie extension of the Pennsylvania Railroad, Alexandria Division. Moving forward with plans, both with the reconstruction of his home, John has already redesigned the “new” railroad to totally fill the previous space and more. Ever the engineer, creating and planning have taken root in his mind that such a loss can and does have a positive outcome. It is unfortunate that one has to experience this type of catastrophic loss, but one can only move forward. We’re here for you John!!!

Our favorite venue with every club member would have to be the one day outdoor show of the Manassas Heritage Rail Festival on June 2nd. We were happy that the organizing committee strategically planned, promoted, sought “new” sponsors and utilized new display fea-

tures, 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 2007 schedule continues with our return to the Lyceum in August on the weekend of the 4th and 5<sup>th</sup>, followed by the summer Greenburg Rail Show at the Dulles Expo Center on the 25<sup>th</sup> and 26th. September brings Labor Day weekend back to the Fairfax Station for 2nd and 3<sup>rd</sup> and the Tidewater Division of the MER in Virginia Beach at the “New” convention center on the 22<sup>nd</sup> and 23<sup>rd</sup>. Additionally, our MER convention takes place in Lynchburg, Virginia, during October 18th through the 21<sup>st</sup>, hope to see you there, introduce yourself, remember it’s not the scale that’s important, it’s the Hobby!

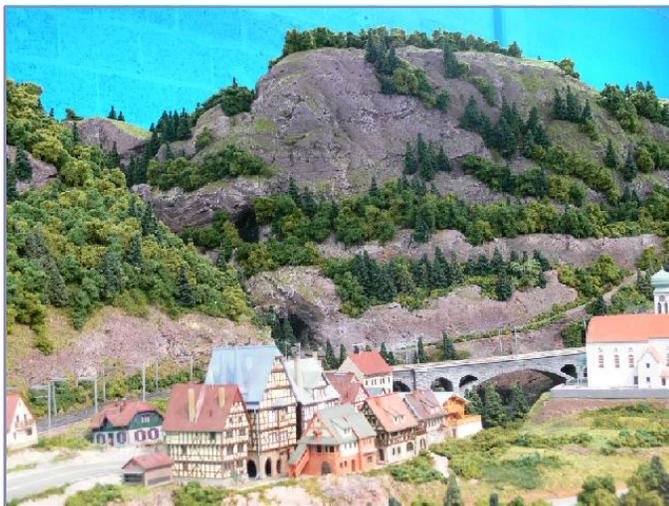
Yes, another quarter has passed! We continue to support the NMRA, Operation Lifesaver, the numerous historical societies that each different member supports, Model Railroading and most importantly the camaraderie we as “big kids” display for our hobby with the general public!

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](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 *Continued From Page 6*

Gotthard Line in this air conditioned warehouse. Now you probably wonder what a Z scale railroad is doing in a warehouse. When you walk in and turn the corner in the room you no longer wonder.

The layout is 25'x50' and well over 15' high. The reason for the warehouse space was obvious when



at one point I was standing on a 4' scaffold that you view the back side of the line from and the mountain to my left was at least 6' over my head.

The Z-scale club had brought additional modules to add to the main layout and they formed an additional 40'-50' of track to the right of the main line. Z-scale is interesting in that the track will turn back on itself within the width of a module and you can have track on 2 sides of the module making the line twice as long. These modules while a work in progress were all operational and made the loop time extremely long.

Read a few of the statistics of the layout to get an idea of it's size and complexity. The main part (25'x50') was displayed at the NTS 2005 in Cincinnati and represents the Swiss Gotthard Line from Italy into Switzerland. The layout is 100% DCC and consists of over 150 blocks with the ability to run 20 trains simultaneously. This is accomplished with Railroad & Company software and Digitrax block control thru a computer interface.

While the statistics are extremely impressive what really held my attention was the detail of the scenes on such a massive scale using Z-scale trains. As you faced the layout you noticed to your left was a video screen with a video tour of the real line(12"/1'). I started to watch the video at about the same time that the train was coming to Wassen, which was depicted on the layout to my right, I know that it took me at least 3 peeks from video to model to video before I realized that the video was 12"/1' scale. The model of the town of Wassen was so realistic that the streets matched the video and the church on the hill was in the same position as on the video.

The layout scenes were spectacular. I don't know which I enjoyed most the villages or the mountain gorges full of railroad and road bridges. Each village was a miniature reproduction of the real thing. Some of them with none or very little of the scene compression that you see in the larger scales.

Another item that caught my eye was the t.v. camera mounted to one of the engines. Since I received my first trainset in the 3rd grade I always wondered what it would be like to ride on own railroad. Well now I know what it is like to ride on the Swiss Gotthard Line. I have seen the t.v. cameras before at train shows but this was fascinating as you rode thru gorges, villages, and of course the tunnels thru the mountains with the massive 1x4 wood columns, hydrocal stalagmites and cavernous interiors.

The open house was attended by over 100 people with about 75 members of the Potomac Division. I think that everyone who was there came away with a little bit of awe for not only the layout but the real Gotthard Line. If you missed this open house be sure you don't missed the next one. I know you will enjoy it.

### **Notes on the Annual Donation** by Bill Demas

Every year, your Division Board reviews the annual financial condition of the Division and makes a determination of how much and to which organization based on need a donation may be made. Preferably, a rail group within the region area is given first consid

*Continued on Page 10*

**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			
<input type="checkbox"/>	A layout	<input type="checkbox"/>	
<input type="checkbox"/>	Narrow Gauge interest?	<input type="checkbox"/>	Please list the NMRA Special Interest Group(s), model railroad clubs, and railroad historical societies to which you belong:
<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/>

# SUPPORT YOUR LOCAL HOBBY SUPPLIERS!

And tell them you saw their ad in **The Potomac Flyer!**



## The Shelf Layouts Company

*"Fine Scale"*  
**CUSTOM LAYOUT BUILDING**  
*Layout Design*

**Lance Mindheim**  
 Owner/Builder

3204 Verona Drive, Silver Spring, MD 20906  
 Telephone: 301-404-8164 Email: lmindheim@shelflayouts.co  
 www.shelflayouts.com

### TRAINS

**KMA Junction**  
Model Train Supplies & Service  
**O, O27, HO, N Gauge Trains**  
 Trains for the Entire Family.  
 Videos, Thomas, Books &  
 & Much more!!!  
**MTH Electric Trains**  
**Lionel Authorized Dealer**  
 Lionel & American Flyer Repairs.  
 Buy/Sell used Lionel & AF Trains  
 Stop by and see our Layout.

Gift Certificates

Lionel Service Station #402  
 Repairs Done on the Premises.  
**9786 Center St.**  
**Manassas, VA**  
**703-257-9860**

**MB Klein** Since 1913  
ModelTrainStuff.com

---

**Our New Store Is Now Open!**

We are now located at **243-A Cockeysville Rd.**  
 at **Beaver Dam Rd.**

Orders Only:  
**(410)-229-9995** 1.5 miles south of Hunt Valley Towne Centre **1-888-872-4675**

## Great Decals!™

Fallout Shelter Signs  
 CP Mandarin Orange  
 NYC/PC—Budd car stripes  
 Interstate Railroad—2 titles  
 Virginian Railway—15 titles  
 Southern cabooses  
 PRR X-29 box cars  
 L&N—5 titles  
 RF&P—6 titles  
 FEC—3 titles  
 In G-, O-, S-, HO-, and N-scales

William Mosteller,  
 P.O. Box 994, Herndon, VA 20172  
 SASE for list, or see [www.greatdecals.com](http://www.greatdecals.com)

### Around the Division *Continued From Page 8*

eration. Aid to assist in Baltimore's B & O Museum roof repairs a few years ago is a good example.

This year, a donation of \$500. was sent on behalf of the Division membership to the Western Maryland Scenic Railroad in Cumberland, Maryland, to help offset the elimination of State funding.

Below is a reprinting of the acknowledgement letter. In the past, many of our members have made the trip to Cumberland. Now, in the future, when PD members make the excursion, they will see, (and the older ones probably use) the tangible evidence of our support.

If you haven't already done so, we do encourage you to make the one -day round trip (about two hours' drive from the DC area) and enjoy a fine day of railfanning, especially in

## MAINLINE HOBBY SUPPLY, INC.

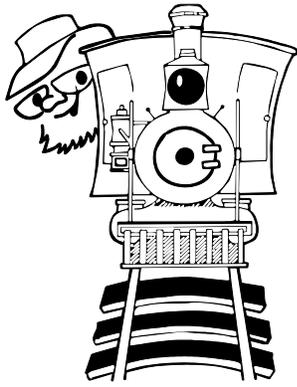
**Scale Model Railroad Supplies**  
 15066 Buchanan Trail East  
 Blue Ridge Summit, PA 17214  
 (717) 794-2860 • (717) 794-5594 FAX  
[www.mainlinehobby.com](http://www.mainlinehobby.com)  
 E-mail: [mainlinehobby@comcast.net](mailto:mainlinehobby@comcast.net)

**HOURS:**  
 Mon-Tues 10-6  
 Wed 10-6 Th-Fr 10-9  
 Sat 10-5/Sun 1-5  
 Brian & Bonnie Wolfe

the Fall. All the information you need is on their website at <http://wmsr.com>.

### To the Members Of The Potomac Division of MER-NMRA

The Western Maryland Scenic Railroad would like to extend a warm thank you for your generous donation of Five Hundred Dollars. With your donation we were able to purchase several new benches for the Frostburg Depot. We appreciate your support of our endeavors. With friends such as you we can continue to keep railroad history alive.



**Granddad's Hobby Shop  
Has Moved Contact Us At  
126 Berridge Drive  
PO Box 3343  
Shepherdstown, West Virginia 25443-3343**

Telephone and FAX 304-876-8400

**We have trains — we have lots of trains.**

And we don't stock just trains; we have all the other things you need:  
Parts, paint, glue, wood, plastic, tools, motors, scenery products, books, & magazines.  
And don't forget our catalog rack and reference library.

Web [granddadshoppyshop.com](http://granddadshoppyshop.com)

email [granddad@starpower.com](mailto:granddad@starpower.com)

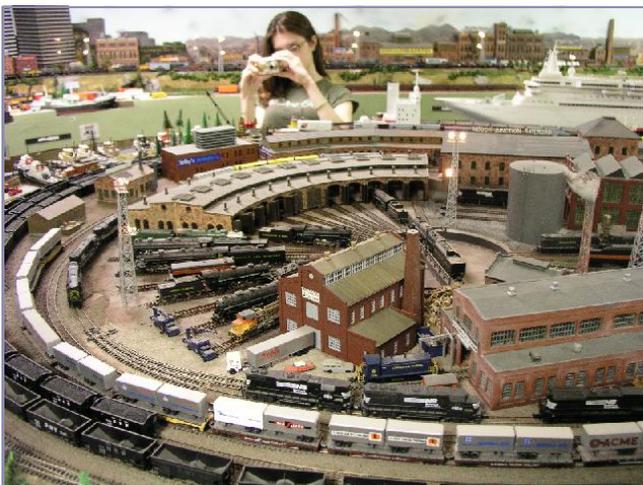
---

### **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/)  
To see more photos like these!



More Hooch Junction



More The Oregon Coast Railroad Photo by Mark Andersen

### **Articles Needed**

Your Potomac Flyer is always looking for new articles. See yours work printed here. Send your article to the editor.