

The

POTOMAC FLYER

Jan-Mar 2011

Winter Quarter

A Little Bit of Colorado in Maryland: Andrew Dodge's On3 DSP&P

Mini-Con 2011 Plans

All new: White Flag Extra Clinics!

Layout Open houses



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
Tom Brodrick
 301-253-0558
t.brodrick@verizon.net

Clerk
Bill Demas
 301-460-0741
wsdemas@verizon.net

Achievement Program Coordinator
Brian Sheron
 301-349-5754
BWSheron@mac.com

Ed Price
 703-577-7222
ewprice@comcast.net

Program Coordinator
Brian Sheron
 301-349-5754
BWSheron@mac.com

Database Administrator
Mike White
Potomac_NMRA@comcast.net

Potomac Flyer Editor
Marty McGuirk
 703-331-1285
mjmcguirk@comcast.net

Layout Disposal Assistance
Clint Hyde
 703-803-3068
chyde@cox.net



The Potomac Division, Mid-Eastern Region, National Model Railroad Association 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.

Bill of Lading

Business Car.....	3
Mincon 2011 Plans.....	4
Letter to Mark Andersen.....	5
Achievement News.....	6

Around the Division

Andrew Dodge's On3 DSP&P (cover).....	7
A Day on the Walkersville Southern.....	9
John Short's Rio Grande Western and Rio Grande Southern....	11
O scale Western Maryland.....	13

You Can't Take it With You - Layout Disposal Assistance.....	14
In the Web.....	15
NVNTrak Musings.....	16
Potomac Module Crew Report.....	17
White Flag Extra Clinic.....	18
Membership Application.....	20
Upcoming Division Events.....	21-23

The Potomac Flyer

Potomac Division's Quarterly Newsletter

Submission Deadlines
 Spring Issue March 1
 Summer Issue June 1
 Fall Issue September 1
 Winter Issue December 1

Advertising rates:
 1/8 page business card
 \$30 per year
 1/4 page \$15/issue
 1/2 page \$25/issue
 full page \$45/issue
 Back cover, half page \$45/issue

Change of Address:
 Send a USPO COA form to:
 Clerk, Potomac Division
 4604 Bel Pre Road
 Rockville, MD 20853-2208

Visit us on the Web at:
http://home.comcast.net/~Potomac_NMRA/

From the Business Car

Marshall Abrams

Division Superintendent

Abrams_railroad@comcast.net



The enjoyment of model railroading continues. In the category of formal activities, I enjoyed the Mid-Eastern Region (MER) convention September 30 – October 3 in Princeton, NJ. I'm looking forward to coverage in The Local and/or on the web.

The Walkersville Southern Railroad on Sunday, October 17 was another great experience. Rambling through the yard escorted by a member of the crew and going through a couple of cars was great fun. See Brian Sheron's article for more.

There are two new members of the Board of Directors. Marty McGuirk is the new Editor of the Potomac Flyer. I'm sure you appreciate the experience in model railroad publishing that he brings. The new look for the Flyer is a product of the software he will be using. Clint Hyde rejoins the Board after serving as MER president and other positions; it's great having his experience and perspective again. Clint has been performing a valuable service for many years, helping member's survivors dispose of their model railroad. Please read Clint's article, which is also on the web page, and consider printing a copy to put with your will.

We're starting a series of stand-alone clinics on February 20 at the Tysons-Pimmit Regional Library in Falls Church, VA (<http://www.fairfaxcounty.gov/library/branches/ty/direct.htm>). Snow date & location: February 27, 2011, at the George Mason Regional Library, <http://www.fairfaxcounty.gov/library/branches/gm/direct.htm>). Both are very close to the VA 495 Beltway.

The name selected for the series is "White Flag Extra Clinics." Martin Brechbiel and Clint Hyde will present their flatcar building clinic. This is a hands-on make-it and take-it activity. There will be a small fee for materials. The room at the

library can only be scheduled three months in advance.

Plans for the Minicon on April 2 are progressing. Most of the clinics have been identified. Mark the date on your calendar. We're returning to St Matthew's Methodist Church, 8617 Little River Turnpike, Annandale, VA.

There will be two clinics that start at the Minicon and continue afterwards. Martin Brechbiel will present the first part of his two part resin casting clinic at the Minicon, with the second part in June at George Mason Regional Library. The highly successful clinic on Model Railroad Operations will be presented by Marshall Abrams. More information about the Minicon will be posted on a special web page in the coming months.

Brian Sheron will be organizing the "Celebrating Models" room, which will also be the contest room. Please contact Brian if you plan to submit models for AP judging. It will help him plan for an appropriate number of judges. Contact information is in the masthead.

You should be receiving this issue around the holidays, so I have the opportunity to wish you a very Happy Holidays. There are typically trains running at various venues during this season. Take the opportunity to interest a friend or youngster in the fun of model railroading.

Plans underway for Potomac Division Minicon, 2011

MARTY McGUIRK

Although it seems rather early to be thinking about April and the Potomac Division Minicon, preparations and arrangements are already afoot to assure the success of the signature event of Potomac Division.

The Spring Minicon is scheduled for April 2, 2011 at St Mathews Methodist Church, 8617 Little River Turnpike, Annandale VA. Registration will begin at 8:30 am. This is in keeping with your Board of Directors' aim to annually alternate between Maryland and Virginia in selecting a venue for the Minicon. Again this year we will be welcoming members of the Chesapeake Division to participate in our Minicon. (For that matter, friends from the James River, or any other division are welcome to join us.) The more the merrier!

If you've attended one of these in the past, you know that clinics are the main order of the day. Potomac Division is blessed with some of the finest clinicians in the Mid Eastern Region, and as Clinic chair I've been hard at work rounding up some of that talent.

A total of twelve clinic sessions (a couple of them two-hour sessions) are planned in a variety of subject areas meaning there will be ample opportunity to pick and choose those that cater to your particular modeling interests.

I'm especially pleased that my good friend (and former boss from *Model Railroader* Magazine days!), Andy Sperandeo will be presenting a clinic during the Minicon. Andy is, quite simply, one of the most knowledgeable model railroaders I've ever met, and a wonderful speaker. I know you'll enjoy hearing his clinic, and having a chance to chat with him during the day.

The current clinic schedule includes: Two make and take clinics - one with Clint Hyde and the other with Martin Brechbiel; and a repeat of the successful July Introduction to Operations

seminar by Marshall Abrams (for those of you did not have a chance to attend this past summer). I'll be doing a clinic on my HO scale Central Vermont Railway, and John Drye will show you how to Weather Freight Cars. A good friend of mine, Norm Wolf, a relative newcomer to the hobby will share what he has as his layout has evolved from a beginner's "roundy round" table top layout to his small, but extremely interesting, HO scale RF&P Doswell Junction layout.

As in any event of this nature, there will be Achievement Program opportunities and model judging contests to enter. Categories include: structures, diesel and other power, steam power, traction, passenger cars, freight cars, cabooses, non-revenue cars, displays, and dioramas. We will

also have a Junior category, and popular vote for: Motive Power, Rolling Stock, Structures, Display/Module, Favorite Train.

Models entered into the contest can be judged for AP merit points, but this is not a

requirement of the contest.

As of press time, two local modular clubs, the HO scale Potomac Module Crew and Northern Virginia NTrak (NVNTrak) have confirmed they will be setting up modular layouts for the Minicon.

Check the division web site:

http://home.comcast.net/~Potomac_NMRA/ for updated information.

For now, save the 2nd of April, and get to work on those models!

We can't wait to see you there!

"We have a great team of clinicians lined up including MR's Andy Sperandeo . . ."

Mark Andersen

In Recognition of Service to the Potomac Division

Where to start, where to start, where to start..... Friends, Potomac Division members, and Countrymen! Lend me your ears! No, not quite the right direction....

How about..... I hate to advocate weird chemicals, alcohol, violence or insanity to anyone... Well, that certainly might apply to some model railroaders we've all known, but not here and not for Mark Andersen. So, just who is Mark Andersen?

Let's take a look back. Mark was the Potomac Division Paymaster/Treasurer for 8 years and managed our Division's operating funds through the tenure of our last three Potomac Division Superintendents. He's been busy interacting with the Potomac Division Board helping to run the day to day operations of our organization, saving our hard earned funds by printing up until recently the Potomac Flyer in house and mailing out to those members still getting hard copies. He's organized four bus trips excursions for our Division, has sold the tickets and arranged lunch at our Mini Conventions, has directly assisted in the successful operations of our two recent MER conventions, contributed as prototype tour organizer and host, acted as a presenter at our Divisional, Regional, and National NMRA conventions, has been a Divisional layout tour door host, and was even the Clinics manager for our last Mini Convention. Additionally, He's also been acting as Coordinator for the Potomac Module Crew for almost 9 years!

Ok, so that's his record and what he's done, but who is Mark Andersen? So, getting in a few faces and asking that question resulted in a few defining responses:

"Mark was always ready to volunteer to take on new tasks as needed. He stepped up to the role of clinics chair at the 2010 Minicon and put together a great program. Mark really enjoyed organizing field trips. He got to know the bus companies very

well. He also made sure we were well fed, picking the restaurants."

"I first met Mark at a layout open house--mine--and immediately knew something about him: he had brought his son Zach to share in a model railroad experience. At National NMRA conventions Mark brought Jessica and, later, Zach, a Father-daughter, Father-son week that few other modelers would find the budget or take the trouble to schedule. And, unfailingly, any time Mark needed to be excused from something, it was to ensure that one of his children got to a soccer game or a school activity; his priorities in life are my priorities in life, putting family first, always with good humor and a helpful spirit."

"In my case, he is one of the few that welcomed me to the Division, talked to me, and encouraged me to participate in activities, and stay in the NMRA as recently even as of today. I don't even know when I actually 1st met him. Maybe in 2001 at the MiniCon? Maybe at the MER convention in 2003? . . . Having been a lone wolf modeler almost all of my time, I credit him (and two others) with changing that."

"I appreciate all your support and encouragement to actively engage in the hobby by participating as a Board member - though I don't know whether to blame you or thank you for that. I thank you for your support of the Westmoreland, and helping me to make it bigger and better. I thank you for your willingness to step in to cover for me and others when circumstances dictated a change of plans."

That pretty sums everything - a family man, a mentor, a friend, and some one that has been supporting the hobby and our Division. Mark resigned from the Board and his duties in the middle of 2010, but his contributions and presence has left a significant impact that can not go unrecognized; hence this article. If you happen to run into Mark at the Timonium show or at one the Potomac Module Crew shows, or at the upcoming Potomac Division Minicon, take the time to introduce yourself, shake his hand, and thank him for all that he has done on our behalf.

- The Potomac Division Crew

Achievement News

Brian W. Sheron



Since the last issue of The Flyer, we had a number of Potomac Division members earn achievement program certificates. These are listed these below.

- Don Engel – Chief Dispatcher
- Don Engel – Association Volunteer
- Scott C. R. Henry – Chief Dispatcher
- Scott C. R. Henry – Association Volunteer
- Scott C. R. Henry – Model Railroad Author
- Pete LaGuardia – Association Volunteer
- Ernest H. Little – Association Volunteer
- William R. Lyders – Chief Dispatcher
- Robert G. McKeever, II – Association Volunteer
- Robert B. Rodriguez – Association Volunteer

In addition, Andrew Dodge earned nine (9) certificates this quarter, and will be receiving his Master Model Railroader (MMR) certificate in the coming months. Andrew received certificates for Electrical, Civil, Author, Prototype Models, Cars, Structures, Motive Power, Scenery, and Dispatcher.

If you have the opportunity, please congratulate these individuals if you see them.

When I first took the job of Achievement Program Coordinator, I was unfamiliar with the NMRA's Achievement Program. However, I figured the best way to learn about it would be to participate in it and try to earn achievement certificates myself. I quickly learned that of the 11 achievement categories, a number of them (Cars, Structures, Motive Power, Prototype Models, Scenery, and Civil) require your craftsmanship (modeling skills) to be merit judged. What is merit judging? It is when your model is judged against five specific modeling criteria and awarded points based on how well the model met the requirements of each of the five criteria. Each of the five categories has a maximum point value that can be awarded, and the maximum total point value for all five categories combined is 125 points. In order for a model to merit-judged for the purpose of earning an achievement certificate, it must receive a total score (point total) of 87.5 points or more.

And who does the judging? Your fellow model railroaders. People who have significant modeling

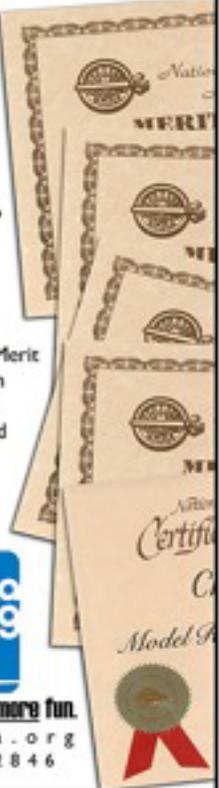
experience and who have volunteered to participate are the judges. So in order to learn the merit judging aspect of the Achievement program, I contacted Martin Brechbiel, the Regional Contest Chair (and a member of the Potomac Division), said I wanted to learn how to be a judge, and volunteered to participate as a judge at the 2009 MER convention in Hagerstown.

There are two common complaints I repeatedly hear about the merit judging program. One is the paperwork requirement, and the other is that judging is very subjective and inconsistent.

While it is true that when you submit a model for merit judging, there is paperwork that is required. Nevertheless, you have to remember that a key aspect of judging a model is that the judge needs to know what you did and how you did it. This is especially true when the model is being judged in the contest room along with many other models, and the judges only have a limited amount of time to judge the model against the NMRA criteria and arrive at a

Continued on page 8

Improve your modeling with a few sheets of paper.



That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.



nmra.org

Visit www.nmra.org. Then improve your skills. And your hobby.

We make it even more fun.
www.nmra.org
 423-892-2846

Around the Division



Andrew Dodge's On3 Denver South Park & Pacific Railroad

BRIAN W. SHERON

Photos by the author

I would describe Andrew Dodge as both a perfectionist and an extremely accomplished modeler. Andrew's On3 layout of the Denver, South Park, and Pacific is a highly accurate representation of the railroad as it existed in the fall of 1882.

On Sunday, September 12th, 35 members and friends of the Potomac Division came out and visited Andrew's layout, and no one went away disappointed!

Andrew, a professional historian, said he chose modeling the fall of 1882 because this would be the railroad's last year before the introduction of Westinghouse Air Brakes and a new series of locomotives built by Cooke. He also liked the year because it would allow for an accurate representation of an end-of-track operation at the towns of Breckenridge and Gunnison.

Andrew began construction of the layout

in late 1989 with the building of the lower Platte Canyon bridge, and he progressed into Breckenridge by 2001. All of the track is hand-laid Code 70 and all of the turnouts on the layout are stub switches that Andrew hand-laid including two 3-way stub switches (Andrew informed me that stub switches were no



longer allowed on most railroads after the turn of the century).

Andrew's talents do not stop with his layout construction, trackwork, or scenery. All of his steam engines are either scratch-built or heavily rebuilt commercial models, and all of his rolling stock (freight and passenger cars) is scratch-built!

The ten locomotives operating on the layout have sound and DCC decoders, which are controlled with NCE radio throttles. If you missed the open house and the opportunity to see Andrew's layout, please go to the Potomac Division web page, click on "Prior Layout Tours", and scroll down to the link for photos of Andrew's magnificent layout



Achievement News *(continued)*

score (point value). That paperwork is pretty much your only communications conduit to the judges.

Regarding the second complaint, in an attempt to determine how consistent or inconsistent merit judging is, Martin Brechbiel took advantage of a unique situation at the Princeton MER convention at the beginning of October. The unique situation was that there were enough volunteers to create two sets of judging teams, and there were fewer models than normal submitted for judging. Thus, both teams of judges had sufficient time to judge all of the models. At the end of the judging, the results were compared.

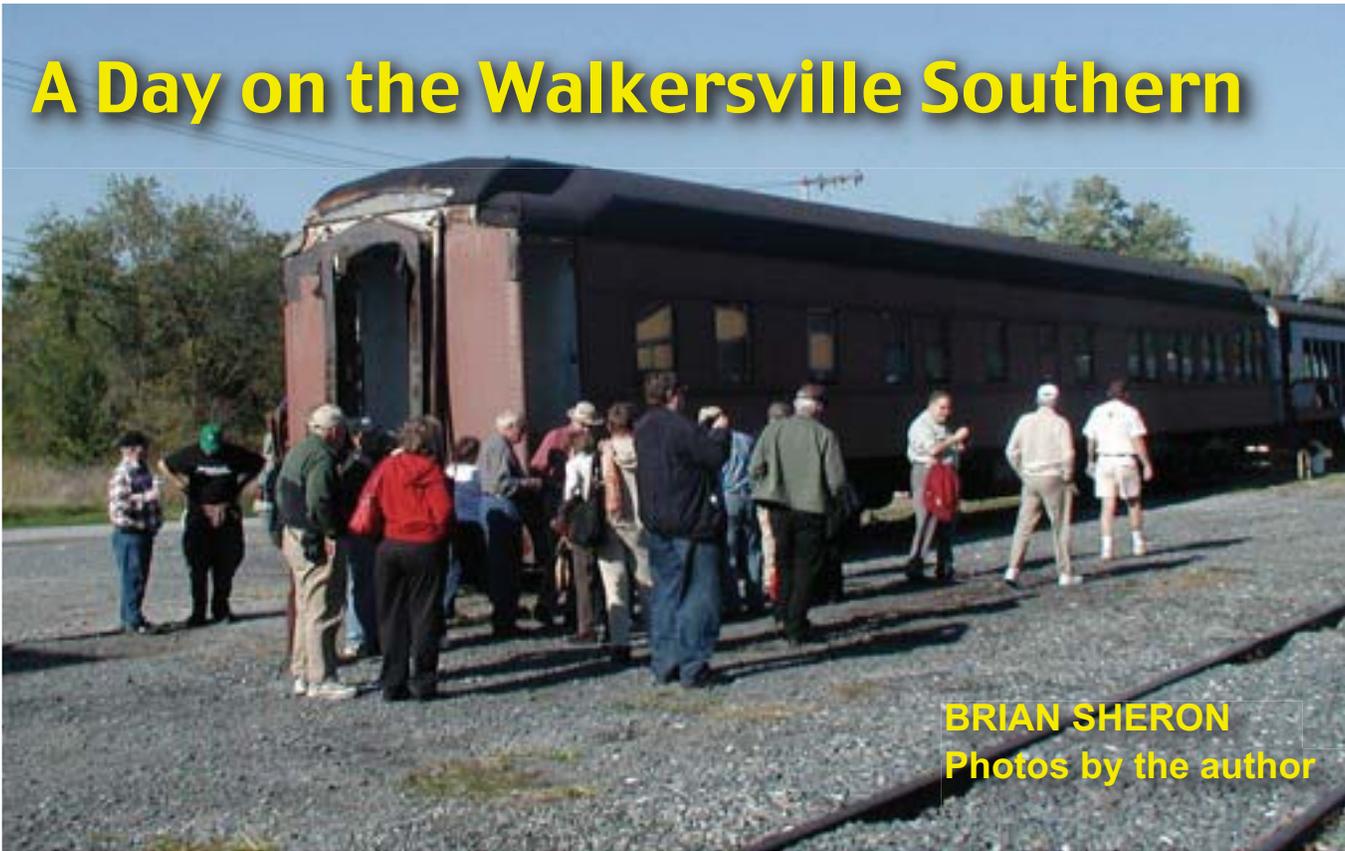
Surprisingly, in the majority of the categories, the judging results (i.e. the point values awarded) were fairly consistent. In fact, 80% of all the scores from both judging teams were within 3 points of each other. In the instances where the point differences between the judging teams were greater, the judges from the two teams conferred to understand and resolve the differences. And in only one instance did the point differences translate into the difference

between someone getting a merit award versus not getting a merit award.

So what does this mean? Well, first, I was impressed that two groups of judges could independently arrive at essentially the same scores. Martin Brechbiel has initiated an effort to provide training clinics for all NMRA members that want to be judges, and has been traveling to different divisions within the Region to give this clinic. This consistency is likely a payoff for his efforts.

Second, I think this shows that people that submit models for merit judging, whether at a contest or having them judged outside of a contest room, can have confidence that the points they receive are fair, and are a reasonably accurate interpretation and application of the NMRA's scoring matrices for each of the five judging categories.

Around the Division



Lots of sunshine and wonderfully moderate temperatures combined to make the Division's outing on the Walkersville Southern Railroad Sunday, October 17th, a huge success.

At about 3 pm, the Division was treated to a guided tour of the car yard. There we got to see a variety of rolling stock in various stages of restoration. Most of the cars were privately owned, and were kept at the Walkersville Southern RR yard in return for allowing the Walkersville Southern to use them.

Highlights of the yard tour included climbing on and walking through a heavyweight parlor car with sleeping roomettes, and a parlor area, all in unrestored condition as it existed in perhaps the 1930's. We also walked through a vintage cupola caboose in outstanding condition.

There were several ex-Long Island Rail Road p-54 passenger cars in the yard. One was down to the frame, while another was completely restored and turned into a dining car.

The diesel house had two small switching diesels undergoing repair/restoration.

A little after 4 pm, the train returned from its last excursion, and we all boarded. The train consisted of a small switching diesel, a flat car converted to an outdoor observation car with bench seating and a roof, two restored ex-Long Island p-54 passenger cars, and a caboose.

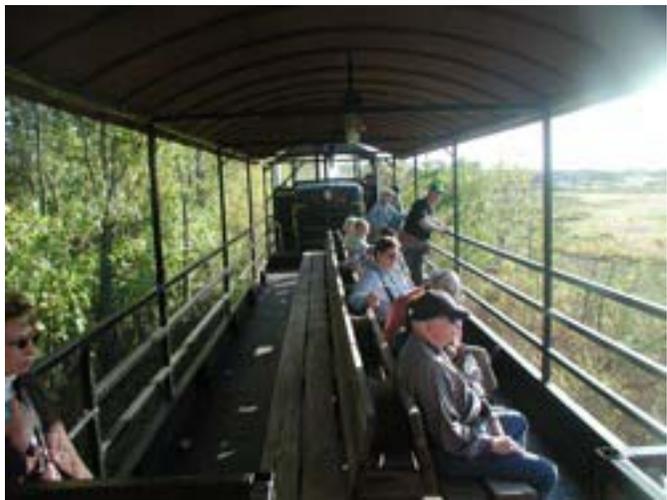


While most of the Division preferred the open flat car, several of the members and guests rode in the p-54s. And by doing so, they got a first hand accounting of the infamous p-54 “ping-pong” cars by a former Long Island Railroad conductor, Dennis Meany. While Dennis is an NMRA member who lives in Gettysburg, he is often seen at Potomac Division open houses, and is no stranger to our Division.

On that Sunday, not only did Dennis show up, but he also wore his official Long Island Railroad conductor’s uniform, complete with hat! During the ride, he provided tales about the p-54 cars, such as why riders would pull the shades down all the time, because the windows were made of plain glass, and kids would throw rocks at the train as it traveled between the Long Island suburbs and NYC. He also recalled how the steam pipes used to heat in the cars would leak, hissing steam into the cars. Because the steam was warm, it would rise to the top (roof) of the cars. However, because the car roofs were not insulated, the steam would then condense, causing it to “rain” inside the cars. He recalled how women would get on the trains with perfectly styled hairdos, only to depart at the end of the ride with their hairdos in shambles.

The trip consisted of a slow, leisurely ride south down the old Pennsylvania tracks towards Frederick. As we would come to a road crossing, a volunteer would already be there and would stop traffic so the train could cross. One picturesque spot was where we cross over the trestle at the Monocacy river. Canoers would wave to the train as it went over. And of course, we all waved back! The end of the line is where Route 26 branches off of Route 15 and heads east to Ceresville. At that point, the tracks are paved over.

The train came to a stop, then backed up and we all headed back to Walkersville. The total trip took about 1 hour and 15 minutes, and everyone seemed to have thoroughly enjoyed the trip. Some photos of the trip are included here. In addition, we have posted many more photos on the Potomac Division web page.



Around the Division

John Short's Denver & Rio Grande Western and Rio Grande Southern



BILL DEMAS

Photos by Brian Sheron

A clear Sunday, November 17 found more than 30 PD members and guests make their way to Germantown, Maryland, to be treated to a visit to John Short's HO_{n3} D&RGW & RGSRR. Several folks combined a trip to Gaithersburg Fairgrounds to visit the train show there with the trip to John's.

The first thing a visitor will see upon entering the layout room is John's award winning roundhouse in Durango with a fully indexed, operating turntable. Nearby is the Durango Depot, built from a craftsman Model Masterpieces kit. The depot is well populated with passengers, and along with the many vehicles around most of

the structures, the effect is one of bustling activity and motion. In fact, the placement of people and vehicles, combined with John's strategic use of background sounds allows the layout to avoid that "static" feel many layouts have and reflects the fact that railroads followed people in their real life development, and not the other way around.

John began his layout in 1987, and this is virtually his first layout. He chose the year, 1948, and the railroads, D&RGW/RGSS, because he likes the K-27 and K-28 locomotives which served as the primary movers on those railroads, the geographic terrain in that part of the country, the availability of equipment and kits – one of John's favorite aspects of the hobby is building craftsmen kits and customizing them to suit a particular need

or setting on his layout – and the scale in reality and for modeling.

The layout is 13x22 in a completed basement room, and combines continuous running and point-to-point operations. Two helixes allow for multi-level running, and a large mining area is under construction. A future expansion project will feature a four track staging area to tie into Durango yard. John is constantly tweaking and refining the layout with additional details. All visible track and turnouts are Code 55 hand laid on wooden ties with the exception of one Litco turnout leading off the main into the new mining area.



John has equipped most locomotives with Soundtraxx Tsunami decoders and he uses the NCE DCC system. All turnouts are DCC controlled, and a feature of the layout is the exceptionally clean fascia which is free of toggles, diagrams and so on.

The D&RGW/RGS operates using timetable and train orders. Freight traffic is controlled using car cards and waybills.



Around the Division

Western Maryland's East Subdivision

MARTIN BRECHBIEL
Photos by the author

On what ended up being a cold and blustery day on the 5th of December, we visited Wes Morgenstern's Western Maryland based layout that represents a section of the Western Maryland's East Subdivision, between Highfield, MD and Westminster, MD. Just about 20 of our members managed to brave the wind to visit this layout which features a great selection of great looking (and sounding!) steam locomotives as well as some period diesel power.

Since we visited last in 2006, Wes has added quite a bit of scenery and a number of structures to his O Scale (2-rail) 31 X 26 ft. layout which is chronologically located in 1952/1953. Wes's layout is fully DCC and all of the the steam locomotives have had high efficiency, low amperage motors installed, and the old Soundtraxx decoders have been upgraded with Tsunami decoders such that the sound comes out of the smokestack, not the tender. For added realism, the decoders have been set so that the exhaust volume is highest when climbing grades or under load, and lowest when running downgrade.

The focal point of the layout is Union Bridge, MD where the Western Maryland had a large car shop, and the Lehigh Portland Cement Co. had (and still

has) a large cement plant. Union Bridge was also the site of several farming related businesses. Wes runs operating sessions where one traveling switcher crew runs in the morning from Hagerstown staging through Thurmont to Union Bridge. After the crew completes switching, in Union Bridge, they return to Hagerstown. A second traveling switcher crew runs in the



afternoon from Baltimore staging through Westminster to Union Bridge. After they complete switching, that crew returns to Baltimore. Both crews have the option of switching the various industries in Thurmont or Westminster either on their run to Union Bridge or on their return to

(Continued on page 15)



You can't take it with you . . . Layout Disposal Assistance

CLINT HYDE

My first experience with helping someone needing to dispose of model railroad "stuff" began with a cry for help from the widow of a long-time member (since 1980, it turned out). She was feeling poorly treated in the process of trying to figure out what to do with her husband's railroad stuff, having gotten no good help from several other sources. As the Potomac Division Clerk, I received a letter from her asking if there was anything PD or I could do - it had been over a year since her husband's unexpected death, with no positive results for her. So I called her on the phone and we talked about what she had tried to do and not had luck with. In the end I said "the thing to do is for me to come over and have a look at the stuff, give you an idea of the value, and we can discuss the possibilities." I described the Great Scale Model Train Shows at Timonium, and said that was probably the best venue for her needs. She had a variety of stuff, ranging from general Athearn blue-box freight cars, to PFM Ma&Pa brass ten-wheelers. There was also a fair amount of it, including a custom-fit-to-the-room layout, special tools, custom cabinets for storage under the layout.

The layout was impressive, although the worst part was that all this clever work had never been shown off during a layout tour. That I regret - but I did get to see it myself.

It took me over a year to liquidate the entire collection, requiring several trips to the house to fill the back of my truck with boxes, but in the end I was successful at selling the items for her, and giving her the money (other than my fixed expenses of table cost at the shows), in the neighborhood of \$7,000, far more than she was being offered from one of the "usual suspect" used-item dealers. In addition, one of

our members actually took the layout as well; not an easy job for custom-fit benchwork.

Most of the time a layout can't be successfully sold off. Selling the layout is impacted by many factors including the size and shape, how unique it is, and how it was constructed. It is likely that things on it, like buildings and track, can be removed and sold individually.

Another member's family donated what turned out to be 75 boxes of stuff (25 of them books). I offered to handle that, and his friends in his operating group brought the stuff to me, without having told me in advance just how much it was! It took me over two years to unload all of it, with the final two boxes of books going to the local library. The latest estate I handled was that of a DC-local mini-celebrity who died in early 2009. A few months later I was in contact with his widow, explained the usual possibilities (donation one place or another, slow sales via Ebay, train shows, or selling it in one lot to a dealer) and the likely results of each of these strategies.

Then I went to see it all.

A mind-boggling load, she and a friend had organized it all by size and color of the boxes. There was no layout, just "the stuff." An Amazing amount of stuff; example: 2,000 Athearn blue-box freight cars. I think the final street value would have been \$30-35 thousand. I think she was hoping I could buy it from her; such is beyond my financial means -I'd have only been able to offer an amount similar to what some other dealer would have offered (\$10-12k), and then *I* would have had to store it all, which I don't have space for. Ultimately I sold a pickup-truck-load for her for \$4,000 and sent her the money. The stacks I left behind didn't even look dented by the amount I sold; the remainder was donated to a museum in update New York (they drove a truck down to pick it all up).

. . . she and a friend had organized it all by size and color of the boxes. There was no layout, just "the stuff." An Amazing amount of stuff . . .

Layout Disposal Assistance *(continued)*

That much can't all go on the market at once without depressing prices rather too much. Sometimes the widow gets in a hurry and quick disposal is what must be done. That tends to mean demolishing the layout and removing everything that can be removed, taking everything else all at once. That tends to force me to unload freight cars at box-full bulk prices; I have been fairly successful at that. The first estate I mentioned above resulted in a customer feeding frenzy at Timonium--three of us busted our butts the entire day selling stuff. This is an exciting activity, I certainly enjoy doing it, and have been quite successful at it.

Maximum dollar return on original cost comes from selling on EBay, of course, but there's always the issue of market saturation, and the amount of work involved in creating all the individual listings. Local train shows produce more sales faster with

the least amount of total work, but they aren't the highest sales prices, and you can only take just so much stuff (one truckload is the max I can take and sell, even at bulk prices). Donations have tax consequences that limit the total per year (the widow of the local celebrity would not have been able to claim \$30k donation off her taxes for last year), even if that is the fastest solution.

Potomac Division is (and I am) more than happy to help you (or your widow) dispose of your stuff whenever needed. Don't hesitate to call or email. I'll come take a look, and tell you how much and how long it will take, and what the alternatives are.

And if you have a layout, please have an open house while you can. Please. I don't want the first time I see your layout to be when your widow wants me to tear it down.

In the Web

Mike White

We work hard to keep you up-to-date on Layout Tours in the Potomac Division. But if you want to be a little more wide-ranging, go to the Local and Interesting page on the website and scroll down a little more than halfway and look for:

Model Railroad Open Houses DE-MD-PA - NJ
Model Railroad Open House information site

It's a very short entry – all it contains is the words above and the link to the site. But what a link! Over the course of a year, model railroaders in the four states listed open their layouts on a schedule that is provided on a monthly basis on the website. All in all, at latest count, there are over 100 layouts

that, at one time or another during the year, are open for viewing.

In addition to individual maps and directions to each layout, the site also makes available, for each day a layout tour is offered, an overview map which shows all layouts open on a given day. This makes it convenient to plan a route that will let you see multiple layouts on your trip. Make sure you look at the Changes page, though, for last minute changes and corrections.

If you look carefully and often, you may find a layout tour for a site featured in a national publication (Hint: try November 6, 2010).

Western Maryland *(continued)*

their respective terminals. Depending on operator's levels of experience, the traveling switcher crews may be given Form 19 train orders requiring that they provide clearance at certain times for as many as five through freights held in staging tracks beneath the layout.

This layout really does elegantly fill the space of an entire room with excellent lighting and operations, as well as the opportunity to just run some trains around on some great trackage. As you can see from the photos, lots of switching in and out of sidings of the various businesses along the way as

one travels around this layout. The large station located at the end of the upper level yard is great example of Wes's attempt to fidelity of the locations and areas that his rendition of this portion of the Western Maryland represents. Hopefully, we will be able to return in a few years and see what further developments and details will grace this extensive operational and scenicked layout.

NV NTRAK Musings

CliffENZ

Ah, the delicate hand of Autumn paints our shrubs and trees with the reds, yellows and browns that define our journey through the year. Now if all the danged leaves would finally fall, we could get those Metro Whitcomb switcher photos we want, without having to stop on the Beltway.

Where was I? Okay, things have picked up with the coming of colder weather, and NVNtrakkers have been busy rehabilitating modules, preparing for a rigorous schedule of Fall and Winter shows. One of our number, Dave Freshwater, a West Point graduate, fresh from his recognition as a Operation Lifesaver volunteer of the year, has completed his certification as a OLI instructor, instructor. Did I say that right? Anyway, Dave can now teach you to teach people that standing on train tracks is a bad idea. How bad? Well, he has an approved visual aid, to show you!

September saw setups at the Preston County West Virginia Buckwheat Festival, with Edd Braithwood coordinating, and Dale Rinker and Robert Parsells running a distributed power lashup pulling a 143 car freight for 3+ hours. Much buckwheat was eaten and drunk over the course of the 4 day festival, as the buckwheat workers danced the traditional buckwheat harvest dances to the dulcet tones of the 'Pride of West Virginia' band.

Later that month, NVNtrak took our modules to the IAFF International Burn Camp, in Arlington VA, for children who have suffered burns. Heart wrenching is the description I always hear, and virtually nobody complained about the inevitable derailments, caused by little hands running trains at, well, breakneck speed. Given our large fire department membership component, participation in this event is a given, but we still give our thanks to the Arlington Fire Department for allowing us to be of service to those kids.

In October NVNtrak kicked off the month with an appearance at the 'Taste of Bethesda' in the Bethesda Chevy Chase Rescue Squad Safety Day. BCC Rescue gets the kids and families in, hot dogs them, popcorns them and shows them the new equipment, teaches a little about safety, and generally this is one of the best shows of the year. It's fun, generally mild weather has the bays open, well

attended, and despite a little 'Kidzilla' action, great running. Come on over next year, there's a great selection of food available downtown, if eating 51 free hot dogs for lunch at the Rescue Squad isn't your idea of 'Good Eats'.

Well, somewhere in here we did ANOTHER Firehouse appearance at the Franconia Fire station Open house. The Franconia fire station is where we hold our monthly backshop and module checkout on the first Sunday of the month. Every alternate month we have a full TTrak setup in addition to the backshop. The TTrak setup is on either the even or the odd months, except when it isn't. Drop on by, we'll be glad to talk to you, as opposed to actually doing any work.

We closed out the month at the fabulous Cow Palace in Timonium MD, setting up for the "Great Scale Train Show". November had NVNtrak setting up and supporting Damascus Rail Days at the library. We celebrated the retirement of the librarian, and hopefully made friends with the new staff for the coming year.

NVNTrak has begun planning for our 20th anniversary celebration, and hopes in the near future to host a national NTrak Convention. Come visit with us, in person, and after the first of the year, on our new website: www.nvntrak.org.

The Potomac Module Crew Report

Mark Andersen

Although the Summer now seems like a distant memory, it was a busy one for the Potomac Module Crew as we displayed at three venues including the Manassas Rail Festival, Railroad Days at the Lyceum City of Alexandria Museum and Fairfax Station's Labor Day display.

As always the throngs of people crowding downtown Manassas for their annual railroad festival is always a highpoint of our all shows. We witness the largest crowds and opportunities to recruit new members to the crew and speak the benefits of belonging to the NMRA.

Celebrating our return to the Lyceum Alexandria City Museum, displayed a return loop railroad. Our presence helped generate funds for the museum two weekends in a row. The previous weekend, Alexandria's Open Firehouses delivers their attendees to the Museum.

Coinciding with St. Mary's Catholic Church, the Fairfax Station Museum presented their Labor Day weekend Train show for attendees. Northern Virginia NTrak displayed in the Southern Caboose outside. Accompanying the Module Crew was Monty Smith with his Lego Train layout. The train show drew roughly 600 attendees benefitting the museum and its endeavors.

After a two month vacation from our shows, we displayed at the Rockville Lion's Club 20th Annual Train Show Rockville Senior Center on November 13 and 14, 2010. As always, we were set up in the cafeteria with a 43 module "C" shaped layout allowing the public the opportunity to walk into the layout. Many families toured all seven layouts in the senior center. Fellow contributors, NVN-Trak, National Capital Trackers, Japan Model Railroaders of Washington DC., Washington Garden Railway Society, Washington Z scale group, Ell Geib's Z scale layout and Maryland Lego Railroad group. We thank Chris Cano for all the efforts in organizing this show.

On December 4 and 5, 2010, the Module crew joined NVN-Trak, National Capital Trackers, American Tinplate group and Monte Smith and his Lego Layout for the Fairfax Station 21st Annual Train Show. During the two day show over 1000 people visited the show contributing to funds earned

through admissions, gift shop sales and ginger bread man sale totaling \$5800.00. Albeit a cold and blustery weekend, fun was had by all! We Thanks to Kay Gilbert for efforts in organizing this show.

Our next show was the 5th annual Herndon Holiday Show At Art Space Herndon.

December 11 and 10, 2010. Sharing the space at Art First, were our friends of NVN-Trak. As always we entertained the visitors, while watching train videos on the large projection screen.

The visitor count was 672 for the two-day event, with 425 on Saturday and the balance on Sunday. It was about 75 less than last year, but last year it didn't rain on Sunday! We look forward to next year's show and thank Richard Downer for his efforts organizing this show.

On a sad note, an old time member, Lloyd "Tim" Costello pass away from complications of a heart attack. He was always a supporting member available to help unload and load your car, drive trains and represent us at our shows. He will be missed.

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 mark.andersen12@gmail.com or call 703-625-1272. Again, thank you for your time. -
Mark

Upcoming Event: Learn resin casting techniques!

Upcoming Event: Hands on Resin Casting Clinic Resin Casting 101 --- Parts 1 & 2

Requirements:

- Two 3 hour clinics at least 24 hours apart;
- A secure place to let the molds cure;
- No more than 10 participants who must attend both clinics:
- Cost \$10 each participant:
- Work tables, a computer projector & screen.

Description:

A hands-on, take away resin casting clinic. Okay, you wanted to try resin casting, but haven't gotten around to it, or maybe have been put off the initial cost to just get started. Here's your chance to test this all out to see if it's something that you want to learn and try to do, and get started buying everything needed to routinely do resin casting.

This is a two-part clinic.

The 1st part will be given in the morning at the Minicon in April; the 2nd part will follow on in June at a location to be announced as soon as arranged. After the Powerpoint overview presentation for all attendees, we will proceed through to the 1st part of this clinic by preparing a mold of a master. I will provide masters of some suitable object in HO scale – participants may use their own master providing that is fit in the bottom of a 12 oz paper cup with at least a ¼” clearance around it, not taller than ½”, and have a totally flat back surface, and is their own work. The mold needs 24 hours to set up, so we will go through all of the steps to set up a mold for pouring RTV, pour the RTV, and then by the end of the day, you will be able to take your mold home with you. We will use the molds that you have made in June to go through all of the steps on mixing and pouring resin into your molds. Price is \$10. All materials will be provided. Any questions, contact Martin Brechbiel: martinwb@verizon.net

Division Calendar

January 29-30

Amherst Railway Society Railroad Hobby Show, West Springfield, MA (<http://www.railroadhobbyshow.com>)

January 30

Layout Tour (John Sethian, O scale PRR Nassau Division)

February 5-6

Great Scale Model Train Show, Timonium, MD (www.gsmts.com)

February 20

White Flag Extra Clinic - Make and Take Flatcar, Tysons-Pimmit Regional Library, Falls Church, VA

March 13

Layout Tour (Pete and Jane Clarks HOn3 East Broad Top)

April 2

Potomac Division Minicon, Annandale, VA



The Shelf Layouts Company
"Fine Scale"
CUSTOM LAYOUT BUILDING

Lance Mindheim
Owner/Builder

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



DCC by Design

Tailoring DCC to Your Givens & Druthers.

Services:

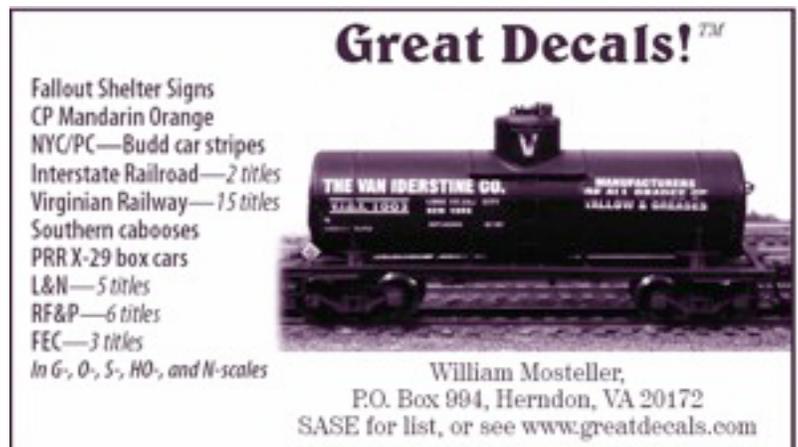
- DCC Design & Installation
- Component Wiring & Configuration
- JMRI Panel Pro Customization
- Custom DCC controls

Scott Henry
13012 Shadwell Court
Woodbridge, VA 22192

tel: 703-283-8777
scott@dccbydesign.com
<http://www.dccbydesign.com>

SUPPORT YOUR LOCAL HOBBY SUPPLIERS

And be sure to mention you saw their ad in the Potomac Flyer!



Great Decals!™

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



William Mosteller,
P.O. Box 994, Herndon, VA 20172
SASE for list, or see www.greatdecals.com

Potomac Division Membership Application

Potomac Division

Division 2, Mid-Eastern Region, National Model Railroad Association
NEWSLETTER ELECTION AND INTEREST SURVEY

The **Potomac Division** provides various activities for all interested model railroaders, such as home layout tours, prototype tours, and Mini-Conventions. We publish a quarterly newsletter, the Potomac Flyer, detailing Division activities. We proudly boast one of the greatest concentrations of model railroading talent in the country with more than 10 NMRA Master Model Railroaders in our area, as well as hundreds of other outstanding modelers.

The Potomac Division includes: The District of Columbia; Calvert, Charles, Montgomery, Prince George's, and St. Mary's Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities. All members of the MER and NMRA who reside in one of these areas are automatically members of the Potomac Division. Guests are always welcome at Division events.

PERSONAL INFORMATION

Name	Home phone	NMRA #	Exp. Date
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Street Address or PO Box	Work phone	MER #	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Additional Address (Apt # etc)		Birth date	
<input type="text"/>		<input type="text"/>	
City	State	ZIP+4	Email Address
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Web site -- http://home.comcast.net/~Potomac_NMRA/			
Email -- Potomac_NMRA@comcast.net			

INTEREST SURVEY

Primary Scale	Secondary Scale	Favorite Railroad(s) & Prototype(s) Modeled:	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Do you have in primary or secondary scale		Please list the NMRA Special Interest Group(s), model railroad clubs, and railroad historical societies to which you belong:	
<input type="checkbox"/>	A layout?		<input type="checkbox"/>
<input type="checkbox"/>	Narrow Gauge interest?		<input type="checkbox"/>
<input type="checkbox"/>	Module interest?		<input type="checkbox"/>
<input type="checkbox"/>	Traction interest?	<input type="checkbox"/>	
Would you be willing to host a Home Layout Tour of your Layout?		New and renewing members, please include a short paragraph or two describing yourself and your railroading interests for possible inclusion in upcoming Call Board columns.	
Yes <input type="checkbox"/> No <input type="checkbox"/>			

NEWSLETTER ELECTION - THERE ARE NO DUES IN THE POTOMAC DIVISION

Potomac Division: Members may receive the quarterly *Potomac Flyer* via the Postal Service and/or electronically to the email address above (if one is present).

- I elect to receive the *Flyer* in hard copy delivered via the Postal Service at the above address. Enclosed is \$5.00 for a one year subscription. Please make your check payable to *Potomac Division*.
 Do Do not email the *Flyer* to me as a PDF file at no cost at the above email address. (The pictures are in color)

Total Enclosed

\$

Send check with your complete application to:
Clerk, Potomac Division
4604 Bel Pre Rd,
Rockville, MD
20853

Note: You must be a member of the NMRA and MER to be a member of the Potomac Division. NMRA member number must be provided (we check). The Potomac Division DOES NOT collect dues. You may join the NMRA at <http://www.nmra.org/nmrastore/index.html>. Other Membership options available on line. You may send your dues directly to the National Model Railroad Association, Inc., Headquarters Office, 4121 Cromwell Rd., Chattanooga, TN 37421

National Model Railroad Association: Member (with Magazine Subscription)
 All Rights and Benefits; Includes NMRA Magazine Cost - \$58.00 (US) per year, 2 years for \$116.00 (US)
Member (No Subscription)
 All Rights and Benefits; Does NOT include NMRA Magazine Cost - \$39.00 (US) per year, 2 years for \$78.00 (US)

Free 6-month trial RailPass membership available at http://home.comcast.net/~Potomac_NMRA/RailPass/index.html

White Flag Extra Clinic – February 2011

WHITE FLAG EXTRA!!

ALL NEW EVENT!

Hands on, Make-and-Take a Flatcar

February 20, 2011, 1-4 pm

White Flag Extra

When locos sport white flags they denote a non-scheduled Extra, carrying either freight, passengers or work trains. Potomac Division is scheduling the first in a series of Extras, a clinic led by Clint Hyde and Martin Brechbiel.

On February 20, 2011, at the Tysons-Pimmit Regional Library, 7584 Leesburg Pike, Falls Church, VA (<http://www.fairfaxcounty.gov/library/branches/ty/direct.htm>) (snow date & location; February 27, 2011, at the George Mason Regional Library, 7001 Little River Turnpike, Annandale, VA, <http://www.fairfaxcounty.gov/library/branches/gm/direct.htm>). Both are very close to the VA 495 Beltway.

Clint and Martin will conduct a hands-on make-and-take clinic on building a flat car in HO (contact Martin ASAP if you want to do this in O scale!). This clinic is intended to serve as an exercise and entry point to the skills, practices, and “tricks” for assembling a basic “bundle of sticks” wood kit. Since the flat car is basic component for all rolling stock, this also serves as an entry point for building just about any freight car desired.

The clinic will be conducted from 1 to 4 pm and requires a fee of \$15.00 to cover the cost of materials. Reservations are required and may be made online to Bill Demas, Clerk of Potomac Division, wsdemas@verizon.net. Checks should be made payable to Potomac Division and will be accepted at the clinic.

The February White Flag Extra will be followed by another Extra in June (date to be determined), the second phase of resin casting, also known as Resin Casting 101 – Part 2. Resin Casting 101 – Part 1 will be given at the Potomac Division miniCon in April. More information on reservations, fare, and requirements will be announced in the near future. Plan on attending Part 1 which will consist of a general presentation followed by making the RTV mold that you will use for resin casting in June! Additional information can be found on the Division’s website or by e-mailing Martin Brechbiel, martinwb@verizon.net or Bill Day, billday22@verizon.net.