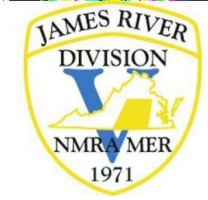




Potomac & James River Divisions Joint Meet Program November. 4, 2023



9:00 am		Open to Member for Registration @ Gym Entrance		
9:20 am	Greeting and Announcements – Superintendents	Pastor Greeting – Needs and Prayer – Passing the Bucket – Fellow Ship Hall - 109		<u>In the Gym 114</u>
9:40 am – Clinics – Set 1	<u>Room 106</u> Clinician – Steve King Topic - Railroad Operations- Part I	<u>Room 107</u> Clinician, John Sethian Topic - Converting 3 rail O Gauge to 2 rail.	<u>Room 111</u> Clinician- Pete LaGuardia Topic – Visual Aids & Wiring Tech	<u>In the Gym –</u> <u>Popular Vote</u> <u>Models Model</u> <u>Judging</u> <u>White Elephant</u>
9:40 am -	<u>Room 118/119</u> DecoderPro clinic briefing – George Meyrick/Ernie Little, MMR			
10:25 am – Break for Coffee and White Elephant Shopping – Popular Vote				<u>In the Gym 114</u>
10:40 am – Clinics – Set 2	<u>Room 106</u> Clinician -Steve King Topic - Railroad Operations- -Part II	<u>Room 107</u> Clinician – Mark Gionet Topic – Building a Bridge	<u>Room 111</u> Clinician – Chris Chapin Topic – Locomotive Speaker upgrades	<u>In the Gym –</u> <u>Popular Vote</u> <u>Models Model</u> <u>Judging</u> <u>White Elephant</u>
10:40 am	<u>Room 118/119</u> DecoderPro hands-on clinic			
11: 25 am – Break for Coffee and White Elephant				<u>In the Gym 114</u>
11: 45 am – Final Assembly				<u>Fellowship Hall 109</u>
12: 00 pm – Popular Vote Results; Raffle (Door prizes), Close out				<u>Fellowship Hall 109</u>
12:45 – 1 pm – Clean-up (volunteers)				<u>Everywhere!!!</u>
1 pm – Off to Lunch (all)				<u>On your own</u>
1:30 pm – Layouts Open		4:00 pm – Layouts Close		

Popular Voting Contest

The Popular Vote will be held in the Gym. There are two categories: On-Track, which is for engines and cars, whether freight or passenger; Off-Track, which is for structures of any kind, whether building, bridge or other type of structure.

If you bring a model to display in the Joint Meet Popular Vote, please bring a slip of paper to place by your model with your name and the name of your model. (We will have extra paper in case you forget.)

Those attending the meet will be able to cast ballots for both categories. Voting slips will be provided. The winners will have their photos taken and displayed in a future issue of *The Flyer*.

AP Judging

Potomac Division AP Manager Martin Brechbiel, MMR, will oversee AP judging on an ad hoc basis for any members who bring models for evaluation.

All those interested should contact Martin as well as fill out the forms, etc. in advance. Any questions, needed forms, etc., just contact Martin directly.

You can email Martin at: Achievement-Program@potomac-nmra.org

White Elephant Sale

At the November 4 joint Potomac and James River Divisions meet, attendees will have an informal opportunity to sell surplus or estate model railroad items to the attendees. One person's trash is another's treasure, so here is an opportunity to change trash to cash.

Who may sell:

- Only NMRA members may conduct a sale in this White Elephant sale.
- Dealers who also are members may participate as sellers.
- Sellers may sell only railroad-related items (model or prototype).

Table Reservations:

- Table reservations must be requested **no later than Wednesday, November 1.**
- Tables are 72" long and 30" wide.
- Requests should be sent to Ken Montero by email to: va661midlo@comcast.net. In the subject line, use "White Elephant Sale Request."
- A member may request more than one table. In the unlikely event that the number of tables requested exceeds the number of available tables, Ken will allocate tables and notify the requesting member of the number of tables so allocated when he sends the confirmation. All requesting members will be able to get at least one table.
- Confirmation will be sent by Thursday, November 2.
- Questions: Call Ken Montero at 804-822-0854 (cellphone) and leave a message or send your inquiry by email.
 - While Ken checks this voice mail frequently, please include in your message your inquiry and when he may return your call.
 - Email will get an immediate response when read.

Sale staffing:

The member requesting one or more tables will have to staff his/her tables (set-up, sales, close-out), either alone or with the help of one or more fellow attendees.

Set-up:

- Starts from **8:00 a.m.**
- Tables will be set up in the gymnasium of the meet's building (Battlefield Baptist Church, 4361 Lee Highway [U.S. 29 north of Warrenton], Warrenton, Virginia 20187).
- There is no parking next to the entry doors. Be prepared to carry your items at least 50 feet. The entryway has no steps, so hand carts will work well.
- Sales may commence at any time from set-up until the opening portion of the meet.
- Sellers are encouraged, but not required, to bring a table covering. "Dollar store" cheap plastic tablecloths (about \$1.50 each) are suggested.

Sales:

- Sellers will handle all aspects of their own sales.
- Sellers are responsible for their own security of items brought for sale.
- Neither the James River Division, the Potomac Division or any of its members assisting with this sale accept any liability for items brought to the meet for sale.
- If away from one's tables, such as during a clinic, a seller may want to use a "Dollar store" plastic table cloth to cover the sales items to indicate that the seller is away momentarily.

Sales Times:

- The sales area will be closed during the opening and closing portions of the meet. Doors to the gymnasium will be closed.
- It will be open before the opening portion, during clinics, and after the closing portion.

Close-out:

- The sales area will remain open after the closing portion of the meet.
- The seller is required to pack up any unsold items, then fold up and return to storage all tables by **1:00 p.m.** Only limited meet staff assistance may be available.

Questions:

Contact Ken Montero a va661midlo@comcast.net or 804-822-0854.

Clinics

Clinician - John Sethian “Converting 3 rail O scale to 2 rail.”

Both Lionel and MTH have released a wide variety of highly detailed 1/48 scale (O scale) locomotives and rolling stock. They generally come with a lot of added brass details and in some cases, even road-name specific features. However, Lionel exclusively, and MTH mostly, offer only models that run on three rail track. This means the outer two rails are electrically connected, the power is picked through a center third rail, and the wheel sets and couplers are conspicuously oversized. Moreover, compromises are sometimes made in prototypical fidelity (e.g. ride height, swinging pilots) to allow operation on the tighter radius curves typical of 3 rail layouts. This clinic will discuss how to convert these models to 2 rail, and, where needed, how to rectify the prototypical inaccuracies. This greatly expands the choice of cars and locomotives available to O scale 2 rail modelers. Clinic description

Clinician - Pete LaGuardia “Visual Aids and Wiring techniques”

The clinic will cover several visual aids and wiring techniques used in model railroading to include managing and monitoring power districts; perfect match tortoise edge connector and point and go tortoise control; using a rotary switch for double-slip turnout with LED; controlling tortoises from multiple locations; budget-price telephones for your layout; mortar and mullions- what to do; signage and track plan on your fascia, HO gooseneck light; track cleaning; swivel mount; third hands; hard to find hardware; and no flicker LED lighting for your passenger car.

Clinician Mark Gionet “Building a Bridge”

There are an increasing number of ready-to-run and kit models representing unique prototype rolling stock, locomotives and on and off-line structures. But there are far fewer options to recreate unique railway bridges. Mark Gionet will explain how he combined commercially available plastic bridge kits, scratch building supplies and prototype plans to build a multi-span model of the double-track, lattice truss Salmon Falls River Bridge that connects New Hampshire and Maine on the Boston & Maine’s western route. Mark will describe the history and design of the prototype bridge that made it an enticing candidate to represent. He will cover his approach to site-adapting it to fit his layout and the techniques he used to construct, paint and weather the stone piers, steel structure and wood ballasted deck to create a recognizable HO scale version.

Clinicians - George Meyrick and Ernie Little, MMR “Using the JMRI DecoderPro application to program decoders”

The clinic will cover the use of the JMRI DecoderPro application to program Digital Command Control decoders. The clinic consists of two parts, first being a briefing on the basics of the JMRI Decoder Pro programming and the second being hands-on use of the application to program a locomotive provided by participants. Due to time limitations, the hands-on portion of the clinic is limited to a maximum of 6 participants (3 each from the Potomac and James River Divisions) who submit an information form PRIOR to the meet. [CLICK HERE](#) to get a PDF fillable information form for the clinic and follow the directions contained in the form to submit it. Others may observe but will not be able to participate in programming.

Clinician – Steve King “Railroad Operations”

Steve's clinic is a two-part presentation of the way railroads operate. The clinic will discuss the basic rules of TT&TO and then use those rules to operate a train over the railroad. It's a good discussion of the basic TT&TO rules. Steve was long ago an operator and dispatcher on the B&O and CB&Q. It's an engaging clinic for anyone interested in TT&O.

Clinician – Chris Chapin “Locomotive Speaker Upgrades”

This clinic will cover upgrading the factory speaker with Scale Sound Systems Rectify Speakers. Covered will be why you should consider replacing the factory speaker with an aftermarket one or possibly dual speakers, the supplies needed, how to physically install, wiring the speaker(s), and using JMRI to get the most out of the new speaker. We will have some locomotives that have been upgraded to demonstrate the before and after to let you hear the difference for yourself.

The Layouts open at 1:30 pm!

John Swanson's PRR Cresson Branch

The Cresson Branch of the Pennsylvania Railroad is an HO scale 33 foot by 48 foot model railroad modeling the area from Punxsutawney, PA to the PRR system at Cresson, PA, with access to the B&O in Cloe and the NYC System in Mahaffey. Operations represent the fictional necessities of the railroad on February 2, 1955 – Groundhog Day, with steam and some diesel operations. John's operating conditions includes more mixed freight and less coal, as that's what the fictional customers demand. Timetable and Train Order (TT&TO) operations are in full effect on the branch, controlled by a Dispatcher who communicates with crews via telephones.

Phil Raymond's Pennsylvania and Allegheny Midland Railroad

This is an HO Scale railroad centered in the general Altoona, PA, region. While including through traffic emanating from the Mid-Atlantic New York, Philadelphia, Baltimore, Washington, and Norfolk yards in the East and the St. Louis and Chicago yards in the West, the layout focuses on the Altoona yard and nearby industries. More specifically, Altoona is the focal point for classifying traffic from a coal mine, an iron ore water transfer dock, a limestone pit, a coke furnace destined for a steel mill and a coil production facility. Outward destinations include locations such as Ironville, Tyrone, Tipton, Mifflin, and Port Schuylkill eastward toward the mid-Atlantic centers. The physical layout covers trackage from Harrisburg through Altoona, over the Horseshoe Curve to Cresson and westward; and it includes an eight stall roundhouse, a coal mine, a coke facility, a limestone pit, a steel mill, a limestone pit, and a river float. The layout is situated within a 24' by 18' room with point-to-point trackage. The bench work is complete, but the scenery is nascent with initial focus on Altoona. The Altoona yard wall has a photo enhanced backdrop of Altoona, PA. This is the first visit of this layout by the Potomac Division. This layout is located in the basement and has a duck under that needs to be negotiated or accessed through an exterior door with steps.

Ernie Little's Norfolk Southern Connector

The Norfolk Southern Connector is a fictional railroad an HO scale layout of approximate 12 by 20 feet in size set in the Shenandoah Valley. The buildings and structures are named for grandchildren, family members, and a few members of the Potomac Division. Since the last visit in 2018 the layout has grown significantly with the addition of a helix and a second level and additional structures and LED lighting. The layout is accessible by use of a ground level door.

Sean Hoyden's Dominion Southern Railway

Sean Hoyden's "Dominion Southern Railway" is a proto-freelance, multi-level layout in a 40 ft by 40ft purpose-built room. It is still under construction, but when it's in a later phase of construction will be set in a modern era that can range from present day to as far back as the early 2000s. The staging level features three 8-track yards with a total capacity of 1500 pieces of rolling stock. The second level will represent a fictitious CSX mainline and numerous heavy industries loosely inspired by the Tidewater region of Virginia. The third level will be a more rugged and rural region similarly inspired by the Appalachian coal fields where the Dominion Southern, a regional short line. Norfolk Southern also has a modest presence on the third level. Traffic will consist intermodal, mixed freights, unit coal, oil, auto racks/auto parts and extensive carload switching operations. The layout will support more than a dozen operators with a full CTC system and is operates using TCS DCC as well as a dispatcher.