

*The Official Newsletter of the Prince William County Model Railroad Club*

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**Reminder:**

**Fall Library Shows are Here. Sign up Early. Space is Limited!**

The Prince William County Model Railroad Club is a non-profit 501(c)(7) Corporation.

We provide a forum for model railroaders to learn and enjoy the hobby of model railroading. But more importantly, we are an organization who likes to have **fun!**

# Summer Rail Tour 2000

By Bob Rodriguez



A long Norfolk and Western coal train moves along the 3 track main line on Monroe Stewart's Famous Hooch Junction Railroad.

Photo by Ken Meade

The morning sun had been up for hours yet the unusually cool weather made it feel more like September than mid July. Twenty three members of PWMRC and their guests gathered in Alexandria, Virginia to board the Summer 2000 Rail Tour.

It was 9:30 in the morning as Assistant Conductor Russ Rusynko took a head count of the tour group. "Twenty Three" he reported to the Head Conductor. "Twenty Three" replied Rodriguez. This was more than had signed up originally. Despite the few last minute cancellations, more had shown up than the reservation sheet shows.

Quickly and quietly the conductors did a survey of their excursion train. They were satisfied to find that their train could easily handle the number of rail fans present.

At precisely 9:45 Rodriguez shouted out load "This is the 9:45 Train to Oxon Hill....All Aboard!". Quickly and jokingly, Engineer George Luchs replied "We ain't going no where until I release the brakes and notch up the throttle!" There was laughter from the group as they boarded their respective cars. The caravan train eased out onto the Route 1 mainline and negotiated the interchange onto the Capital Beltway. Rail Tour 2000 had begun!

**SEE LAYOUT TOUR, PAGE 5, COL. 2.**

## THE CORPORATE OFFICE

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## 2000 MODULAR SHOW SCHEDULE

**September 16 - 17, 2000**

Greenberg Train and Toy Show. Show Place Arena  
Upper Marlboro, Maryland

**September 30 - October 1, 2000**

Bull Run Library Show. Manassas, Virginia

**October 21 - 22, 2000**

Potomac Library Show. Woodbridge, Virginia.

**November 18 - 19, 2000**

Central Library Show. Manassas, Virginia

**December 16 - 17, 2000**

Chinn Park Library Show. Lake Ridge, Virginia ☒

## A Message from Our President



I want to take this opportunity to thank all the members of the Prince William County Model Railroad Club in their vote of confidence for electing me President. I am committed to continue the high standards set by Russ and the Board of Directors this next year.

I had a passion for model railroading since I was a youngster with my first Lionel Train Set I received from "Santa

Claus" on Christmas. Over the years I switched to HO gauge due to space requirements. I joined the club with the hopes of increasing my knowledge, passing on what I have learned to others and to be around people with the same passion I have in this hobby. The club has exceeded all of my expectations, the knowledge I gained just by using DCC has increased my enjoyment three-fold. The friendship among the members are great and the fun we have in running trains at various events in the county has been highly enjoyable.

Thank you again, and looking forward to seeing all of you at our next meeting. ☒

## THE BROADWAY LIMITED - PART III

By Michael Haman

The Broadway Limited eased through the steep rock cuts approaching the Gallitzin tunnel. Vigilant rockslide fences that sounded an alarm somewhere if they were disturbed by a rock fall protected the tracks leading into the tunnel. The tunnel took me by surprise as everything went dark and the sound of our train echoed off the walls. The air was heavy with the choking exhaust fumes from our engines. Just as the air was becoming unbearable, we burst into the open and started our decent on the east slope. I opened the Dutch door on the other side of the car and got a first hand view of the steep hillside we were on. It seemed like we were clinging to the mountain with nothing below us but two thin rails. I couldn't see much across the fog-shrouded valley, just some patches of snow and a lot of naked-looking trees.

Our train slowed after we took the interlocking at MG tower and headed toward the Horseshoe Curve. One of the conductors announced over the public address system that we were approaching the "World famous Horseshoe Curve", and highlighted some of it's engineering facts and history. The Horseshoe Curve is still a civil engineering feat unto this day. One thing that still impressed me today is that it was built before modern earth moving equipment and construction techniques were available. It is amazing the things that were built with nothing more than picks, shovels, mules and strong backs.

As we approached the top portion of the curve, I was disappointed to see that we were going to be on the outside of a slow-moving truck train, and my long-awaited view of the Pennsylvania Railroad's famous K-4 locomotive would be obstructed. We rounded into the curve and the sound of our trains' and the truck trains' squealing wheels was sharp, loud and fantastic. Our car leaned into the curve and hunted from side to side as the K-4 came into view. From what I could see through the other train, it looked to be in pretty sad condition, rusting and partially covered with an old tarp.

A few people were standing around in the light rain, as if keeping a vigil for the K-4 and possibly the return of steam. I clearly remember one old man leaning against the black iron fence in the middle of the curve, looking as if he was remembering the days when the I's, L's, M's and J's ruled the mountain. I wished I could have seen those days when double and triple headers "Making number ten smoke" struggled around the curve, with one or two "Hippos" on the end of a train trying to crush a cabin cars' underframe.

As we rolled into the opposite leg of the curve, I felt the engineer apply more brake to try to hold the train back. I finally got a clear 90-degree view of our engines as we bounced into the sharp curve at Scotch Run, and as I looked ahead, a blue trail of brakeshoe smoke drifted along our train. There is something about the odor combination of brakeshoe smoke, diesel exhaust, heavy grease and creosote, along with squealing wheel sets that makes me yearn to be at trackside in the mountains.

As the outskirts of Altoona began to appear, the sky opened up with cold, heavy rain. Our train slowed as we switched tracks at ALTO and eased into the station. I must say I was a bit surprised and somewhat disappointed as I got off the train. For some reason I thought Altoona would have a train station to match it's railroad reputation. However, their station was a 50-foot mobile  
**SEE BROADWAY LIMITED, PAGE 5, COL. 1**



## A SUMMER OF TRAIN TRAVEL

By Harvey Van Buren

Many of you know of my "passion" for European passenger trains and I thought you might find some interest in the five weeks (June 1st through July 12th) just completed wherein I rode the rails from Northern Europe (Copenhagen, Denmark) through Amsterdam, Brussels, Switzerland, Germany, France, and Italy to southern Europe (Barcelona, Spain). I had for many years been promising myself this rather selfish "treat" so now it has been done!

London was the starting off and returning points for my excursions. My daughter, Deanna works in London and this alone was a fine excuse for undertaking such an arduous trip. I traveled on the fast trains; the slow commuters, even a rural trolley, two nights with my wife on what were called "Tranhotels compartments," three other nights on Cochettes by myself and many all day trips in first class seating accommodations (My Eurail pass purchased here in the United States was for 1st class passage). Friday upon arrival in London, I was treated to some unsettling surprises as regards the tense political situation there when I attempted to go to Waterloo station to pick up my AeroStar ticket. I not only had to quickly learn the "Tube's" complicated diagrams, but had also to reroute my trip because of unspecified "Security considerations": I presumed there was fear of IRA bombs; Later I was prevented from walking over the Waterloo bridge to my daughter's office because "there was a bomb underneath."

My journey began in earnest Monday morning, June 6th at London's Waterloo station: Its first destination was Brussels, Belgium by way of the Chunnel. My Eurail ticket technically was not valid until I had left English soil and was on the continent. Discounted, I still had paid the previous Friday \$125 in American dollars for this special treat. I must confess that tunnel passage under the English channel was somewhat boring and anti climatic, but the experience of being treated to 1st class accommodations (champagne, complete lunch and other beverages) made up for these feelings and became a somewhat unsettling but exhilarating experience. From Brussels I shared a seat in a second class coach crowded with Belgium youth on an excursion to Liege with open windows and no air conditioning. As night approached, I did have a somewhat unusual experience: As I looked out the window of my coach, passing the back of an apartment building, I saw several windows bathed in red light and at one the figure of a somewhat buxom woman in bra and panties looking our way. Was I hallucinating? I think not.

Well, I was on my way to Cologne, Germany where I would take an over night Cochette to Kobenhavn, Denmark. The Station there even at 9.00 p.m. was humming; My train was on time and I settled down in a modern coach with strange half moon shaped seats. The conductor came by and informed me that this coach was going to Berlin and I would have to move back about three coaches to a cochette for the night. After plowing my way through several coaches of young Americans searching for their room compartments I found a seat in an accommodation with a friendly Danish guy for the night. This was my first experience in overnight travel on the train since childhood days. Frankly, I was afraid that among strangers I would let out a "boomer" or two while sleeping during close intimacy for I am legendary in the annals of my family history. Fortunately only the two of us shared this compartment and tried to survive the night by sleeping

horizontally on hard cushions. Talking into the night revealed that my Cochette mate professionally was a "horse" chaperone between the States and Denmark, having made the trip by chartered plane at least 80 times since December 99' We had to stop at the Danish Border to change engines; my friend mentioned something about the change in voltage between countries as being the reason.

Here came my first lesson in travel: Even for Eurail ticket holders, all over night accommodations on trains required reservations which were to be purchased for nominal fees before your travel began. I had made none: with the small bit of Danish crowns I had I was able to satisfy the Conductor' request. The next morning in Kobenhavn, I took a commuter train for a thirty-five minute trip to Helsingor, a seaport town across from which one could the Swedish landscape. Here I was visiting my Organist friend, Oddmund Upsjon for four days. Years before when my daughter was visiting the area, she remarked the unusual experience of falling asleep on the train only to be awakened to gentle rocking, resulting from the train being on a ferry between islands which are a part of the Denmark landscape. It seems since that time underground tunnels have been build (aping the Chunnel) in that region. In fact, the Ferry boats from Helsingor to Sweden will find less business in the future for on July 1st a new tunnel and bridge way under and over the waterway was dedicated by the royalty of both countries.

The following Saturday night I again took a Cochette from Kobenhavn, retracing my steps back to Cologne, then to Brussels and Antwerpen. Belgium. This night I was relegated to the top bunk of a set of six shared with two unfriendly Americans, a couple from the mid west who were remembered only for not having purchased tickets to Amsterdam, their final European destination. They had only Reservation tickets which were very inexpensive, but needed coach ones (not so cheap) for the overnight passage. Seemed rather dumb of them not to realize what they were doing.

A pattern seemed now to emerge for me: I had purchased before leaving the states an expensive digital cam corder and began to tape trains leaving and arriving at the stations where ever I found I had time to spare. Trains most certainly always arrived and left on time and I can say with pride that I never missed any connections regardless of tight time table schedules. On a tour of Switzerland, I had three train changes one day, each being only 5 to 8 minutes in duration. But, more on that later!

One interesting side line to note during my stay at the Cologne station and later the Nurnburg station was the glass enclosed HO train layouts whose trains were activated when coins were placed in slots below the display case. Leave it to the Europeans to encourage the young and young at heart to play with trains at any time. One unforgettable experience was to see German men in their Leiderhosen, feathered hats, and yes....pipes buying train ticket at the Cologne station; their wives standing behind at a respectable distance. It seems there was a steam excursion trip planned for the day: I happen to be in the station at the right time Upstairs I was thrilled to video tape two massive German steam trains pulling into and out of the station with period passenger coaches packed with the enthusiastic.

Terneuzen, Holland was my next destination. I was met in Antwerpen where many years ago I had studied as a Fulbright Student by another organist friend. Unlike the situation many years ago The station there was now in disarray with only two long

**SEE SUMMER TRAVEL, PAGE 6, COL. 1**

### Pop Goes the.....Eric?



Club Member Eric Nystrom is full of surprises. Here Eric makes a surprise appearance from inside Bill Lyders' helix on Bill's Virginia and White Water HO scale layout prior to a visit by NMRA Potomac Division Members. Bill's open house went off without a hitch. Eric was standing by inside the helix in the event of a malfunction or derailment during the open house. ☒

### 6th Annual Railfest a Hit!

The 6th Annual Manassas Railway Festival was a huge hit. Once again the weather cooperated and no sign of rain was seen or even forecasted. The perfectly clear blue skies and mild temperature brought out over 20,000 families to this year's event.

PWMRC started off the event with a pre-Railfest breakfast hosted by Lew Renninger and his wife. Members were treated to a warm, hearty breakfast with eggs, pancakes, fresh fruit, Danish, coffee and juice. At 6:45 AM the group departed Lew's and took a 10 minute drive over to the Manassas Train Station and our tent where we would assemble our layout.



(Previous Column) PWMRC members gather around and feat on a hearty breakfast before the 6th Annual Manassas Railway Festival. Photo by R.Rusynko

Upon our arrival we were unexpectedly met by the City of Manassas Police. It seems that the night before, some unexpecting person parked their car right where our tent was. The tent crew in fact put up the tent around the car! Now the police had to figure out how to get the car out and towed away. Fortunately, PWMRC pitched in and between the two police officers, our members, and the towing company, we were able to get the car out of the way in plenty of time to set up. In fact, we set up so quickly that we were running trains by 9:30 AM!!! A record time for our club.



Manassas City Police and PWMRC members push an uninvited car from under "our" tent. Photo by R. Rusynko

Although many of us arrived by car, club member George Luchs decided to arrive in style. George arrived in an Amtrak Genesis locomotive complete with an Amtrak consist in tow! George quickly dismantled his 1:1 scale loco and came over with his 1:87 scale Amtrak equipment and ran on the club's layout during his layover at the Railfest.



A real size Virginia Railway Express train is seen in the background as an HO scale Amtrak passenger train crosses PWMRC's layout at the Harper's Ferry modules. Photo by R. Rusynko.

The club's layout was filled with spectators, young and old. At times the crowd was three deep. The layout ran well and the radio interference we experienced last year did not crop up this year. In fact, the club switched to radio operations in the afternoon and everything appeared to run well.

At the end of the day we did our customary group picture in front

**SEE RAILFEST, PAGE 5, COL. 1.**

**Railfest, From Page 4.**

of one of the display locomotives. We elected to pose in front of George's Amtrak engine (You can see George hanging out the window of the cab above).



PWMRC members pose in front of an Amtrak Genesis engine at the Manassas Railway Festival.

Clear skies, mild temperatures, a fine running HO layout and a well attended Railroad Festival made for a splendid day indeed!

**Broadway Limited, From Page 2.**

trailer. Johnstown's train station, though old and dirty was a mansion compared to this box on wheels. (This "temporary" trailer would serve as Altoona's Amtrak station until 1997 or 1998, when a new station was opened).

I went inside the box and asked the man behind a glass panel about the westbound Broadway, and if there was a place nearby to eat. I don't remember what he said about a restaurant, and I think he said something like the Broadway was in Harrisburg, and was not as late as it had been. If I remember correctly, the man didn't seem too enthused in divulging information, like I was bothering him or something. I remember wandering around downtown Altoona in the rain and wound up in a Woolworth store that had a lunch counter.

It was dark when I finally got back to the station (I got lost after I left the Woolworth store). Inside the trailer, there were several guys standing together listening to a scanner, and everytime a train would approach they would go outside and watch the action. Up until then, I had never met any other railfans. All of my information came from reading books and talking to people who worked for or retired from the railroad, and of course, spending many hours at trackside. I don't remember how I introduced myself into their group or what we talked about, but I do remember the feeling for the first time that I was a part of something, that I belonged.

I stayed with this group of railfans until the eastbound Broadway arrived, running 3 or 4 hours late. By now it was probably after 9 or 10 o'clock in the evening, and a light snow was now falling. I bid my new friends farewell and settled into my seat as the train eased out of the station. I couldn't see anything out of the scratched and dirty windows after the lights of Altoona faded

away, just an occasional, lonely pole light way out in the distance. I drifted off to sleep sometime after passing over the Horseshoe Curve. I was so relaxed by the gentle motion of the car and the constant sounds of the steel wheels on steel rail. On the eastbound trip the scenery consumed me. Now that I couldn't see anything but my own reflection in the window, I concentrated on the beautiful and relaxing sound of the train, and it lulled me into a peaceful sleep.

the conductor woke me and said that Johnstown was the next stop, and I looked around and saw we were only a mile or two from the station. In my sleepy haze, I staggered to the open Dutch door and the cold night air woke me in a hurry. I was the only person to exit the train, and as I stood on the empty platform watching the red marker lights roll out of sight, I wished I could have kept riding forever, free as a breeze. Maybe someday.

**Layout Tour, from page 1.**

The first stop was in Oxon Hill Maryland at the famous Hooch Junction Railroad. As the tour group disembarked, they were greeted by Assistant Station Master, Laura Hughes. Hughes had the group sign in at the guest register. Each person was presented a guide to the railroad and a complimentary pen from the Hooch Junction Railroad.

The group was met at Hooch Junction by Owner and C.E.O. Monroe Stewart. Monroe took the group on a grand tour of the railroad. The group marveled at the detail and fine scenery that has made the railroad one of the finest model railroads in existence. The group travel through mountains and valleys, towns and cities seeing sights that were spectacular to behold. They traveled down Horseshoe Curve and through the New River Valley. They gathered at Hooch Junction and marveled at the locomotive service yards and the cruise ship in port. They also visited Ashland, home of Knotts-Freytag Steel Corporation.

There was plenty of time to railfan as Hooch Junction serves both the Chessie System (C&O) and the Norfolk & Western railroads. Coal and freight trains were seen on numerous occasions weaving in and out of the mountains and valleys of the railroad.

Eventually, as the quickly as the group arrived, it was time to depart to another railroad on the tour. Monroe served as tour guide after departing Hooch Junction. George Hughes assisted Monroe in this venture.

A short hop down the line and the group arrived at Charlie Young's N Scale railroad. The railroad was still under construction and was recently undergoing expansion. What made Charlie's layout unique was the attention to benchwork and trackwork. Most people see finished layouts on tours. Charlie's layout was an opportunity to see a layout at it's building stage. This stage is the most critical one because if it is done improperly, you can't correct the mistakes....no matter how much scenery you put over it. In Charlie's case, his L-Girder benchwork was superb. He curved the edges of the benchwork so that passerby would not be impaled by the right angle cuts of the 1 x 4s that protruded at the edge of the layout. His trackwork was matriculate. The rails blended into each other and curves transition to straight sections without abrupt changes. A GP30 was slowing running over the finished track work as we visited. The locomotive and its consist glided over the rails never wavering once the entire time we looked on.

Our tour guides announced our departure and we ventured back **SEE LAYOUT TOUR, PAGE 6, COL. 1**



**Layout Tour, From Page 5.**

to our train. We board our respective cars and set out for our next destination. It was just around the bend and we slowed as we approached. Eagerly we looked out the car windows until we saw the Golden Arches Restaurant ahead of us. World famous and known for its food at budget prices, our excursion stopped for a gourmet meal as our train was serviced.

After a brief rest. We again boarded our train and proceeded to the Popenna Railroad. Our host, Alex Pope, met us at the main reception area and gave us a grand tour of the railroads. Yes, I used the plural, railroads. There were in fact two railroads on the Popenna line.

The layouts occupied the entire finished basement of the Pope home. Double decked and packed with scenery, the Popenna Railroad was a treat. The upper deck was HO scale and featured scenes from Pennsylvania as well as urban cities, towns and industries. The HO layout was controlled by a PC connected to the Digitrax Digital Command Control System. Unfortunately the computer was down as the result of a recent thunderstorm. However, there was plenty to see without trains operating on the line.

If HO wasn't enough, the lower deck was a G gauge layout. The layout was packed with scenes and figures. A circus scene occupied one entire peninsula of the layout. Alex Pope was kind enough to point out that the HO layout belonged to him while the G gauge layout belonged to his wife.

Besides the layout, the train room was filled with Pennsylvania Railroad artifacts. There were station signs and platform markers, dwarf signals and crossbucks. The amount of artifacts and the two layouts combined created a carnival type atmosphere. Our host was jovial and had many stories to tell. Often times during our visit there were the sounds of laughter over by Alex Pope's location.

Our host treated us to some soft drinks and then we boarded our train for our final destination....the home of Bill Swann.

Bill's layout is HO scale and was under construction when we arrived. The walls of the train room had been finished but a suspended ceiling was yet to be installed. Our tour was treated to Bill's hospitality and our members were able to see some impressive benchwork prior to scenery being added. Bill used L girder benchwork with 5/8 inch plywood and homesote on top for the roadbed material. Code 83 track was used for the mainline. Bill's layout, we were informed, was designed by Monroe Stewart. In fact, the blue print, a trademark of Monroe's work, was posted on a nearby wall. Bill's trains ran flawlessly. He had purchased but has not installed a Digitrax Chief DCC system. Bill's intent is to check his trackwork prior to adding the system.

By 2:30 in the afternoon we were well worn out. We thanked Bill for his hospitality and reboarded our train and headed back to Hooch Junction. From there we headed back across the bridge into Virginia.

With smiles on our faces and images of grand railroads in our heads we made our way back home. ☒

**Summer Travel, From Page 3.**

tracks available for train passages: all trains had to enter the station engine first: sometimes there were two trains back to back collecting and receiving passengers for different directions. There seemed order about the process, but I can imagine that this required a great deal of switching and planning for the yards. The remaining excavations below the skylight canopy clearly indicated that tracks had been taken up and new road beds were being constructed. By and large, Belgium trains seemed old and tired with outdated equipment carrying too many passengers; yards were unkept, graffiti abounded and disarray evident everywhere. Of course the Thalys and Eurostar did travel through this country between London, Amsterdam and Paris.

On Friday the last day of my planned week's visit in Terneuzen to my friend and his family, Jan van Driel treated me to a day's train tour of Amsterdam, The Hague, Rotterdam, Utrecht and back to Amsterdam;. I must have rode in every possible train accommodations available and found the multi-colored trams of Amsterdam equally appealing. Holland, like most of the middle European countries have adopted the fast trains as an alternative to flying and though I was yet to have my first experience on these fascinating trains, I was thrilled to ride on real trains in Holland whose HO models are found in my collection.

My next move was carefully planned to ride Fast trains: the TGV Thalys from Brussels to Paris and the ICE train down to Geneva, Switzerland, all on one Sunday. Though this Trip to Geneva was far below my destination: Basel, I wanted to take it because of the experience of riding on both of these trains. My friend, Jan dropped me off June 17th at the Antwerpen Train station for the short trip to Brussels Midi station. Arriving at 9:30 a.m. my plan was to obtain French francs at the Change Booth there in preparation of the subway transfer from Gare du Nord to Gare de Leon in Paris at around 12 noon. It seems that Thieves and Train buffs with expensive cameras haunt the rail road stations in the early Saturday mornings. I certainly began to feel that my cam corder was an appendage of my body, for I carried it over my shoulder very minute and hour for five weeks: Traveling alone meant it accompanied me to the toilet and dining room, too. . As I moved forward to change Belgium Francs to French ones, I also moved my very large suitcase along. I had placed my brief case, containing almost one thousand dollars in traveler's checks, currencies of Italian and Spanish money, return flight ticket from London's Heathrow to Dullas, reading glasses, some gifts, check book .....(enough) on top of the large brief case strapped, but loose. It took only two minutes of transaction time with the attendant for a clever thief to relieve me of the brief case, for when my eyes landed again on the large suitcase, **there was empty space above there!** ☒

**To Be Continued.....**

## ARRIVALS AND DEPARTURES

### *Membership Information Updates*

Joining us in this issue is Bob McKeever. Bob lives in Manassas and is building a module which he plans to include in upcoming club shows.

Please wish Bob a warm welcome. We look forward to seeing him at future club events.

Welcome Bob.

## MODULAR MAINLINE

*Modular Layout News and Information*

Club Member Ray Velez recently offered his four timber industry modules to anyone willing to adopt them. John Huntsinger has agreed to take the modules. Ray's skyboards and artistic talents were admired by many in the club. It will be a pleasure to see Ray's modules continue to appear in future shows after Ray has moved on.

Ray will still be around for awhile and hopes to participate in some shows. He plans to retire to Greece where his brother lives. We wish Ray good things in his retirement and we hope to see him at some of our functions before he heads overseas. ☒

## Five Channel Radios are BACK!

Late last year we were informed that Radio Shack was discontinuing their line of 5 channel 49 MHz. radios. Some might wonder why this is important to model railroaders. We our club along with other clubs across the country use these radios to communicate with each other while operating our modular layouts. These radios were an integral part of our communications system during our two BIG Layouts we did earlier this year. In fact, we were short quite a few radios and our members were good enough to search high and low and find enough existing radios in stores throughout the metropolitan area to get us through our Year 2000 shows.



Radio Shack has released a new version of the 5 channel 49 MHz radio. The newer version operates on the same 5 channels as the previous model. The difference is that the newer model is leaner and meaner than its predecessor. The new unit also has a built in antenna, a slimmer design, and a quick release plug. The plug disconnects the headset from the belt unit. This makes the unit easier to store when not in use.

The radio retails for \$49.99 at Radio Shack stores and is on sale at select times for \$39.99. Check your sales flyers for when the radio goes on sale. If you want to order one, the Radio Shack catalog number is 21-417 (Voice Activated Headset Walkie Talkie 49 MHz FM). ☒

## Rail Excursions

*Highlights of Recent Club Events*

This summer we have seen less than our normal share of shows for PWMRC. We started off the season with the Manassas Railway Festival.

In July we were not selected to attend the Chantilly Greenberg Show. So we had a multi-layout tour courtesy of Monroe Stewart.

In August we returned to Richmond and the Great American Train Show. The club presented at 32 x 36 modular layout. Twenty members traveled to Richmond, many staying the night at a nearby hotel. The social gatherings extended beyond the shows as the group dined together and enjoyed the company of fellow model railroaders.

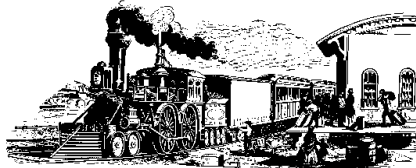


PWMRC's layout at the Great American Train Show in Richmond. Photo by J. Connal



Manassas Yard is full as a high speed passenger train streaks through on the mainline. Photo by J. Connal.

PWMRC took 3rd place in the layout competition and received a \$200 prize. Our main gimmick, the Train Cam, was not at the show. Since we had numerous problems with the unit we sent it back for a refund. As a result, we had to depend on our layout skills alone. Although our modules are impressive, we could not compete with some of the equally impressive and larger layout at the event which drew first and second place. Never the less, our member had fun, which is what the hobby and PWMRC are all about. Great job folks! ☒



### THE TIME TABLE

#### September 30 - October 1 (Saturday - Sunday)

Bull Run Library Show - Manassas, Virginia  
Setup 8:30 - 10:30am. Show Times Sat. 11am - 5pm, Sun. 12 - 4pm.

#### October 10 (Tuesday)

Operations Session -  
South Riding, Virginia

#### October 21 - 22 (Saturday - Sunday)

Potomac Library Show - Woodbridge, Virginia  
Set up: Sat 8:30 - 10:30. Show Times: Sat. 10:30 - 5, Sun. 11:30  
- 4. Teardown 4 - 5 pm.

#### October 24 (Tuesday)

Operations Session -  
Sterling, Virginia

#### November 14 (Tuesday)

Operations Session -  
Alexandria (Mt. Vernon), Va.

#### November 18 - 19 (Saturday - Sunday)

Central Library Show - Woodbridge, Virginia  
Set up: Sat 8:30 - 10:30. Show Times: Sat. 10:30 - 5, Sun. 11:30  
- 4. Teardown 4 - 5 pm.

#### November 28 (Tuesday)

Operations Session -  
Manassas, Va.

#### December 12 (Tuesday)

Club Meeting -  
Bristow, Va.

#### December 16 - 17 (Saturday - Sunday)

Chinn Park Library Show - Woodbridge, Virginia  
Set up: Sat 8:30 - 10:30. Show Times: Sat. 10:30 - 5, Sun. 11:30  
- 4. Teardown 4 - 5 pm.

#### December 26 (Tuesday)

No Club Meeting - Happy Holidays!

#### January 9 (Tuesday)

Club Meeting -  
Woodbridge, Va.

#### January 23 (Tuesday)

Operations Session -  
Dumfries, Virginia

Key: =Home Layout, =DCC equipped  
 =DCC Radio =DCC Infrared

### The PWMRC News

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Articles from members are welcome. All articles should be submitted at least one month prior to publication dates as listed below:

- December for Winter Issue
- March for Spring Issue
- June for Summer Issue
- September for Fall Issue

Views expressed are not necessarily endorsed by PWMRC.

Bob Rodriguez, Editor e-mail editor@pwmrc.org

#### How to reach us:

Submissions and inquires may be made to:

Mailing Address:  
Prince William County Model Railroad Club  
P.O. Box 4801, Woodbridge, Virginia 22194

E-Mail Address:  
info@pwmrc.org

Web Site Address:  
http://www.pwmrc.org

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