

# The Potomac Flyer



February—April 2009 The Quarterly Newsletter of Division 2 ("Potomac"), Mid-Eastern Region, National Model Railroad Association, Inc. Spring 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!

## Roanoke Road Trip.....ALL ABOARD!!!!

Our next road trip is Roanoke Virginia! This is our third venture after previously visiting Altoona and Strasburg. The Potomac Division is sponsoring a trip that will include visits to Norfolk Southern Car Shops, Freight Car America's aluminum coal porter building facility, the Virginia Transportation Museum and the O. Winston Link Museum. We'll be leaving from northern Virginia and head south at 6:00 am on Saturday, May 2, 2009. Planning on a 10 am arrival, we'll tour Norfolk Southern and Freight Car America facilities. A short bus ride further, we'll arrive at The Virginia Transportation Museum. After a self guided tour and maybe a surprise hop aboard a locomotive, we'll walk the two blocks to the downtown food courts. Once you finish your late lunch, you'll saunter across the enclosed elevated walkway over the mainline and head towards the Link Museum across from the Roanoke Hotel.

What's included, you ask? Well, for \$65.00 for adults and \$35.00 for children up through 16 years of age you'll receive all tours and entrance fees to the museums. No meals are included, but we will have stops in Roanoke for lunch and a dinner stop on the way home. You may bring a small cooler of food and beverages, but no alcohol. Our tour time in Roanoke will be from 10 am through 4:30 pm.

A trip reservation form is on page 11 or is available from Mark Andersen by mail or email, just contact him. If interested, send all checks to Mark Andersen, PO Box 682, Merrifield, Va. 22116-0682. If general questions, his email address is [andersmd@cox.net](mailto:andersmd@cox.net) or phone is 703-625-1272. We must have your payment no later than March 28, 2009. Remember, early payment secures your seat(s). We look forward to another successful trip, Join Us!!!!!!!!!!!!†



Virginia Transportation Museum Exhibits





## 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, Howard, 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

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### The Potomac Flyer

Potomac Division's quarterly newsletter © 2008

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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 **Marshall Abrams**  
Division Superintendent  
[Abrams\\_railroad@comcast.net](mailto:Abrams_railroad@comcast.net)

There's a new hand on the controls, but its business as usual (or should I say fun as usual) in the Potomac Division. John Drye has left all our affairs in good shape. I looked back to learn that John took over from Garret Nicholson in the Summer 2003 issue of the Flyer. Six years is a pretty good run in a volunteer position. John remarked that in 2003 he'd been a member of PD for about five years and on the board for two. During his tenure we hosted two regional conventions. Thanks, John, for all the hard work and for leaving the division in great shape.

While I was browsing through the Summer '03 issue I found an announcement of an open house for my Abrams Railroad Empire (ARE). Wow, how time flies when you're having fun.

The election of officers was held at the MER convention, Potomac Junction 2, which we hosted in October. Elections are typically held at the annual Spring Mini Convention, but this year we made some adjustments because of all the hard work that went into organizing the regional convention. All the members of the Board of Directors have been active in PD for several years, so we have good continuity. Tom Brodrick, who has been coordinating home layout tours since the fall of 2006 was elected to the seat vacated by John Drye. Tom will continue with the layout tours; please contact him to get on the schedule. The Board elects the Officers: Superintendent, Senior Asst. Supt., Asst. Supt., Paymaster, and Clerk. The names on the masthead should be familiar to you. If not, think about getting more active in the division. Bill Day is the master of automated models and Bill Demas is a great clerk who worked with Tom Brodrick on the layout tours for the convention.

I have the honor and responsibility of appointing the rest of the Division Crew. Mark Andersen has been a member of the crew since November 2001, when he became HO Modular Crew Representative, and has been Paymaster since August 2002.

*Continued on Page 11 Business*

## Achievement News By Brian Sheron

This is my first “Achievement Program News”, so I thought I should first introduce myself. My name is Brian Sheron, and I’ve lived in Poolesville, Maryland for the past 34 years. For those of you that have never heard of Poolesville, we are about 18 miles west of Rockville, Maryland, or about 6 miles due east of Leesburg, VA, in western Montgomery County, Maryland.

I’ve been an avid HO modeler of the Long Island Rail Road for about 25 years now, and started my most recent layout when we moved into our current house in 1988. I’ve been a member of the NMRA Potomac Division for about 4 years now.

I was both flattered and a bit scared when Marshall Abrams and Bill Demas “casually” mentioned one day that Bill Roman was stepping down from his position as AP program co-coordinator (to go on to greater glory in the MER!) and suggested I take over the AP co-coordinator duties. Consequently, over the past few months I’ve been actively reading up on the NMRA Achievement Program and its requirements. I have also drawn upon the able mentoring of Charlie Flichtman, the MER AP Coordinator, along with other PD members experienced in the achievement program. Hence, I look forward to the challenge!

At the MER Convention last October, one of the after-dinner speakers mentioned in passing that the MER did not have a lot of Golden Spike Awardees. After the convention I went back and looked at the requirements for the Golden Spike Award. The purpose is to help people get started in the hobby, and if you have accomplished the basics of model railroading, you will likely qualify for the award. I realized that not only did I qualify, but a number of Potomac Division members in the operating group I belong to also met the requirements but had not applied for the award. With a little encouragement, we all sent our applications in, and in November, the following Potomac Division members received the Golden Spike Award: Marshall Abrams, Bill Demas, Tom Brodrick, Gil Fuchs, Martin Brechbiel and Brian Sheron.

I strongly urge any members that have a layout in progress to look at the requirements for the Golden Spike Award (go to the Achievement Awards sec-

tion of the NMRA web page, [www.NMRA.org](http://www.NMRA.org) ), and contact me ([BWSheron@mac.com](mailto:BWSheron@mac.com)) if you would like to apply for the award.

And speaking of awards, at the MER Convention, a number of Potomac Division members participated in the modeling contest and received awards for their modeling skills. Winners from our division were as follows: Bill Day, Bob Minnis, Dave Emery, Martin Brechbiel, Dennis Meredith, Horace Oliver, and Larry Lee. Shown are Bill Day’s Ogle Coaling Tower and Martin Brechbiel’s CVRR Scrap Metal Car.



Martin Brechbiel’s CVRR Scrap Metal Car.



Bill Day’s Ogle Coaling Tower

We are currently planning to include a list of all of the Potomac Division members and the achievement awards they have received from the NMRA as a link to the achievement program web page that is on the Potomac Division web site. Stay tuned!

✕

## Northern Virginia NTRAK News

By Steve Jackson

NVNTRAK used to avoid having any public shows in the month of December just to make things a little easier for our membership during the holidays. However, over the past 3-4 years, several venues have been asking for us to set up and the membership has been looking for more places to run train. As a result, this year we had to move our holiday party back into January just to fit it into our schedule!

Luckily, the month of January is a relatively quite one for the club this year. We will be starting it off with our annual holiday party. We have a large membership, but still try to have this event at members' homes; however, this year the party was moved and the hosts were unable to host on the new date resulting in our scheduling the party for January 4 at Fairfax Station. Could there be a more appropriate place to hold a train club party than a train station? The following weekend, January 10-11, we will have a road trip up to York, PA for the Greenberg Show. Our club has participated in York for the last couple of years and several of our members really enjoy the trip so we keep going back. On the 18<sup>th</sup> of January, the club will hold our annual meeting. This is the one and only time that we try to get the whole membership at the same place at the same time to talk business. We elect our board at the meeting and then let them take care of the business aspects of the club on our behalf. Having our board make all the hard decisions lets the rest of us focus on having a good time and running trains.

We will be starting our February schedule off early with our monthly backshop on the 1<sup>st</sup>. We take an opportunity each month at the backshop to work on projects away from the public eye. This is not a members-only event, but it is not usually very much fun for someone who wants to see trains run. It is, however, a good time to see how we build things and for all of us to help each other with projects. See our web site for

details if your interested. On the 15<sup>th</sup> of February, the club will participate in our monthly setup at Fairfax Station. We typically don't set up in the station in January because it conflicts with our annual meeting. The Station has been a very good host to us for the last 10+ years and we have really enjoyed meeting the spectators who come by each month. The club will be participating at a new venue on the 22<sup>nd</sup> of the month. We have been asked to set up a layout at the Manassas Museum so the T-TRAK Division volunteered to go try the venue out.

Since February has 28 days, the backshop in March is on the same date; the first of the month. The following weekend, our T-TRAK Division will be setting up at the Lorton Station Elementary School PTA Health and Safety Fair. The primary function of our presence there is to teach those in attendance about rail safety by having our Operation Lifesaver International presenters on hand. However, we usually try to have a small layout there as well since we also love to see trains running. On the weekend of the 14-15 of March, the club will have its' first double-header of the year having 2 setups at the same time. We will be setting up at that Boy Scout Troop 964 Train Show on Saturday and Sunday. Like Lorton, we will have not only trains running for the spectators, but will also be giving presentations on rail safety all day long. On Sunday of that same weekend, the club will return to Fairfax Station for our monthly setup. On March 21-22, the club will travel down to Fredericksburg, VA to participate in the Greenberg show there. If this isn't enough train running opportunities for anyone in the club, then I think they may need psychological help!

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 behind the publication of the paper copy.

Thanks for your time. Talk at you again soon. †

## Notes on the Annual Donation – 2008

By Bill Demas

As is customary this time of year, your Division Board performs a review of our financial condition with the purpose of determining if we are able to make a donation to rail based organizations. In these harsh economic times, there is no shortage of potential eligible recipients.

Fortunately, we are in good financial shape again this year. Accordingly, the Board has decided to continue our support of the Western Maryland Scenic Railroad in Cumberland, Maryland, and has also decided to make a contribution to both the East Broad Top Railroad and Coal Company and the Rockhill Trolley Museum, which share many of the same facilities in Rockhill Furnace, Pennsylvania., with a contribution of \$500.00 to each of the three organizations.

Many of our members have actively supported and visited these three fine entities over the years, and the familiarity with the preservation work they do was deemed worthy of our support.

We encourage all members to support these organizations individually, and can heartily recommend making the one day each railfan trip to visit and enjoy the operations of all three groups. If you haven't been before, you're in for a treat. If you haven't been in awhile, you'll be impressed with how much progress has been made and see why we feel they are worthy of our support.

Listed below is contact information for the three organizations.

Western Maryland Scenic Railroad  
13 Canal Street  
Cumberland, MD 21502  
1-800-TRAIN-50  
<http://www.wmsr.com>

East Broad Top Railroad & Coal Company  
PO Box 158  
Rockhill Furnace, PA 17249  
814-447-3011  
<http://www.ebtrr.com>

Rockhill Trolley Museum  
PO Box 203  
Rockhill Furnace, PA 17249  
814-447-9576  
<http://www.rockhilltrolley.org> †

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### Email from the MER President regarding the Mt Clair Division

Subject: Baltimore Area.

From: "Roger L. Cason" <[rogercason@juno.com](mailto:rogercason@juno.com)>

I wanted to bring you up to date on something I have instigated.

We have received a formal proposal to add Baltimore City plus three nearby counties to the Susquehanna Division. And I've received some comment on this - some of it negative. Per our Bylaws, and at my request, Fred Miller sent out a poll to people in the Baltimore area to see what they want. I expanded the scope of the poll to include all counties near Baltimore - not just the ones in the proposal

Responses are coming in - 35 to date. Overwhelmingly, most people indicated that restarting the Mt. Clare Division was their first choice. The good news: ten people said "yes" when asked if they would help with this process.

Rather than wait for every last response to come in, I compiled a list of the "yes" people and sent it to all of the people on the list with an explanatory letter. In effect, I'm handing the "restart" off to them - with an offer of help from the Region.

Will this work? I don't know. But, at least, this approach is a little different from what has been tried in the past. We (the MER) can't create a Division (at least, not one that will sustain itself). We can help, but local people have to lead the process.

Regards,  
Roger †

## Some Thoughts on Reverse Loop Wiring

By Brian W. Sheron

I have recently gotten into the operations end of model railroading. Several months ago I joined up with a dedicated group of operations-oriented model railroad enthusiasts. Each week, we go to a different person's layout, receive our assignments, and maneuver our trains over the mainlines, picking up and setting out cars at various industries along the way. Since I have joined this group, I now tell every model railroader that will listen to me "If you want to find the problems with your layout, invite a group of operators over to run it!"

On my HO-scale Long Island Rail Road (yes, Rail Road is two words in LIRR!), I usually set up an operating session with 4 through-freights en route at any one time. After the first couple of sessions, one thing I quickly learned was that certain areas of your layout can become bottlenecks. If you don't have tracks to bypass these areas, trains will back up while a local completes a switching assignment. My railroad is fairly complete and offers no opportunity to add additional runaround tracks. To alleviate the bottlenecks, However, I concluded that I still needed to "create" more available trackage at the bottleneck area. I realized I could do this by installing several crossovers on my layout near the bottleneck areas. However, the location of the crossovers created reverse loops well ahead of the loop section of the tracks.

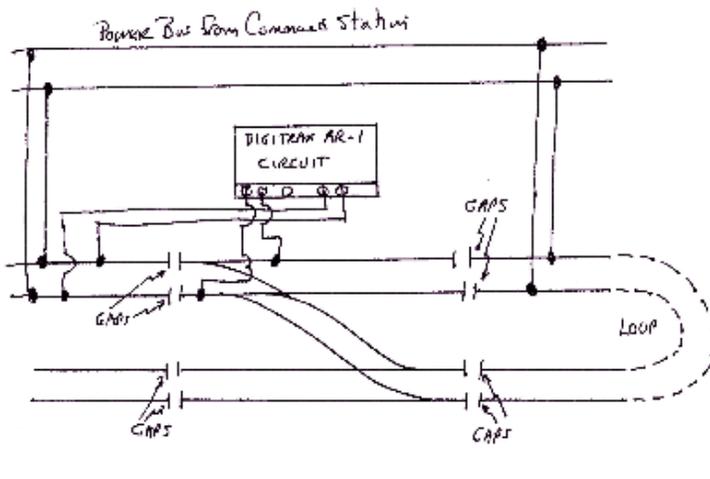
I use Digitrax DCC on my layout, and the standard reversing loop circuit that Digitrax sells is called the AR-1. On the wiring diagram provided with the AR-1, it shows a simple reverse loop. The loop is electrically isolated from the entrance/ exit track, and the AR-1 is connected up between the entrance/ exit track and the loop.

It operates by sensing a mismatch in polarity as the train crosses the rail insulators and enters the loop, and then switches the polarity of the loop tracks. This simple principle need not be restricted to just reverse loops. For example, sup-

pose your loop is at the end a long section of track (i.e., the loop is tens of feet from the entrance/ exit track. Obviously, if there was another train already in the loop when your train entered it, the AR-1 would switch the polarity of the loop and the train running in it would immediately reverse direction.

To get around the problem, what you can do is make just the turnout itself the reversing loop. The trackage downstream of the turnout can remain the same polarity as the entrance/ exit track upstream of the turnout. The only thing you need to remember is to keep the length of track associated with the turnout long enough to handle your longest engines. Or if you double-head, two engines.

The wiring for a crossover in a reverse circuit loop is shown below †



**Got an Article or something to share ?**

**It could have started here.**

**Seriously we need your articles!**

## The Potomac Module Crew

by Mark Andersen

The winter of 2008 kept the module crew busy. Our core 20 or so members demonstrated their interests in “our hobby” continuing to promote new interest in the young folks and their parents. During November and December we showed at four different venues.

The Rockville Lions Club on November 8 and 9 continued its efforts raising funds for their causes helping the less fortunate in our society. Assisting these efforts were six other groups in scales ranging from T to G along with several in between. The newest and most curious was the T scale!!!! It’s amazing how small electric motors and gearing can be manufactured to run on narrow rails. Somehow HOnT or NnT, who knows OnT, sounds different, but someone will be looking with eyes wide open. Our layout filled the cafeteria area, allowing many different viewing and operating opportunities. Many new and old visiting parents returned with their children to visit and rekindle old relationships. I find it surprising year after year many of the same children return to run our trains under supervision and tell you of their personal exploits with trains in their homes. We’ll return again next year.

After a few weeks rest, along with recovery time from the Thanksgiving holiday, on December 6 and 7, the Friends of Fairfax Station opened up the Holiday Show with Santa Claus. As usual NVN-Trak and Monty Smith’s Lego display kept warm setup in the caboose, while National Capital Trackers, the Toy Collectors Association (TCA), and the Module Crew set up in the freight room. After a busy weekend, the Friends of Fairfax Station netted \$3200 for station improvements and historical interpretive displays. As always, we’ll be returning next year.

Opening in Art Space of Herndon’s new facilities, was the 3<sup>rd</sup> Annual Herndon Holiday Show. Starting three years ago in the freight room of Herndon’s WO & D Station museum, followed by the Herndon municipal building last year, our new building displayed railroad art while NVN-Trak and the module crew ran trains on their layouts. NVN-Trak displayed in the art lab while the crew displayed amongst the railroad art displays. Next year reciprocating rooms, we’ll display in the art lab. Besides talking with parents and children running trains, all

participants enjoyed the various eating establishments nearby. We look forward to next years return invitation.

Our last show at the Dulles Expo Greenburg show on December 27 and 28, allowed the many railroad and model railroad fans opportunities to add those trinkets that couldn’t be left behind at the numerous vendors. Although I can attest to purchasing some books, I did see numerous bags among other members filled from buying structures, railcars and engines. Some railroad art was also snuck through modules; maybe we’ll see it in someone’s family or layout room.

The winter break will afford many of us the time we need for reballasting, painting, making changes and touching up the bumps and bangs many of our modules experience. Our next shows include the February’s Lyceum Museum show in Alexandria. This show is a plus for many visitors in that not only do they that see our layout, but they also can learn interesting facts about Alexandria river front history dating back to revolutionary times. Aside from this museum, numerous Civil War museums are within walking distance of Prince and South Washington streets. If fine dining is a desire, within two blocks are many great choices as well.

Dale City Troop 964’s annual Model Railroad Show at Saunder’s Middle School on the outskirts of Manassas Virginia continues on March 14 and 15, 2009. Troop 964 sponsors a model railroading merit badge program. This helps other boy scouts earn a merit badge completing model building, model railroad operations, model railcar building, along with Operation Lifesaver and their desires to instruct railroad safety and living with the real railroad presence. March 21 and 22, Greenburg-Shows is sponsoring its second annual vendor show in Fredricksburg Virginia. We look forward to all shows and the opportunities they provide.

As always, “We’re always looking for a few more members!!” Our website,

<http://homepage.mac.com/cjweiner/pmchorr01/PMC-Frame00.html> is beautifully maintained by Colin Weiner, who is in the process of converting us over to an easier domain name. If there are any questions, any member can answer these, but if you need an immediate or more personal answer, please contact me at [andersmd@cox.net](mailto:andersmd@cox.net) or call 703-625-1272. Again Thank You for your time-Mark †

## Around the Division

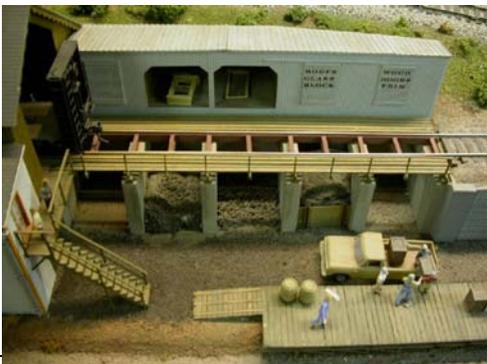
### Review of Dean Ripple's B&O RR by Tom Brodrick

The December open house at Dean's was attended by over 35 members.

Dean models the B&O R.R. in the Buchcann, WV area in an era when diesels and steam coexisted. The flawless track work is complete and scenery covers the whole layout with about one-half not forested yet.

The buildings and structures are an ongoing project with all the industry sidings designated and track down it is easy to follow the operations scheme. One building that catches your eye is built to show the inside with all the supporting floor beams, roof trusses and crates that you would expect. The turntable and engine house are up against a cliff in the corner of the yard just as you would expect in WV where flat land is at a premium.

I should tell you that I have been operating on the first and now the second generation of this layout for a number of years. Originally the layout was in the basement of a town house and when Dean bought his present home he moved the layout and stretched it to its present arrangement giving it more room in the middle aisle and a staging area to the side. ( key words in our operating group being middle, more room, stretched). The layout can easily support five operators with local and thru trains, passenger and yard switching in the main yard. The early diesel and late steam are equipped with sound and uses Digitrax DCC control. †



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## EPILOGUE - PJ '08

By the time you are reading this, it will be three months since the convention ended and the old year became the new. Without tooting the Division's horn too loudly, the convention was hailed by all those I talked to 'as a success'. First, I want to thank (again) all those members on the committee who worked long hours during the previous year to bring this endeavor to the successful conclusion it achieved. I would be remiss if I did not also thank the many volunteers that assisted the committee in the day-to-day activities at the convention. "THANK YOU"

Next, I want to briefly summarize some of the highlights that occurred during the three and one-half days. Two hundred thirty (230) MER members, spouses, children and guests registered for the convention coming from thirteen (13) states including OK, FL and OH. Two (2) prototype tours were conducted. The clinic roster featured forty (40) chances to learn a new technique or two. The NV module operated a small layout and shared the room with a couple of "Made in the MER" manufacturers. The white elephant table had many bargains available and was busy with eager buyers most of the time. While all these in- hotel programs were taking place, some two dozen local modelers were hosting an open house of their layouts for the conventioners. Some operating sessions were included.

Also, the contest room was well staffed with models. Sixteen (16) of the forty-four (44) contest entries earned AP merit awards. Two AP Certificates were presented at the banquet. Speaking of the banquet, the beef and chicken buffet presented by the hotel staff was a huge success. Dessert was even better. One member of the head table had more than one. The panel of MMRs showcased five (5) of the Region's twenty-four (24) members that have achieved the MMR designation. The auction closed out Saturday evening's activities. The overall number of auction items was lower than in past years.

The annual business meeting and more layout open houses concluded the weekend activities.

*Continued on Page 11 EPILOGUE*

**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)

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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, Howard, 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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City	State	ZIP+4
Email		

### Interest Survey

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

### Newsletter Election

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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 \$55 per year for full membership including the monthly *Scale Rails*, or \$36 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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[www.shelflayouts.com](http://www.shelflayouts.com)

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## In the Web By Mike White

Since most of you have no idea who I am, I want to use this article to introduce myself. I am one of those old "first train was around the Christmas tree" model railroaders who has been in the hobby off and on for over 60 years.

I am currently the Computer Clerk and Webmaster for the Potomac Division and it is the webmaster part of my activity that I want to expand on here. If you have never taken a detailed look at the Potomac Division website at:

[http://home.comcast.net/~Potomac\\_NMRA/](http://home.comcast.net/~Potomac_NMRA/), you really should. Two words – Gold Mine! Little to none of what you see there is due to anything I've done, it's all to the credit of those who are webmasters of yore.

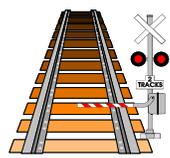
My purpose in this column is to introduce you to one part of the website each issue which I have found particularly interesting and informative and think you will also.

I am of an age where my hero of model railroading was, and still is, John Allen (with Frank Ellison a close second).

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Go to the website, click on the "Local & Interesting" table of contents entry on the left side of the screen, and when you get to the Local and Interesting page, in the second group of entries, click on "John Allen's Gorre and Daphetid". At the bottom of the short paragraph describing its contents is a link - "Please open a new window at the Gorre and Daphetid Reminiscence Project Site". Click on the link and you will go to one of the finest collections of John Allen, and Gorre and Daphetid information that I have found collected in one place anywhere.

John Allen was the godfather of model railroading as we know it today. This is a perfect place to begin your exploration of a website dedicated to his, and our, hobby. †

## 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/)

## Layout Tours

**There is no Layout tour for April 09. Contact Tom Brodrick to volunteer your layout at (301) 253-0558 ([t.brodrick@verizon.net](mailto:t.brodrick@verizon.net)).**

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## *Continued from Page 8 EPILOGUE*

If you did not attend this convention, I urge you to start planning for the one next year in Hagerstown sponsored by the South Mountain Division (SMD). For a warm up, attend the NMRA National in Hartford, CT this July. Hope to see you all there.

Bob Minnis  
Chairman (Retired) †

*Editor's Note Read more about PJ 08 at the MER Web site and next issue of the Local.*

## *Continued from Page 2 Business*

In addition, Mark arranges field trips such as the upcoming expedition to Roanoke on May 2. John Griffith has been editing the Flyer since Spring 2002. In those years he has also served as Senior Assistant Superintendent.

Bill Roman has stepped down as AP Program Representative, a position he has shared with Ed Price since November 2000. But Bill is not going away. He is starting his second stint as Secretary for the Mid Eastern Region and is advising the new AP Program Coordinator, Brian Sheron. The AP duties are split at the Potomac River; Brian is in Maryland and Ed Price has agreed to stay on as the Northern VA AP coordinator. Mike White has taken up the keyboard as Computer Clerk and Webmaster, replacing yours truly. We worked together on the Potomac Junction Convention.

I feel enriched knowing and working with these fine people. I encourage you to enhance your friendships through the great hobby of model railroading. It can be fun in many dimensions. †

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## Roanoke registration form(please print):

Name		
Street address		
City, State, Zip code		
Phone numbers	(h)	(w)
		(c)
Email address		
Mail to Mark Andersen, PO Box 682, Merrifield, Va. 22116-0682.		

# Potomac Division Calendar

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

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## February

- 15 NVNTrak and PD Module Crew at Fairfax Station Train Show, VA
- 22 NVNTrak at Manassas Museum, Manassas VA
- 15 Layout tour at Martin Brechbiel's, Annandale, VA
- 28 PD Module Crew at The Lyceum, Alexandria's History Museum, Alexandria, VA.

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## March

- 1 PD Module Crew at The Lyceum, Alexandria's History Museum, Alexandria, VA.
- 7 NVNTrak at Lorton Station Elementary School

PTA Health and Safety Fair , Lorton, VA

- 8 Layout tour at Jim Hellwege's, Alexandria VA
  - 14-15 NVNTrak and PD Module Crew at Boy Scout Troop 964 Train Show, Dale City, VA
  - 15 NVNTrak at Fairfax Station Railroad Museum, Fairfax, VA
  - 21-22 NVNTrak and PD Module Crew at Greenberg's Train & Toy Show, Fredericksburg, VA.
- 



The Quarterly Newsletter of

Division 2 ("Potomac") Mid Eastern Region

National Model Railroad Association

4604 Bel Pre Road  
Rockville, MD 20853-2208

# Home Layout Tour

**Martin Brechbiel's  
Cumberland Valley RR  
Sunday February 15, 2009 1-4 pm**

The layout is O scale running earlier steam (1900-1920) with scratch built wooden cars running over hand laid code 125 track & switches intended to provide a feel of the CVRR spur that ran up into Richmond Furnace that came off the mainline between Chambersburg and Green-castle. The layout is small (11'x13') and will only accom-modate 4-5 people at a time. Scenery is an ongoing and sporadic exercise that continues to be pursued but track does run into and around Lauthers' Perfect Pickles and a few other recognizable structures. The lower level is actu-ally code 148/3 rail O gauge which will not be in opera-tion so that we can take out the duck under for visitor con-venience. The railroad basically represents a small stretch of the Cumberland Valley RR that lived on as a branch line running from Marion up through Lemasters into Metal. The track plan is fundamentally a loop with nu-merous sidings; some installed and others still under con-struction. The majority of mainline track, yard, and switches are complete while sidings, scenery, Buildings, and other details endlessly remain to be completed. When we get tired of steam we will bring out the CG&C trolleys and then the PRR diesel power. The workshop will also be opened.

Coordinator's Note: Please park in the pipe stem or at the side of the road: enter at the front door and follow the in-structions from there around & down into the basement.

# Home Layout Tour

**Jim Hellwege's  
Bangor & Aroostook Railroad  
Sunday March 8, 2009 1-4 pm**

Jim's N-scale layout is modeled after the late Maine Bangor & Aroostook railroad. The layout is U-shaped, being 12 feet long at its base, with the legs of the U being 7 and 8 feet long, with each 4 feet wide. The layout is a walk-around layout with 3 independent mainlines, each being a loop of approximately 35-37 feet in length, op-erating at elevations ranging from 40 to 48 inches from the floor, and capable of interchang-ing with each other at several points along each mainline. The scenery is completed, and in-cludes numerous bridges and tunnels, as well as light industry including a lumberyard and furni-ture factory. The layout takes advantage of the single mainline/isolated locale aspect of the Ban-gor & Aroostook by having a high ratio of scen-ery to railroad.