

The Potomac Flyer



July—September 2010 The Quarterly Newsletter of Division 2 (“Potomac”), Mid-Eastern Region, National Model Railroad Association, Inc. Summer Quarter

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Does the Clerk have your e-mail address? If you are not receiving reminders then probably not. Send it to potomac_nmra@comcast.net now!

Take a Ride on the Walkersville Southern Railroad!

By Brian W. Sheron Photos by Marshall Abrams

Mark your calendars for Sunday, October 17th because the Potomac Division is sponsoring an afternoon outing and train ride on the Walkersville Southern Railroad for NMRA members and their guests. The outing will begin at 3 pm with a tour of the engine barn and yard. At 4 pm we will climb aboard vintage passenger cars and take a leisurely 1 hour and 15 minute train ride.

What is the Walkersville Southern Railroad, and where is Walkersville anyway, you might ask?

The Walkersville Southern is a small scenic railway that is located in Walkersville, Maryland, a small town a few miles north of Frederick, Maryland. The railroad is operated by a hardy bunch of volunteers, all with a love of trains. It currently has about 4 miles of trackage that runs south from Walkersville to just before where Route 26 branches off from Route 15.



A couple of vintage cabooses and box car sit in the Walkersville Southern's yard.

The train chartered just for us which will take us for the ride is composed of small diesel switcher, an open flat car with benches and a roof, two former Long Island Rail Road P-54 passenger cars that were built in the 1920's, a former Long Island Rail Road P-72 passenger car that was built in the 1950's, possibly a WWII troop carrier car, and (of course) a caboos.



The interior of one of the P-54 passenger cars.

The outing will start with a guided tour of the train yard at 3 pm. You will see their other diesel switcher that is being restored in the engine barn, several more P-54 passenger cars in various stages of restoration, and hopefully be able to climb aboard and walk through a 1940's vintage heavyweight parlor car that is in its original condition. Also in the yard is a restored vintage box car along with a restored vintage caboos.

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The Potomac Division

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

The Potomac Division includes: The District of Columbia; Calvert, Charles, Montgomery, Prince George's, and St. Mary's Counties in

Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

The Division Crew

Superintendent	Marshall Abrams (301) 588-1005 (Abrams_railroad@comcast.net)
Senior Asst. Supt.	Bill Day (703) 406-4112 (billday22@verizon.net)
Asst. Supt.	Martin Brechbiel (703) 309-3082 (martinwb@verizon.net)
Paymaster/ Module Crew Liaison	Mark Andersen (703)625-1272 (andersmd@cox.net)
Clerk	Bill Demas (301)460-0741 (wsdemas@verizon.net)
Achievement Prgrm Coordinator	Brian Sheron 301-349-5754 (BWSheron@mac.com) Ed Price 703-577-7222(ewprice@comcast.net)
HO Module Crew	Mark Andersen (703)625-1272 (andersmd@cox.net)
Northern Virginia NTRAK	Cliff Enz (nanotheater@gmail.com)
Program Coordinator	Brian Sheron 301-349-5754 (BWSheron@mac.com) John Drye (703) 922-8131 (jdrye52@aol.com)
Database Administrator	Mike White Potomac_NMRA@comcast.net

The Potomac Flyer

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Editor	John Griffith 6765 Blanche Drive Lorton, VA 22079-1320 (703)-339-3738 (jsgassoc@aol.com)	
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For more local information, see the Potomac Division web site at:

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

From the Business Car

by **Marshall Abrams**
Division Superintendent
Abrams_railroad@comcast.net



Most of the activities undertaken by the Board of Directors are described in separate articles. I'll just touch on them in this column.

As eloquently described by Bill Day, the Minicon was truly successful. The officers from Potomac and Chesapeake Divisions were very pleased with the results, including building relationships. We'll probably repeat the joint Minicon in two years. Next year we will return to St Matthews United Methodist Church on Little River Tpk in Annandale. You can mark your calendar for Saturday 2 April, 2011.

The Bylaws were amended and the Board of Directors was elected at the Minicon. John Drye conducted the elections; see his report in this issue. The appointed members of the Board are Mike White - Computer Clerk and Webmaster, Ed Price - Achievement Program Coordinator for VA, Brian Sheron - Achievement Program Coordinator for MD and Layout Tour Coordinator, Mark Andersen - Modular Groups Liaison, John Griffith - Potomac Flyer Editor. Per the amended Bylaws, all are voting members of the Board.

Now that the Minicon is behind us, two special events are being planned. Brian Sheron discovered the Walkersville Southern Railroad on abandoned PRR tracks just north of Frederick and has arranged a tour of the facilities and a chartered train ride for us on Sunday, October 17, 2010.

Operations that simulate train operations are an increasingly popular way to enjoy model railroading. Our experience in organizing the 2008 MER Convention was that we have fewer people and layouts enjoying operations than other divisions. Therefore, PD is initiating a series of clinics and hands-on operating experiences to introduce novices to this aspect of the hobby. The first clinic will be held on July 10 at George Mason Regional Library, 7001 Little River Turnpike in Annandale, Beltway Exit 52B. There will be follow-on sessions providing hands-on operating experience.

We're a busy and happy bunch, enjoying model railroading!

Achievement News by Brian W. Sheron
Photos by Author



On April 17th, the Potomac Division held its annual Mini-convention at the South Columbia Baptist Church in Columbia, Maryland. A “Contest Room” is a staple of most NMRA conventions, whether it is a National convention or a division-level convention. However, at the April 17th Minicon, we departed a bit from tradition and sponsored a “Celebration of Models”. Thus, instead of the usual contest room, we had a combination of contest and model display rooms. In the model display room, members were treated to a variety of models. These included Bill Day’s National award-winning HO scale operational bascule bridge, as well as his HO-scale steel mill. Robert Johnson displayed his collection of O-scale traction cars, and I displayed my HO-scale “Halesite Marine” marina model. In addition, Ben Hom brought his extensive collection of super-detailed HO-scale freight cars for display, and set up a modeling demonstration in the model room during the convention.

In the contest room, there were three models entered for NMRA merit judging. Jim Burnside from the Chesapeake Division submitted his HO-scale scratch-built Coke pusher structure, and I submitted a scratch-built HO-scale Reading stock car, and a scratch-built pickle car. All three models passed the scrutiny of the judges, and won NMRA merit awards.

There was also a “popular model” contest, where members could vote for their favorite model. Bill Day’s bascule bridge won first place, and my Halesite Marine and pickle car tied for second place.

During the last 3 months, we also had some NMRA certificates awarded. Steve Jackson received the Gold Spike certificate, Mike White and Martin McGuirk both received the Author achievement certificate, and Bob Rodriguez received the Scenery and Electrical achievement

certificates. If you see any of these gentlemen, be sure to congratulate them on their accomplishment.

“Celebration of Models” Pictures



HO Scale Coke Pusher model by James Burnside



HO-scale stock car by Brian Sheron



HO-scale pickle car by Brian Sheron

Continued on page 5—AP Pictures

Northern Virginia NTRAK News

By Cliff Enz

The NVNTrak rail group has been busy. This eclectic group of performance and graphic artists has had installations and exhibitions at various venues including the International Plastic Modelers Convention, Union Station, Fairfax Station, and BSA show.

Drawing inspiration from such diverse artists as Yutaka Sone, Edward Hopper, Ishiro Honda and Winston Link, the group's artists have built and display varied vignettes of railroading in the American consciousness. Many member's contributions are based on energy extraction industries, foreshadowing artist John Williams' TTrak influenced ceramic and gold "Commodities Series" which created a buzz in the Washington DC art world. The group seeks outreach and encouragement to budding or potential artists through a series of 'How-To' modules.

Performance artists among the NVNtrak collaborative seek purity in mimicking railroad operation, including dispatching, freight handling and mainline operation. To this end, the combination of computer controlled locomotives and switching is seen on the rise. Automated, audio, or lit features seem to be a more common theme on member modules than previously, thus adding to the performance appeal. A certain tension persists with the graphic or visual artists, who look to the visual appeal of a module rather than it's prototypical operational characteristics. It appears, however, that the operational characteristics of many of the components are being improved to meet the evolving requirements of the performance contingent.

Among the graphic artists there is strong appeal for depicting regional rail scenes and operations. Among collaborative members, though unfortunately, the most frequently seen and used Metro DC rail equipment and features are not depicted. Modern WMATA, VRE, Marc, Amtrak and CSX operations, terrain features, structures and equipment are often lacking. While members have placed historic dioramas with local museums (Silver Spring Station, Fairfax Station, and The Lyceum, Alexandria's City Museum), the reality is that these dioramas, once in the museum's permanent collection, never return to operational usage.

Within the group there is competition to produce the defining statement of modern or period railroading, that encapsulates the transcendent American transportation experience as artist Yutaka Sone has done for the 405 and 10 freeways. Is the goal to fully implement the graphic and physical attributes of the component module that encapsulates the American experience? Or is it a combination of graphic and operational characteristics? No one has yet fully addressed these challenges. Is there a way to move the general public beyond the "Nutcracker Suite" appeal of continuous running while explaining and maintaining interest in sporadic, yet more sophisticated movement? Is there a graphic interface that will pull the public into each component, much as realist painter Edward Hopper or photographer Winston Link does?

While mainstream art world critical attention continues to elude this talented group of artists, they are always a delight to parents and children alike. Cognoscenti continue to seek out NVNtrak's public gallery displays. Planning by the collaborative has commenced for a national/international show.

Historical research and documentation continues apace through NVNtrak's web site, and through Internet based discussion groups, which share information and photos.

The group has not neglected it's 503c responsibilities either, organizing rail safety presentations for scouting groups and the general public.

Performance/Installation Schedule is available at www.nvntrak.org (There is generally a slight charge for gallery admittance, children below 10 are usually free).

References:

Sone-
<http://wheels.blogs.nytimes.com/tag/yutaka-sone/>

Williams-
<http://www.theclaystudio.org/exhibitions/williams.php>

Honda-
<http://www.imdb.com/name/nm0393094/>

Continued from page 3—AP Pictures



HO-scale Halesite Marine by Brian Sheron



HO-scale steel mill by Bill Day



HO-scale Bascule Bridge by Bill Day



O-Scale Traction cars by Robert Johnson



HO-scale freight cars by Ben Hom

Your Article Could have Started Here

What are you waiting for?

Send it to jsgassoc@aol.com

Chesapeake and Potomac Divisions Make Mini-Con History

By Bill Day
Photos by Marshall Abrams

“The best Mini-Con I’ve ever been to,” said a longtime modeler leaving the Chesapeake-Potomac Mini-Convention in Columbia, citing the modular layouts, educational clinics and what he termed the best convention site he could remember. The Mini-Con was held in the South Columbia Baptist Church.

Superintendent Marshall Abrams, reflecting on the organization and joint effort of the two divisions, said, “It was a very successful operation, the way things came together with everyone contributing their best efforts.”

He said he was especially pleased with the organization of the modular setups. “There was a great feeling and a great ambiance because everyone was in the same room. Starting with the White Elephant table, members could see how all the pieces fit together to create a final layout.” Clint Hyde, the ex-president of the Mid-East Region, organized and staffed White Elephant books, kits and memorabilia.



Baltimore Area Ntrak Club Layout

Modular layouts, always popular, were the work of the Meade Area Model Railroad Society with 15 highly detailed modules; the Baltimore Area Ntrak Club with 16 modules, including, in part, the Pennsylvania Railroad



Meade Area Model Railroad Society



Northern Virginia NTrak



Northern Virginia NTrak TTrak Module

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Station in Baltimore, and the Northern Virginia NTrak club with an astounding 50 mini-modules and the biggest classification yard in the room.



Clinic presentation by John Drye

Clinics, organized by Mark Andersen, drew high marks all around. One modeler showed off a sedum tree he had made, saying “it’s the most realistic tree I’ve seen and I’ve seen them all.” Then he said, smiling, “My wife will be growing sedum in the garden from now on.” As for Mark, he reported that the clinics were excellent, all serving their advertised purpose, many attuned to operation. “Some,” he said, “were incredibly well-attended.”

There was a Lucky Strike Extra in a special demonstration by Ben Hom, a modeler who brought examples of upgraded Walthers X29



Bill Demas hard at work

rolling stock. Ben showed how he did it, featuring examples of repairing, weathering and detailing, the essentials for a realistic roster.

Clerk Bill Demas, as usual and as expected, greeted and registered modelers, holding sway at the registration table, counting money, encouraging form-filling and checking National Model Railroad Association membership, assisted by Chesapeake Superintendent Kurt Thompson. Working the election table were Russ Fort and Gerhard Klose.

In the Contest room, Ed Price, Greg Meeks, Martin Brechbiel and Brian Sheron were among the judges, examining models for Achievement Program points and encouraging exhibits under the title Celebration of Modeling.

When the dust had cleared, models by Brian and Jim Burnside had earned achievement points. In the popular vote contest, among models on display and those seeking points, Bill Day’s bascule draw bridge took first, and Brian’s Halesite Landing and pickle car tied for second.

Modelers weren’t the only ones pleased with the convention, held at the South Columbia Baptist Church. Working with Bob Burroughs, the two Divisions contributed to the Church’s general fund and to its Youth Ministries. Additionally, those eating lunch helped pay for special missions supported by the South Columbia Youth Group. Five of the young women, each prettier than the last, presided over gourmet pizza, crackers, candy and coffee, using the funds for missions helping inner-city youngsters throughout the country.

Garrett Nicholson, a past Superintendent of Potomac Division, was present, as was John Drye, immediate past Superintendent of the division. John supervised the election of the Potomac Division Board of directors and committee chairmen for the next two years, reporting that Marshall Abrams, Bill Day, Martin Brechbiel, Bill Demas, Mark Andersen and Brian Sheron will do the heavy lifting

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More Realistic Waybills at Less Cost

by Mike White



There was a recent article in *Railroad Model Craftsman* (December 2009), pg. 71, entitled “Prototypical waybills for car card operation” by Anthony Thompson. It is an excellent article that uses historical sources for designing more prototypical waybills, in both appearance and content, than those normally found in model railroad operation.

Integral to the use of this enhanced waybill is the use of the card sleeves described in the February 2009 *Model Railroader* magazine article “Plastic pockets improve waybill operation” by Bill Neale, pg 62, as the car card portion of the car card/waybill combination

In describing his development of the waybill, Anthony said the following: “The way I created this waybill was essentially by cutting and pasting from a prototype waybill using Adobe Photoshop®.” Unfortunately, Adobe Photoshop is a high-end, high cost, graphics program beyond the needs and/or means of most model railroaders. This article remedies that by showing you how to produce almost the exact same waybill using Microsoft Excel. Most Windows PCs come with some version of Microsoft Excel pre-loaded, so it is software available to most computer users.

The version that I used for this project is Microsoft Excel 2003, which is probably a few releases behind the market but should work for most later versions with minor differences in menu choices. If you do not have Excel, I would recommend downloading the free Open Office software from openoffice.org. The Open Office Calc program is in every way as good as Excel.

However, as mentioned above, I used Excel to produce waybills comparable to those described in the article so, in the following, I will be describing Excel features and menu choices.

To get started, you should set up the page to contain the final result. It’s all about having enough space on a page to contain the maximum number of complete waybills. Start your Excel program and you will be immediately presented with a blank spreadsheet. Ignore that for a moment and left-click on the “File” menu in the menu bar. In the drop-down menu, click on “Page Setup”. On the Page Setup dialog, click on the “Page” tab, if it is not already selected, and click on the radio button for “Landscape”. In the same dialog, click on the “Margins” tab. Change the values in each of the “Top”, “Bottom”, “Left” and “Right” boxes to 0.5. Change the values in the “Header” and “Footer” boxes to 0.0. Click OK at the bottom of the Page Setup Dialog and return to the blank spreadsheet.

Excel is very good program for designing forms of all kinds in that it provides a lot of formatting flexibility missing in word processing programs. What we’re using the features of the spreadsheet program for is essentially designing a form that matches what Anthony Thompson created using Photoshop.

The first step is to adjust the column widths to suit what we’re trying to accomplish. I’ve already fine-tuned these in my efforts, so I will just provide them and explain how column widths are adjusted. Move the cursor so that it is exactly on the line between the “A” and “B” column headings. When this is done correctly, the cursor will turn into a vertical bar with a short horizontal arrow-headed bar bisecting it and pointing both left and right. If you left-click while the cursor is changed, you get a pop-up box with two values in it. The first is average number of digits 0 through 9 that will fit in the column as sized, the second is the width in pixels. I’ll provide both numbers for each column, and later row, that you will need. So, with the cursor on the line between columns A and B, left-click, hold, and drag the line to the right until the numbers read, 9.29 and 70 pixels, then release the mouse button. Left-click and hold on the line between the B and C columns and drag the line to the right until the numbers read 13.29 and 98 pixels, then release the mouse button.. On the line between columns C and D, left-click, ***Continued on Page 9—Waybills***

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hold, and drag the line to the left until the numbers read 6.86 and 53 pixels, then release the mouse button.

In order to fill up a complete sheet, we have to have the columns A, B, and C repeated three more times horizontally. To do that, left-click once in cell A1. Now hold down the Shift key and press the right arrow key twice. A1, B1, and C1 should now have a heavy black border around them as a group. With the cursor still on the group, right-click, and choose “Copy” from the pop-up menu. Left-click on column D, keep the cursor on cell D1, right-click, and select “Paste Special” from the pop-up menu. In the dialog box that appears, click the radio button in the second column labeled “Column Widths”. Click “OK” to make it happen. Notice that now the columns D, E, and F are now the same widths as A, B, and C. Repeat this process for columns G and J to format column widths for 4-across waybills.

The next series of actions adjust the row heights to facilitate formatting the text you’re going to put in the cells. This process is very similar to doing column widths except you go up and down instead of left and right. As you did when adjusting column widths, place the cursor in the column on the left containing the line numbers on the line just below the number “1”. The cursor changes to a dark horizontal bar with a short vertical arrow-headed bar bisecting it pointing up and down. Click and hold and the pop-up box will show 12.75 and 17 pixels. While still holding the left mouse button down, drag the line down 1 pixel so that the pop-up box reads 13.50 and 18 pixels. Release the mouse button. The next 24 rows are adjusted the same way though with different measurements. With the same procedure you just used to adjust Row 1, adjust rows 2-24 using the values from the table below (Figure 1).

Row	Numbers		Row
2	12.75	17	27
3	6.75	9	38
4	6.75	9	29
5	6.75	9	30
6	6.75	9	31
7	11.25	15	32
8	7.50	10	44
9	7.50	10	34
10	12.75	17	35
11	7.50	10	36
12	7.50	10	37
13	15.00	20	38
14	7.50	10	39
15	15.00	20	40
16	9.00	12	41
17	15.00	20	42
18	7.50	10	43
19	9.00	12	44
20	6.00	8	45
21	6.00	8	46
22	6.00	8	47
23	12.75	17	48
24	33.75	45	49
25	25.50	34	50

Freight Waybill

Figure 1.

In a manner similar to reproducing the formats of the columns, you need to create a second row of waybills immediately below the first row. There is no series of commands or menu choices in Excel that allows you to do this easily, so you will have to repeat the process of adjusting row heights one by one for rows 26 through 50. Row 26 is 13.50 and 18 pixels. Rows 27 through 50 are the same as rows 2 through 25 as shown in Figure 1.

The first line on the waybill form you are about to populate contains the name of the railroad originating the shipment. Each of these railroads had a number assigned in the Railway Accounting Procedure book issued by the Railway Accounting Officers Association. You can browse a copy of the 1922 edition on line at :

<<http://www.archive.org/stream/railwayaccountin00railuoft#page/116/mode/2up>>

My railroad is a fictional short line, so I found a gap in the numbering system at the alphabetically correct place and created a number.

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If you are modeling a prototype or have only prototype road-named cars, then the number can be found in the above book. Throughout what follows I am going to use my own information in examples, but that in no way prevents you from changing it to whatever you need or want.

Figure 2 shows the Line, Starting Column, Fonts, Font Sizes, and Contents of each line of the waybill. Once the basic form data is filled

in we'll deal with any special adjustments. You'll notice that the drop-down list for Font Size has 8 as the lowest number available. This is misleading. The feature of True Type fonts that makes them so useful is that they can be scaled to any size. To get sizes smaller than 8 (which will be needed), highlight the value in the Font-Size box and then just type in the number you need and hit "Enter". Whatever you type next will be the entered size.

Now that the permanent text is entered, it's time to make some adjustments to cleanup the appearance **Continued on Page 11—Waybills**

Line	Col	Font	Font Size	Contents:
1	A	Arial Black (upper case)	7	745 Solomons and Patuxent 745
2	A	Times New Roman	11	Freight Waybill
3	A	Arial (upper case)	4	To be used for single consignment, carload and less carload
4	A	Arial (upper case)	6	From
4	B	Arial (upper case)	6	Station State
4	C	Arial (upper case)	5	Length/
5	C	Arial (upper case)	5	Copy of Car
6	C	Arial (upper case)	5	Ordered
7	<blank>			
8	A	Arial (upper case)	6	Shipper
8	C	Arial (upper case)	5	AAR class of
9	C	Arial (upper case)	5	Car ordered
10	<blank>			
11	A	Arial (upper case)	6	To
11	B	Arial (upper case)	6	Station State
11	C	Arial	6	ROUTE: (uppercase) Show (initial cap only)
12	C	Arial	6	route order
13	<blank>			
14	A	Arial (upper case)	6	Consignee and address
15	<blank>			
16	A	Arial (upper case)	6	No Pkgs
16	B	Arial (upper case)	6	Description of articles
17	<blank>			
18	A	Arial (upper case)	6	Weighed
18	B	Arial (upper case)	6	On C/L Traffic - Instructions &
19	A	Arial	5	E - Estimated
19	B	Arial (upper case)	6	Exceptions
20	A	Arial	5	R-Railroad Scale
21	A	Arial	5	S - Ship. Tested Whts.
22	A	Arial	5	T - Tariff Classification
23	<blank>			
24	<blank>			
25	C	Arial	4	Form 111

Waybill Contents

Figure 2.

Continued from Page 10—Waybills

of the waybill:

- Left-click on cell A1 then click “B” in the toolbar next to the Font Size box to “bold” the text in the first row of the new waybill. Left-click in the text-entry bar just above the spreadsheet in front of the first character and space until the first line in the waybill appears centered. (Excel does not always render data on the screen exactly as it will appear in the printed output. You may have to adjust it again after test printing the completed waybill).
- Left-click on cell A2 then click “B” in the toolbar next to the Font Size box.
- Left-click A3 and space the text until it appears centered.
- Left-click A4 then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click B4 then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click on C4, then hold down the Shift key and press the down-arrow key twice to select C4, C5, and C6. In the tool bar to the right of the **B**, *I*, U box, left-click on “Align Right”.
- Left-click A8, then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click on C8, then hold down the Shift key and press the down-arrow key once to select C8, and C9. In the tool bar to the right of the **B**, *I*, U box, left-click on “Align Right”.
- Left-click A11, then hold down the “Shift” key and click the right-arrow key twice to highlight A11, B11, and C11. Then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”

, then click “OK”.

- Left-click on C12, then left-click on “Align Right”.
- Left-click on A14, then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click on A16, then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click on B16, then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click A18, then hold down the “Shift” key and click the right-arrow key once to highlight A18, B18. Then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click A19, then hold down the “Shift” key and click the right-arrow key once to highlight A19, B19. Then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Top”, then click “OK”.
- Left-click A20, then hold down the “Shift” key and press the down-arrow key twice to highlight A20, A21, and A22. Then in the menu bar, left-click on “Format”, then “Cells”, then the “Alignment” tab, then in the “Vertical” drop-down box, select “Center”, then click “OK”.
- Left-click C25, then left-click on “Align Right”.

One more major formatting step and the blank waybill will be done. Somewhere around the third from the end of the toolbar is an icon that looks like a box with a small down-arrowhead to the right of it. This is used for outlining forms and sections within forms and that is what we’re going to do next with the waybill.

- First to outline the entire waybill, click on cell A1 in the waybill, then hold down the shift key and press the right-arrow key twice, then the down-arrow key 24 times to highlight the entire waybill. Then press the small down arrow key

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next to the box icon on the toolbar and select “Outside Border” (not “Thick Outside Border”). Click on the “Print Preview” icon on the toolbar to verify that the waybill has been outlined, then close the Print Preview.

- Left-click on A3, then hold down the Shift key and press the right-arrow key twice to highlight A3, B3, and C3. Then press the small down arrow key next to the box icon on the toolbar and select “Bottom Border”.
- Repeat this same sequence at A7, A10, A13, A15, A17, and A22.

Now for a few vertical lines and we’ll be done.

- Left-click on C4, then hold down the Shift key and press the down-arrow key to highlight C5 through and including C13. Then press the small down arrow key next to the box icon on the toolbar and select “Left Border”.
- Left-click on B18, then hold down the Shift key and press the down-arrow key to highlight B18 through and including B22. Then press the small down arrow key next to the box icon on the toolbar and select “Left Border”.

It would be a very good idea to print the completed waybill at this point to verify the spacing and centering of the text already entered. It is easier to repair at this point before we populate the sheet with eight of them.

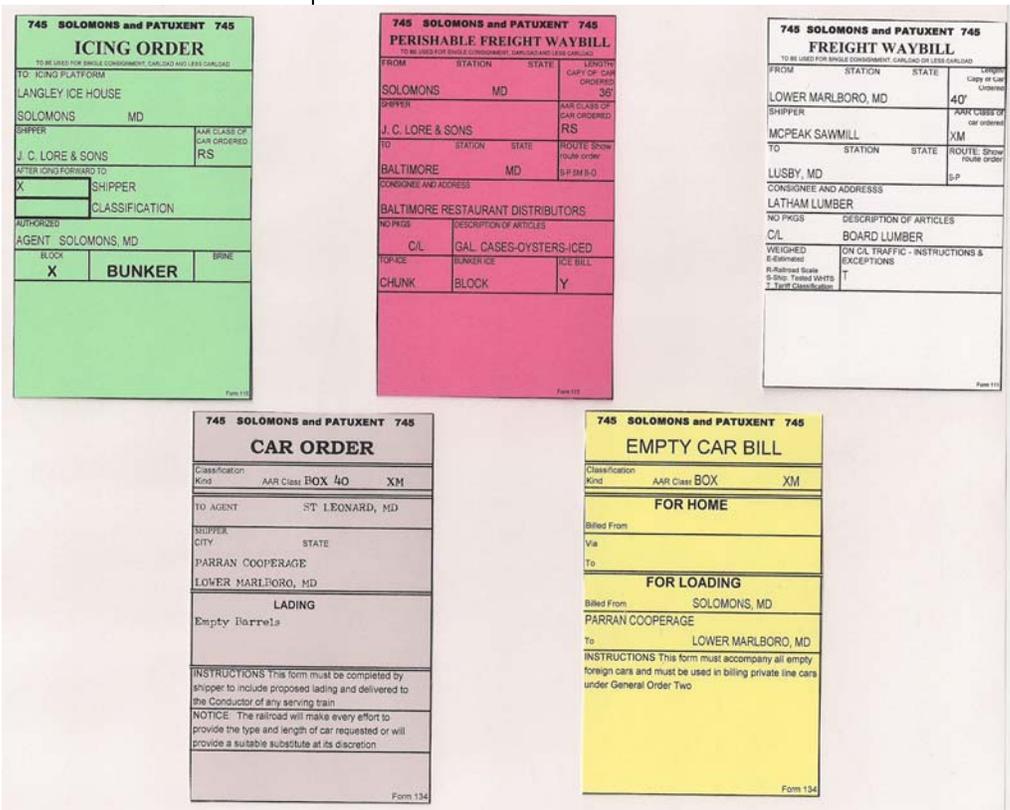
Once you’re satisfied that the single waybill looks the way it should, it needs to be duplicated seven more times on the sheet to maximize the use of your paper. Left-click on A1, then hold

down Shift and highlight A2, and A3, then still holding Shift, down-arrow 24 times to highlight the entire waybill. Somewhere in the highlighted area, right-click and select “Copy” from the pop-up menu. Right-click on D1, and select “Paste Special” from the pop-up menu. In the pop-up dialog box “All” should already be the selected radio button, so click “OK”.

Repeat this process at G1, J1, A26, D26, G26, and J26. When done, click on “Print Preview” to verify that you will print eight (8) complete waybills per sheet.

The choice is yours, but try printing on plain 20# bond paper, and 110# cardstock to see which works best for you.

Reproducing the other waybill types in Anthony Thompson’s article follows very similar steps as just used here with minor differences in spacing and, of course, different text. Once you have done the basic Freight Waybill as described here, doing the remainder of the waybills shown in the article should not be difficult.



The Potomac Module Crew

by Mark Andersen



Now that our spring 2010 season is in the books, we can look back in retrospect at our displaying accomplishments. Although, we are in hiatus from our normal Lyceum Railroad Days display in February, we are planning on showing this August 2010.

Our first large show is the Dale City Boy Scout Troop 964 at Saunder's Middle School on Spriggs Road in Manassas, Virginia. This year our 17 modules participated with three other groups forming a layout of 100 plus modules. The vagaries of DCC sorted out courtesy of Prince William Model Railroad Club member Don Draper and our own Colin Weiner helped smooth operations and electronic issues. The Boy Scout hierarchy schedules Railroad Merit Badge classes. This allows scouts from our metropolitan region opportunities earning a merit including modeling structures and boxcars, plus the all important Operation Lifesaver program. The following link http://www.troop964.org/index.php?option=com_content&view=section&layout=blog&id=10&Itemid=12 will take you to the troop webpage.

May brought us to Fairfax Station Museum for combined display of HO trains and Monty Smith's Lego layout in their freight room and NVN-Trak's caboose layout display. As always, our littlest visitors enjoyed chasing trains around our layouts. A big draw is the Lego trains as children realize that their Lego blocks can become trains too. Further information can be obtained from <http://www.fairfax-station.org/>

Although our displaying has been light this past spring, our upcoming shows include the:

Manassas Festival Show June 5, 2010 preceding our July break
<http://historicmanassas.mymediaroom.com/wire/events/viewevent.aspx?id=9131>

Railroad Days at the Lyceum, Alexandria's History Museum in Alexandria, VA. is August 14 and 15, 2010. We're trying a new layout.
<http://oha.alexandriava.gov/lyceum/>

Greenberg's Train and Toy Show in Chantilly, VA. is August 28 and 29, 2010.

A friend of Fairfax Station Show is September 5 and 6, 2010. <http://www.fairfax-station.org/>

Stop by and say hello, as we'd love to see you.

As always, "We're always looking for a few more members!!" Our website, now with a much shorter address, www.potomacmodulecrew.org is professionally maintained by Colin Weiner. 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 or call 703-625-1272. Again, thank you for your time

Potomac Division 2010 Election Report by

John Drye, Election Committee Chairman

For the first time in a long while, the supply of volunteers exceeded the demand for Division Officers. This year the division had six outstanding candidates for five Board Positions. We also had additional members who were willing to continue to serve as heads of division committees. After the ballots were counted, the Division Leadership structure looked like this:

Officers

Superintendent	Marshall Abrams
Sr. Asst. Super.	Bill Day
Asst. Supt.	Martin Brechbiel
Paymaster	Mark Andersen
Clerk	Bill Demas

Committee Heads

Computer Clerk	Mike White
Achievement Program Coordinator - VA	Ed Price
Achievement Program Coordinator - MD	Brian Sheron
Modular Groups Liaison	Mark Andersen
Potomac Flyer Editor	John Griffith
Webmaster	Mike White
Layout Tours	Brian Sheron

Thanks to members who helped at the polls, to those who voted, and, especially to these folks for dedicating their time to continue to make our division successful.

Around the Division

David Vaughn's Nickel Plate Road, Kentucky Western District By Bill Demas Photos by the author

Around thirty people braved the beautiful mid-May spring weather to drive out to Clarksville to see the amalgam of three O scale heritage railroads, including John Armstrong's iconic Canandigua Southern, into the mythical Kentucky Western District of the NYC & StL. (The Nickel Plate Road). The other two layouts were Ted Stepek's Pennsy (also designed by Armstrong) and Ed Rappe's Pennsy which was the cover featured layout in the December, '99 issue of Model Railroader. .

Set in southern Ohio in May 1958, the Nickel Plate features heavy freight traffic, but varnish still has its place and priority on the busy division, which runs from the western end of the CS to St. Louis. Steam still rules during this Transition Era time period, but the offspring of LaGrange and Schenectady are already making inroads. Road power still consists of mostly H-5 and H-6 Mikes and S-1 through S-4 NKP Berkshires for freights and PA's and L-1 Hudsons for passenger service. 1958 was the last year the NKP operated main line steam locomotives. David still runs a CSRR passenger train consist behind CSRR power or a DL-109 from the late Lorell Joiner's Great Southern layout. David's NKP fleet consists of many Overland and US Hobbies imports of the Mikados and Berkshires, the Hudsons and Geeps, SW's, and the PA's and RSD-12's. Three original CSRR steamers also are counted in the fleet.

The original layout was located in the in the basement of David's home in an 18'x47' space, the "front room." It was designed by John Armstrong and construction was started by Ted Stepek in 2000. In 2004, David acquired Ed's layout and during the 2004-2005 period, began construction of an 18'x42' addition to the basement. When John passed away, and his family made the CS available for preservation, David stepped in to acquire several sections and incorporate them as

well. When I told David how model railroaders everywhere owed him a debt of gratitude, he modestly deflected it with the comment "I thought it was important." Indeed.

The original layout has mostly all steel rail and features hand-laid, hand spiked ties and track with easements and super-elevations where needed. The CS and Ed's layout merge at the fabled Point of Rocks from the CS. David has made the layout bi-level, and has mostly double tracked main line with staging loops at each end, one of which was Ted's original construction, modified by David, and the other loop from Ed's layout.



View of the bi-level



Upgrade past photographers' corner

Continued on page 15—Around

Continued from page 1—Walkersville

We hope to have a former conductor on the Long Island Rail Road join us, who has some colorful tales to tell about the infamous P-54 “Ping Pong” cars we will be riding in.

At 4 pm we will depart Walkersville and travel at a leisurely pace south, crossing over the Monocacy River and passing civil war era telegraph poles still standing along the right-of-way. At the end of the line, the train will stop and then reverse and take us back to Walkersville with an estimated arrival time of about 5:15 pm.



The diesel switcher hooked up to the flat car and P-54's getting ready for a run.

We are inviting not only Potomac Division members, but also members from the Chesapeake and South Mountain Divisions specifically, and all NMRA members in general that may be in the area at the time. This trip is therefore a great way to meet fellow model railroaders from other Divisions.

Tickets are \$10 for adults, \$9 for seniors (55 and older), \$5 for children (3-12) and free for children under 3. To reserve your seats now, please send your check made out to the Potomac Division, and indicate the number and type (e.g., senior, adult,

child) of tickets you want, to our paymaster, Mark Andersen, along with a stamped, self-addressed envelope. Approximately one month before the trip, we will mail you your tickets. Mark's address is:

Mark Andersen
P.O. Box 682
Merrifield, VA 22116-0682

If you have further questions, please feel free to contact me at <BWSheron@mac.com> or 301-349-5754 evenings and weekends.

Continued from page 14—Around

As you would expect, converting one outside third rail (the CS) and two DC wired layouts (the Pennsys) to DCC has been a challenge to say the least. The main line wiring conversion is complete, and work on the yards is a work in progress, including the refurbishment of an all steel, code 172 double slip switch. One of Dave's most satisfying accomplishments was rewiring, insulating and converting to DCC and sound a pre-war Armstrong scratch built 4-8-4.



Downgrade along the Wall John Armstrong's scratch built 4-8-4

While much remains to do in the way of scenery, David has completed and installed an extension to the classic stone wall at the fabled ‘photographer’s corner’ from the CS using rubber molds cast from the original wall. Ed's famous Horseshoe Curve segment will also be prominently featured. David plans to refurbish several of the original “heritage” structures and add more of his own.

Continued on page 27—Around

Simple Ways to Achieve a Forced Perspective by Brian W. Sheron Photos by Author

The real world is a very three-dimensional place. If you stand on the beach and look out at the ocean, you can probably see several miles. However, our layouts are a different story. Unfortunately, our train rooms are of limited dimensions, and as a practical matter, layout depths are usually purposely limited to only a few feet so that we are able to reach that one box car that always seems to mysteriously derail on the back track.

So how can we achieve the illusion of depth, so that our layouts appear to be deeper than they are? One of the best ways to do this is with a well-placed mirror that reflects the layout (but not the ceiling, aisle, or people looking at the layout). I have seen layouts that have used strategically-placed mirrors, and they truly give the appearance of added depth (and a larger layout). But mirrors are very limited in application, so we have to resort to other tricks to get the illusion of depth.

If your layout has building flats against the back wall, a simple way to get the illusion of depth is to put additional building flats above them, but using the next smaller scale.



Figure 1

Figure 1 shows HO scale flats along the wall of my layout, and above them are N-scale building flats. Note that I added a piece of cardboard on the left side of each of the N scale flats, painted a

brick color, to give the added feeling of three dimensions.



Figure 2

Another way to do this without using smaller scale building flats is with backdrops. Figure 2 shows two backdrops mounted on top of building flats. I first glue the backdrops on a piece of posterboard using a spray adhesive (any craft store sells spray adhesives). Then, using an X-acto blade knife, I carefully cut the buildings away from the sky backdrop, and glue the buildings on the sky-blue wall. This method eliminates any seams along the sky portion where two backdrops join together.

Forced perspective can also be achieved by again resorting to a smaller scale structure. Simply put a visual “break” in your scenery (e.g., a hill, some buildings, and/or a line of trees). Then in the “distance”, behind the visual break, set a smaller scale building. It will need to be raised up so the viewer can see it. Hence, you could put a hill that rises up to the back wall, and set the smaller-scale structure near the top of the hill. Because it is smaller, the visual break will make it look like it is farther in the distance. An article in the February, 2010 issue of *Railroad Model Craftsman* discusses a variation of this technique, by showing how a “gap”, or space, left between the back edge of the layout and the backdrop creates an illusion of distance.

Roads are another tricky thing to blend into a backdrop. On Rick Steinmann’s layout, he has done an

Continued on page 17—Perspective

Continued from page 16—Perspective

excellent job of creating the illusion of a road going off into the distance by blending his road with a photo (see figure 3).



Figure 3

On my layout, I made my roads out of shirt cardboard. To give the appearance of a road continuing into the distance when it ends at a wall (see figure 4),

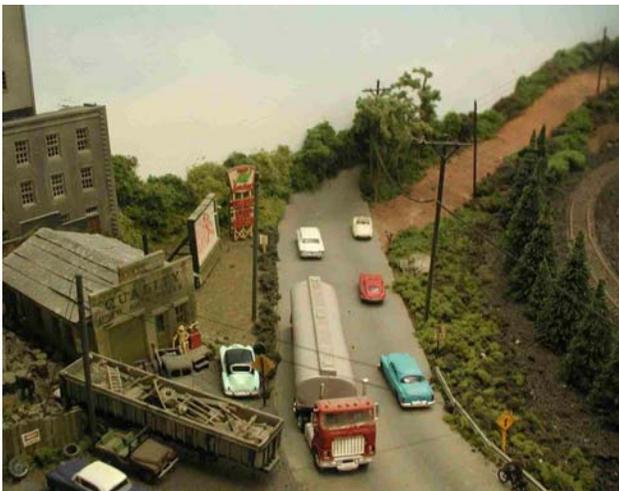


Figure 4

I cut the cardboard into a semicircle where it intersected the wall, and glued the semicircular part to the wall. With some well-placed foliage, the road seems to be curving out of sight with no visible line where the road ends at the wall.

Corners can also be a challenge, whether they are inward-facing or outward-facing. I had one outward-facing corner on my layout and disguised it by putting two building flats on the corner, and then cutting a 90 degree section out of a smokestack and gluing it up the corner edge (see figure 5) to cover the corner. Adding a piece of cardboard to simulate the roof in perspective also helps give the illusion of depth.



Figure 5

A Roadside Produce Stand by Martin Brechbiel Photos and Graphics by Author



Continuing on with my hiatus from scratch building large structure projects due to both the investment in time and combined with limited space on my layout, I was looking for a small project that I could take on that would satisfy my interest in board by board construction. A picture of a kit for a road side refreshment stand caught my eye, and since my layout is in a very rural farming setting, I decided to transform that picture into a road side produce stand building project.

The plan & design for this structure was to have a small building with a false front leaving the interior framing exposed. Two side windows and 1 large front window that will be hinged to open upwards were part of the design for both displaying and selling produce which would require some shelving to be installed flush in the window areas. The exterior will be done up with board & batten siding.

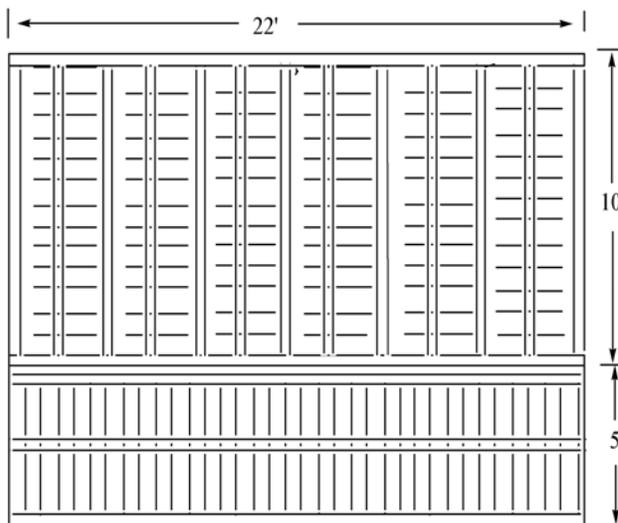
The construction started with the platform for the stand (Photo 1, Figure 1). This was envisioned to be basically open wooden joists setting on the



Photo 1

ground with floor boards holding it all together. I started out with a 10' x 22' section of scribed siding

Figure 1: View of platform from below showing direction of floor joists



(1/8" x 1/32") with some HO 4" x 22" joist cut to 9' 10" set at ~ 2' intervals. The end was then capped with 3 HO 4" x 22" joists cut to 22' long. The exposed surface that this created was used to anchor a 5' x 22' section of scribed siding (1/8" spacing x 1/32" thick) oriented at right angles to the other flooring. Two more 22' joists under this section finished off the platform. The two lines in Photo 1 define where the produce stand superstructure was planned to be installed.

Construction of the stand itself began with the 2 side walls since these were planned to be mirror images (Photo 2, Figure 2). I build on a section of 1/4" plate

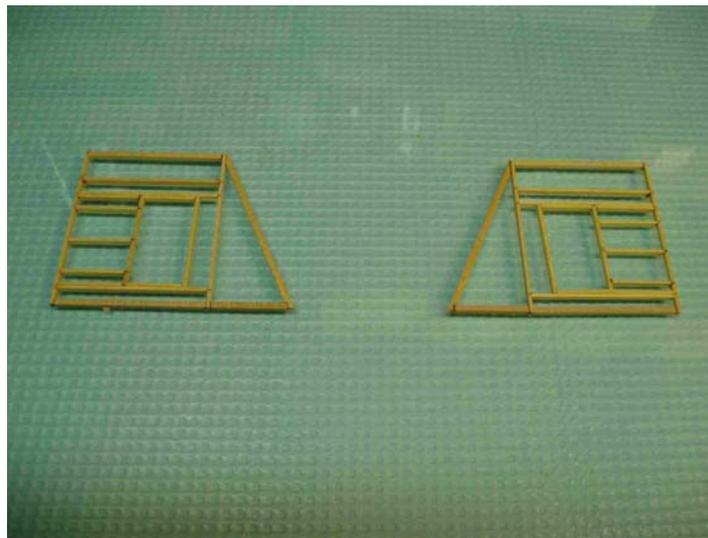
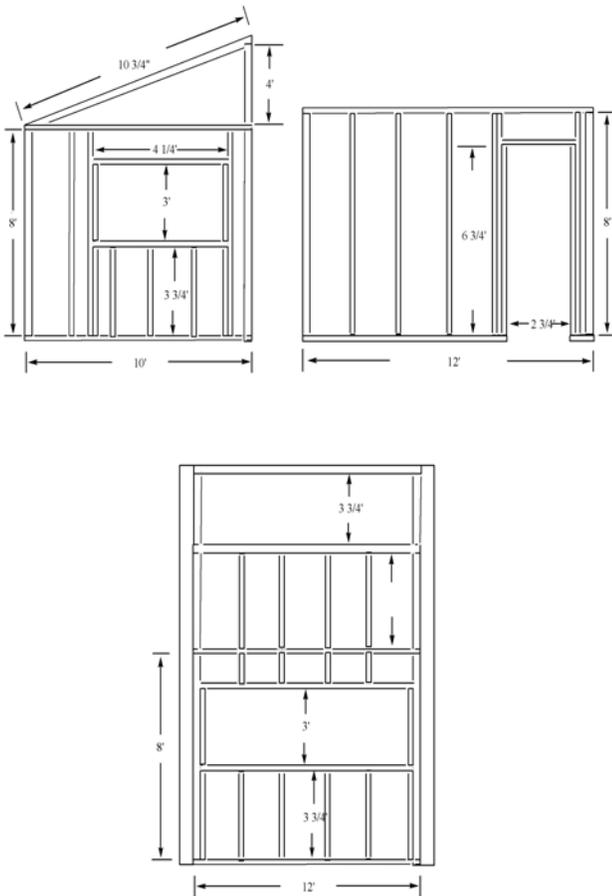


Photo 2

Continued on page 19— Produce Stand

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Figure 2: The side, back, and front walls as viewed from the interior



glass which insures that I have a flat surface and even if I glue the framing to the glass, I can slip a single blade razor or scalpel blade under the free my work without any damage.

The construction of all of the walls began with 2" x 4" and 4" x 4" stock and is completely board by board building up the walls pretty closely to how one might do this in reality. The studs were doubled up about the window and door opening and since I planned on leaving the framing completely exposed on the interior, I really wanted to get all of in place cleanly. I used a Chopper III from NWSL to make consistently long studs and I also used a scalpel for the rest of my carpentry. The 4" x 4" angled support for the outer roof rafter was mortised into place as well to insure a good tight and strong joint. All of the joints that involved

end grain were made with Goo while the rest of the assembly was done with ACC.

The back and front walls were similarly constructed (Photo 3, Figure 2). Along the interior flush with the



Photo 3

top of the bottom of the window openings I added a 4" x 4" to support a "to be added" shelf. The ones on the side walls were relieved so as to allow these to match up when the walls were assembled. A similar section of 4" x 4" was also added across the back wall. The inside of the door framing also received some door stop trim (2" x 2") so that the door would have something to close against.

Now, after the framed walls were flipped over to take advantage of building on glass, the exteriors were sheathed with HO 2" x 20" with O scale 1" x 3" for the battens. The window opening were trimmed out while the siding above the angled 4" x 4" on the side walls was left long to accommodate a 4" x 22" rafter cut to match that slope. The sheathing from the backs of the side walls was also left long to overlap with the back wall framing when the walls were assembled (Photos 4 & 5). This also necessitated mortising the 2 outside rafters and thus all of the rest of the rafters as well.

Continued on page 20— Produce Stand

Continued from page 19— Produce Stand



Photo 4



Photo 6



Photo 5



Photo 6a

With the 4 walls basically completed, it was time to assemble them into the structure. The back framing of the side walls with the extended sheathing provided a pocket for the corner 4" x 4" ends of the back wall to fit into, also insuring a measure of "squaredness" to the corner. These joints were secured with Goo. The front edges of the side walls were also then secured flush to the back of the 2 main support beams of the false front with Goo. After the walls were set, I planted the entire unit onto the platform centered between those two lines with the back wall flush with the back of the platform (Photos 6 & 6a). On to the roof!

The roof began with a 13' x 13 1/2' section of scribed siding (1/8" spacing x 1/32" thick). This provided an overhang of ~ 6" on the sides and a foot in the back. The two HO 4" x 22" outer roof rafters (Photo 5) were put into place just resting on the side walls. Four additional rafters with the same beveled ends and notched section designed to rest on the back wall were added roughly equidistant across the roof. These four rafters were slightly longer than the two outside ones so that they would be able to rest up on top of that lateral 2" x 4" inside the back of the false front wall. Spacers boards (HO 4" x 22") were inserted between the

Continued on page 21— Produce Stand

Continued from page 20— Produce Stand

rafters at both the top and bottom of the roof to block the rafters into position and secured with Goo. These were deliberately done roughly to cause an uneven and more rustic look (Photos 6a & 7). With this grid work



Photo 7

of rafters assembled in place, a bead of CA was carefully applied to the top of each rafter and the roof was set into place centered over the building with the scribed side facing downwards running at right angles to the rafters to simulate individual board roof sheathing. While in place, second lateral 2" x 4" inside the back of the false front wall was added just above the roof to lock into place (Figure 6a). The back wall of false front was then sheathed over with board & batten just like the rest of the building.

Inside along side of the perimeter other than where the door opening was and would also need space to open, a shelf was added (O scale 1" x 18") resting on a 2" x 4" stringer flush with the height of the window openings. An additional section of the same shelving was mounted to the top of the wall to form an exterior shelf for produce to sit upon. The 3 windows were fashioned from HO 2" x 16" with HO 4" x 4" cross framing and O scale 2" x 4" perimeters. The "hinges" were made from brass 0.015" x 0.042" brass bent at right angles mounted to the windows and to some scrap batten material. A length of scrap



Photo 8

0.015 brass wire was used to simulate the long hinge pins. The windows were then propped open with some wood from the scrap box and they were all secured by a combination of Goo and CA. The door was assembled from some S scale 2" x 12" framed together with some O scale 1" x 6" and 1" x 4" and secured in place with Goo. The top of the false front wall was then capped over with a section of HO 4" x 22" (Photo 8).

The entire structure inside and outside was stained with Pecan MinWax. The entire exterior was very

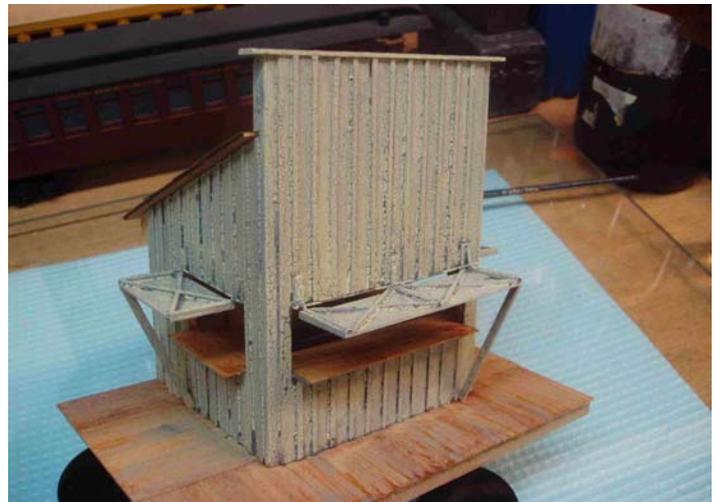


Photo 9

Continued on page 22— Produce Stand

Continued from page 21— Produce Stand

carefully painted with Floquil CSX Grey (GLS) and the while that was still very tacky to the touch, painted again with Polly Scale Aged White (Photo 9). The sign was made from scrap 1/32" sheet basswood with the name printed on an ink-jet, stained and weather with chalks and Bragdon powders, and then mounted with a discrete application of Goo.

The entire structure was first test fitted (Photo 10) then planted onto a section of Homasote using some real mud made from some fine sifted soil that also had some Carpenter's glue added into the mix. While the mud was drying, all of the wheel ruts and texture that define the dirt road were working into the mix using the actual wagon wheels from a concurrently assembled farm wagon (Model Tech). Woodland Scenics foliage, ground cover and turf were added while this mud was wet and wagon was then also "planted" in the mud before it dried. Some resin cast stumps, some real stones, and both Woodland Scenics

figure from Artista was added inside along with a number of empty crates and baskets. The shelves and surrounding area of the stand were populated with numerous baskets and crates of various vegetable and fruits all hand painted by me (Hamm River) and a few select farmer's market items from Woodland Scenics; 2 figures, some baskets and crates, the sawhorses and tabletop. Last, but not least, I went back and added a few crows and a few horse patties in the road (Photos 11). With those final details added, I called this small display module of Peachy's Produce complete and placed on my layout waiting for that day when I finally get around to its corner so that it can be built into the scenery there.



Photo 10

and some "weed trees" were added. Lastly, prairie tufts from Scenic Express were added. Horses (pre-painted) from Aardvark Aarts were also "planted" in the mud before it dried. After that, a



Photo 11

Enjoying Model Railroad Operations by Marshall D. Abrams

Operating a train layout in a realistic fashion can add hours of enjoyment to your model railroad hobby. Model Railroad Operations is a fun and interesting role-playing game where the players (operators) use model trains to simulate the movements of real trains and the actions of real railroad employees.

To help promote a better understanding and appreciation of model railroad operations, the Potomac Division is organizing a series of clinics and hands-on operating sessions to introduce operations to members who haven't tried this aspect of the hobby.

Model railroad operations simulates the movement of trains on a railroad. Like any simulation, some details are emphasized and other details are suppressed according to the objective of the simulation. Real railroad operating companies frequently use simulations to optimize traffic movement or profit. The degree of fidelity to prototype railroad operating environment varies among model railroad simulation approaches.

There are many choices to be made in establishing the rules and procedures for a model railroad operations simulation. This series of clinics and hands-on experiences is intended to present several combinations of choices for your edification and enjoyment.

Some folks equate operations with running trains; the more trains run, the more fun. For these hobbyists, operator satisfaction is measured in throttle time. Higher fidelity simulations introduce more roles, rules, and structure. Accordingly, the pace of these simulations is different. The focus is on the railroad business and the business of railroading – as well as running trains. The opportunity is for one to imagine becoming a railroad employee working on a prototype railroad, at least for the duration of the operating session.

This series of clinics and hands-on experiences will introduce several of the approaches to operations. Each approach has enthusiasts who believe that their approach is “best.” We leave it up to you to determine which gives you the most enjoyment. Other topics, such as designing your model railroad for operations, are out of scope for this series, but references are provided for further investigation. The

clinicians and their operating crews will be delighted to help members start operating on their own layouts. Operating approaches can be described by two dimensions, or aspects, of how the simulation is organized: Car Forwarding and Traffic Control Systems. We'll address Car Forwarding first.

Car Forwarding

Car Forwarding can be defined as is the purposeful movement of rail cars from one location to another. Prototype car forwarding is determined by customer needs. Shippers order up empty cars for loading and then delivery to consignees. Model railroads simulate this part of the activity to varying levels. Some operation simulations strive to accurately replicate traffic and car movements – occasionally to the level of duplicating actual prototype traffic as researched from historical data. Some random or arbitrary process is typically used to generate the shipments. Higher fidelity simulations generally include such details as the identification of the shipment contents, whether a car is empty or loaded, and off-line routing information.

Operations can be conducted by one solo operator or by a crew. Physical limitations, such as the size of the railroad and the width of the aisles, may limit the number of participants. Some layouts send out single person crews to operate a train; others employ a two-person crew, i.e. the engineer and brakeman/conductor. Having two people to collaborate often adds to the experience. Higher fidelity operations often employ additional personnel such as dispatchers, operators, agents, hostlers, yard masters, coal bosses, and the like to expand the experience beyond one of just running trains.

The prototype railways exist to move freight and passengers from an origin to a destination. Consignment loads on cars are moved using waybills as the authorizing document. These waybills are normally created by a freight agent on instruction from the shipper. Two methods are popular for arranging freight movements and informing the crew members – the hobbyists – what they are supposed to do next: Car Card & Waybill, and Switch List.

As computers become part of the social fabric, some model railroaders have adapted automation to replace previous manual operations. Waybills and Switchlists can be computer generated. Some operators have eagerly embraced one of several programs available for this purpose; others prefer manual systems. Both are represented in the hands-on experiences.

Continued on page 24—Operations

Continued from page 23—Operations

Switchlists are a prototypical method of moving rail cars in model railroad operations, since this is what the real rail roads use. Basically, the yardmaster or a train conductor lists all the cars in a train, usually identified by type, reporting marks and number, on the Switchlist, along with origin, destination, and other information that enhances the relationship to the prototype such as load. The train crew uses the Switchlist to determine how to handle the cars in a train.

Using car cards and waybills is probably the most popular method of car forwarding used for model railroad operations. Each rail car has an associated car card containing a pocket that holds the smaller waybill, which tells where the car is going. The most popular waybill can be used for 4 operating cycles. After a car completes a move to the destination the waybill is turned to reveal the next cycle or destination for the car. You can buy the forms, make your own, or use a computer program to generate the cards. The car cards contain type, reporting marks and number. The waybills contain the routing information for the car, such as which railroad lines it will be traveling along (e.g., B&O, PRR, C&O, WM), the name of the shipper and the name of the receiver, for each cycle. The train crew carries the car cards and waybills with them during their trip. File boxes are located near sidings and yards to hold the car cards and waybills for cars on those tracks. Train operating instructions tell the train crew when to pick up or set off cars along with their associated car cards and waybills.

Additional prototype constraints and conditions can be added to the simulation to enhance the railroad business side of the equation – empty vs. loaded, contents, priority, door-side unloading instructions, tonnage, shipper, and consignee. In some simulations participants, playing the role of railroads yard clerks, agents, and/or conductors, use the car card/waybill for to prepare switch lists as is done in the prototype. This method of “on demand” switch list more closely replicates the prototype job function and accommodates irregularities – missed connections, cars set-off due to tonnage limits, or other disruptions.

Traffic Control

Prototype Traffic Control is the purposeful movement of trains from one location to another, as determined by customer needs, physical constraints, and the desire for profitability. In the model railroad simulation we typically schedule or sequence trains, sometimes artificially introducing some randomness to increase interest. The rules of the simulation specify the movements of trains. Perhaps the only common rule is the avoidance of collisions. The simulation with the fewest rules relies on the human operators having a global view of the layout. and unstructured verbal instructions to train crews. Other higher fidelity simulations employ prototype practices and incorporate many of the rules and procedures of the prototype in a specific operating era.

In rough order of increasing complexity, model traffic control includes: Random – run anything, anytime; Sequential – trains running in a specific order; and Timetable & Train Order (TT&TO) – trains run by time (usually using a fast clock) according to rules patterned after the prototype.

Mechanisms, artifacts, and procedures employed to implement traffic control include Track Warrants, Control Signals, and TT&TO. A track warrant is an authorization – delivered manually to the crew in previous eras and usually delivered orally via radio in the modern era – for a train to occupy a section of main track. Control signals are trackside visual indications that govern, by semaphore and/or lights, the movement of a train on the main track. TT&TO are sets of rules and procedures used in an earlier era to authorize movements on the main track.

Potomac Division Operations Initiative

The first clinic in this series will be held on July 10 at George Mason Library, 7001 Little River Turnpike Anandale, VA, Beltway Exit 52B. The presentation is scheduled from 1:00 to 2:30 pm. This meeting is free and open to the public, and is also a prerequisite to the hands-on experiences that follow. Members may sign up for one or all of three follow-on activities.

The three hosts for the following hands-on experiences – Marshall Abrams, Steve King, and Roger Sekera – will describe their layouts and operating philosophy. A ten dollar deposit will hold your place at each subsequent session and will be applied to lunch and refreshments. Bring your checkbooks. The follow-on sessions will be held in July and August and may be repeated if there is sufficient demand.

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

Email :
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, 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
Address	Birth date	Home phone
Address 2	NMRA #	NMRA expiration date
City	State	ZIP+4
Email		

Interest Survey

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

Newsletter Election

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

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

National Model Railroad Association membership is \$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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In the Web By Mike White



Inherent in the AP program is a commitment by anyone awarded an Achievement Certificate to help anyone else who asks for assistance in working towards the same goal.

One of the recognized difficulties of the AP Program is getting official answers to questions concerning interpretations of the requirements for each certificate. I've been down this road myself and recognize that there are some areas where the wording of a requirement can lead to confusion as to exactly how it applies in certain cases. Sometimes the wording is just simply unclear as to what is wanted. There is no blame being cast here, the problem is just one of putting a requirement into language without being so specific as to be restrictive. Try it yourself sometime and ask a couple of people to tell you what you meant. It's not an easy thing to do.

The best solution so far is to have information and help conveniently close at hand so that the time between help needed and questions answered is as short as possible.

The Potomac Division is starting a program to address these needs called "Helper Service". There is a new web page by that name that contains information on this service along with e-

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mail and phone numbers of those whom you can initially contact to get assistance with any of your questions.

<http://home.comcast.net/~Potomac_NMRA/> and click on "Helper Service".

It is not restricted to just the AP program however. Any modeling problem question or request for assistance is available. Here in our Division we have one of the greatest collections of model railroading talent to be found anywhere. This is the pool that Helper Service will draw from to get you the assistance you are looking for. It's there for you. Take advantage of it.

Bulletin Board

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

Potomac Division Web Site

Check out the “New” web site more info, more fun even some how to:

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

NUMB3RS by Mike White

This issue I want to introduce you to a Scale Conversion Calculator that converts from real-world measurements to any scale (you specify, such as 1:48, 1:87, etc.) and scale measurements to real-world. It will even do scale-to-scale conversions should you have any need for such a capability. Be sure to read the notes at the bottom for rules on “Entering Fractions”. A very clever application written in Javascript. Find it at <http://jbwid.com/scalcalc.htm>

Another extremely useful program for various model railroad calculations is Paul Dobbs’ ScaleCalc. This is a free download and is available in versions for Mac or Windows. <http://webpages.charter.net/dobbsp/mrr.htm>

It is a multi-calculator program that offers one-at-a-time screens for each calculation type from the “File” menu selection in the Menu bar. It contains calculators for: Scale units converter, Grades, Simple helix, Heights of a series of risers along a constant grade, Scale speed, Complex helix calculator, and a Simple scale clock. A very comprehensive Read-me describing each calculator and its use is included in the download.

Continued from page 7—Minicon

As the last modeler left the convention, Superintendent Abrams was all smiles. “We had 85 attendees,” he said, his smile getting broader.” We’ve agreed with Chesapeake that we’ll make tentative plans to join together every other year.”



Mark Andersen preparing to cast his vote

It’s just a guess, but I think 85 modelers would agree.

Continued from page 15—Around

Currently, operations consist of “running trains” in sequential order, but scheduled operations are definitely in the future. Whether it will be by car cards, switch lists, even random, and by CTC or time table and train order has yet to be determined. This Sunday, David’s crew consisted of Steve Van Metre and Jim Vaughn.



David greeting visitors

Potomac Division Calendar

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

July

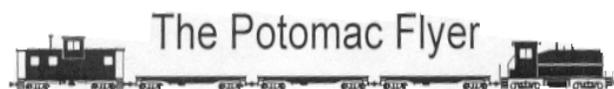
- 10 Potomac Division Operations Initiative, Annandale, VA
 - 11-18 NMRA Convention Milwaukee, Wisconsin
 - 16 NVNTrak at Fairfax Station Museum, VA
-

August

- 14-15 PMC at Railroad Days at The Lyceum, Alexandria, VA
- 22 Layout tour at Rick Wright's, Burke, VA
- 28-29 PMC at 2010 Greenberg's Train and Toy Show, Dulles Expo Center, VA

September

- 5-6 PMC and NVNTrak at Fairfax Station Museum, VA
- 12 Layout tour at Andrew Dodge's, Olney, MD



The Quarterly Newsletter of

Division 2 ("Potomac") Mid Eastern Region

National Model Railroad Association

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