

Our Tenth Year!

The Official Newsletter of the Prince William County Model Railroad Club

THE MANIFEST

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**Reminder:
2001
Membership
Dues are now
Owed. Pay
Early!**

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!**

HAPPY ANNIVERSARY

It is hard to image that ten years ago a handful of people wrote a charter and formed the Prince William County Model Railroad Club. June 11, 1991 was the date that these folks decided they would become a model railroad club. The one page charter (which was unofficial by any standard) was drafted by then Secretary Jim Connal and signed by the small membership at the RIP Track hobby store in Woodbridge, Virginia.



Members construct the first PWMRC Modular Layout in 1994. Photo by R. Rodriguez

Afterward, these folks would build a 6 by 20 foot dog-bone shaped club layout in the hobby shop. That layout survived until 1993, when Potomac Mills and area development grew to such proportions as to affect surrounding rents of shop keepers. It was at that point that the club had to dismantle it's layout so that the space could be converted to sales space. These folks were not deterred. They met religiously every week at each other's homes. Eventually modular railroading became the norm for the club.

Meetings were set for the second and fourth Tuesdays of each month. Meetings were still held at member's homes, but now weekend modular shows were also a part of the club's activity.

Our membership has soared to over 60 members over the years. We have attended numerous shows across Virginia and Maryland and the District of Columbia. We have even joined with other area clubs to form enormous model railroad pikes.

Now Quantico Station and a permanent home for our club looms on the horizon. Our organization is about to undergo another evolution. Like the change from analog track control to digital command control, it will require some compromise and an open mind. Yet it is an exciting time. Especially when you think that we originally proposed to occupy the Quantico Station back in 1991.

Our ten-year anniversary is something to celebrate. We have maintained our philosophy of sharing our hobby with others while enjoying the hobby. Our "relaxed" approach has welcomed many new members and amazed some that a group of our size can get along so well. I suppose it is these founding principles that make an organization like ours last.

So after 10 years, do we have any of our founding members left? Of course we do! Who are they? Read on. We have 5 founding members on our roster. They are Ed Barr, Jim Connal, Mike Haman, Bob Rodriguez, and Russ Rusynko.

A lot has happened in 10 years. We anticipate many more exciting changes in the next ten years. Does anyone want to plan the 25th Anniversary Party in 2016? Happy Anniversary PWMRC!

Editors Note: PWMRC was founded on June 11, 1991. A formal Charter with the Commonwealth of Virginia was obtained in May of 1995. Never the less, we were running trains as the PWMRC on June 11, 1991! ☒



THE CORPORATE OFFICE

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2001 MODULAR SHOW SCHEDULE

January 2001

27-28: Great Scale Model Train Show – Maryland State Fairgrounds - Timonium, Maryland

February 2001

10-11: Greenberg Train & Toy Show – Show Place Arena Upper Marlboro, Maryland

March 2001

17-18: Boy Scout Train Show – Saunders Middle School Dale City, Virginia

April 2001

7-8: Great Scale Model Train Show – Maryland State Fairgrounds - Timonium, Maryland

May 2001

No Shows Scheduled

June 2001

2: Manassas Railway Festival – Old Town Manassas

July 2001

No Shows Scheduled

August 2001

18-19: Greenberg Train & Toy Show – Capital Expo Center Chantilly, Virginia

September 2001

Library Show - TBA

October 2001

Library Show - TBA

November 2001

Library Show - TBA

December 2001

Library Show - TBA

A SUMMER OF TRAIN TRAVEL – PT. 2

By Harvey Van Buren

When we last left Harvey he was at the Antwerpen Train Station where he found a thief had stolen his briefcase with travelers checks, airline tickets and other goodies! We now resume his story....

No such luck! While the police seemed to be patrolling the station and exclaimed that they had been warned that thieves were in the area, I was devastated to say the least. Fortunately, my passport, my Eurail pass, and my wallet with all its credit cards were upon my person or closer than the suitcase. One thing was clear; I was determined to continue my planned trip and made the departure deadline of 11:34 a.m. for Paris on the Thaly. Getting from one station to another in Paris was a nightmare: the French are hardly going to converse in English even for little bits of information. This proved true that day. I did make the ICE train to Geneva, arriving around 6 p. m. All of the traveling that Saturday seemed like a dream; I remember little of what was to have been a marvelous fast train experience. While my final destination was Basel, Switzerland to the north of Geneva, I had made no reservation for a further trip north but found a train to that destination within a half hour, arriving around 8.30 p. m. I found a fine hotel (***) near the train station, called a friend, Christoph in neighboring Liestal and tried to collect my nerves. Sunday, this friend carried me to his home and with a hacksaw was able to break the small locks which had keys in the stolen briefcase.. Good! I could now shave and take my pills. I was driven to Christoph's mother's home in a quaint little mountain village called Liedertswil consisting of about 10 houses, a small post office and one restaurant. Heidi proved to be a charming hostess for the rest of the week. To get to Liedertswil from Basel was quite a little trip in itself: The Commuter train from Basel to Liestal; the five or six mile ride by rural trolley, and a fifteen minute bus ride up the mountain (the last bus leaving for Liedertswil at 4:45 p. m.).

I was so frantic calling American Express, Wacovia bank, My daughter in London, My wife in the states and Friends in Liestal that I forgot that Sunday the 18th was Father's day. Well, no one knew where I was and true to a "senior Moment" my mind was bent on recovering from the damage done by the theft. With a great deal of determination however, on Monday I began my exploration of Swiss trains. The efficiency, cleanliness, and professionalism of the rail service is to be experienced first hand, not talked about. Computer terminals in the station allowed prospective travelers to plot their own rail route and print out the results immediately. After filing a theft report with the Swiss Police at the train station, I planned the wonderful journey ahead. Within ten minutes the ticket agent had the following schedule for me to follow to my destination that Monday night: BRIG, Switzerland: From there on Tuesday I was to take the Glacier express train through the Alps to St. Moritz. In the same station, a Travel Bureau provided hotel accommodations for the two nights I would be away from Liederswil.

	<u>Arrive:</u>	<u>Leave:</u>
Basel sbb		12:04 Noon
Spiez	13:57	14:03
Zwisimmen	14:40	14:44
Montreaux	16:28	16:51
Brig	18:25	

Can you believe the above time-table schedule?. On my way to **SEE SUMMER, PAGE 5, COL. 1.**

SPECTACULAR VIEW!



A freight train and a coal train over a bridge crossing on George Hughes HO scale layout. Photo by Tim Hall

Cyber Savvy

Club's Revised Website has Lots to Offer

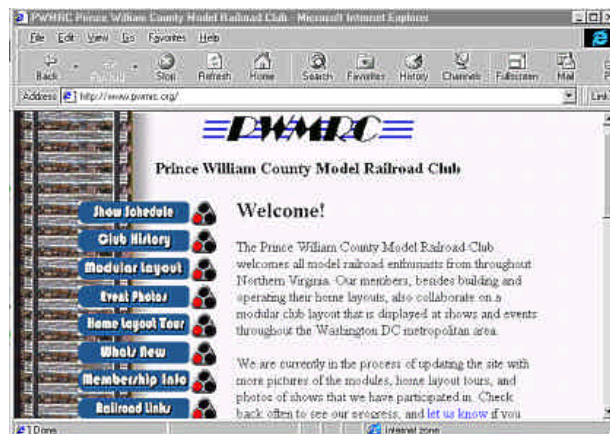
September arrived and fall was not far behind. Fall often marks the end of the warm season, when plants and trees begin to go dormant and sleep through the winter. But Fall also brought the birth of a new website to PWMRC.

With renewed energy and spirit the web committee revised and updated the old website and added many new features as well. Our webmaster, Eric Nystrom, worked many long hours designing and implementing changes and updates. The club's website was moved from Northcomp's server to Gateway System's server. Even though the server changed, the web address (www.pwmrc.org) remained the same.

The most obvious change that anyone will notice is the home page. A train track border runs down the left side of the screen. Another neat feature are the menu buttons. Each button is preceded by a tri-colored signal. As the mouse moves over the buttons, they change from red to amber. If you click on a menu item, the signal turns to green when the page changes.

Besides the History and Membership Information, the Event Photos were updated to include many of our current events. There is also a What's New section which tells about the changes we have made.

Two new sections are How Do I and the Newsletter Archive. How Do I is a section that is designed as a resource area for model railroading topics. The forum for this site is open to any model railroading topic and show be phrased as instructional material so that the user can learn about and practice the items presented.



PWMRC's Home Page on the Web.

The Newsletter Archive maintains a web version of our PWMRC NEWS issues. Both current and back issues beginning with Fall 2000 will be available to download. The archive stores all newsletter articles in Adobe Acrobat form. In September the club purchased Adobe Acrobat 4.05. We now send the newsletter electronically to the membership rather than mailing it. A web version is maintained for non-members which removes key items that are open only to PWMRC members.

The web committee plans more topics and changes. A great job has been done so far. We look forward to future changes with great anticipation. ☒

Model Railroading Down Under

First off if any of you reading this article are looking for model railroading tips from Australia, you won't find them here! Now we'll continue with this article.

Prototype railroads plan a route and then engineer the route based upon the geography of the region. They blast, dig and fill the terrain in order to fit a rail line to a specific region. On the other hand, model railroaders often fit the region to the railroad. We build the benchmark and track bed first. Then we create the hills and valleys afterward. This is how it has been done for years. This is how it will be done for years to come.

Club member Roy Gurnham on the other hand has decided to take on the task of fitting a railroad into an existing terrain. Instead of just finishing a basement or attic with drywall and lighting, Roy has decided to go down under for his railroad. More specifically, Roy is digging out a crawl space under his house and converting it into a model railroad layout!

How did this come about? How did he do it? What type of layout does he plan? And more importantly...where did all that dirt go? Roy explains how he came about taking on such a massive

SEE DOWN UNDER, PAGE 4, COL. 1.

CLUB HAPPENINGS

A Summary of Club Business for the last Quarter.

During the last quarter of 2000, PWMRC has been involved in a number of projects and purchases. Here is a rundown of some of these items.

- 📁 Appointed Mat Thompson as Assistant Secretary. Mat will take the minutes at club meetings and make them available to the membership.
- 📁 Invested club funds in a Certificate of Deposit which after maturation in 2001 will provide addition club income.
- 📁 Allocated funds to rebuild and upgrade club staging yard.
- 📁 Purchased Club trailer from Ken Meade and provided funds to Ken for trailer body construction.
- 📁 Approved purchase of new train video camera system.
- 📁 Drafted letter to previous video camera vendor demanding full refund for defective product.
- 📁 Voted on and approved 2001 show schedule. 10 shows scheduled.
- 📁 Submitted proposal to Potomac Mills Mall to put on a modular layout display. If accepted, this would be show number 11.
- 📁 Approved Christmas Party funds for party on December 9th, 2000. ☒

ARRIVALS AND DEPARTURES

Membership Information Updates

In this Issue of PWMRC News we welcome Dick Middleton. Dick resides in Manassas. He has helped out at several of our modular shows and has been at several of our recent meetings.

Welcome Dick. We look forward to seeing you at other PWMRC events. ☒

Down Under From Page 3.

project all in the name of model railroading. Roy explains "Moving into my house 17 years ago, I envisioned the finished portion of the basement as an excellent train room. My wife thought of it as an excellent party room. Since the walls were finished and there is a 12 foot wet bar in place, she had the superior argument.

Over the years, as I tried to determine where I could build a layout that did not intrude into valuable space, I kept thinking about the crawl space. Back in 1986, I had spent a lot of time in the crawl space as I insulated its walls (my kid was very sick and we needed to keep the house very warm). There are three "rooms" in the crawl space: one 13 x 24, one 13 x 20, and one 8 x 13. However, like most Crawl spaces, the head room was only three feet. But in 1986, I just didn't have the time to do such a project.

Finally, two years ago I decided that 1) we weren't about to move, 2) I wanted a big layout, 3) kids were pretty much grown, and 4) the party room still had a 12 foot bar in it. I looked once again at the Crawl space."

Roy had already installed a larger doorway when he added additional insulation to the crawl space in 1986. So on November 7, 1998, Roy began digging out his new layout room! It took 2

years for Roy to dig a four and a half to five feet wide and four and a half feet deep trench that would connect the rooms.



Roy Gurnham's crawl space is seen here during the early excavation stage.

Photo by Roy Gurnham

To dig the trench in the crawl space Roy had to remove 40 cubic yards (1080 cubic feet) of clay that weighed approximately 60 to 65 tons. It was all removed by hand two buckets at a time. Roy figures he moved about 3000 - 4000 buckets of clay and went through three picks.

As for the layout, Roy explains "Overall, the layout will be about 26 feet by 24 feet.) I have a plan to build an around the wall layout. The dirt is benched so as to not undermine the house footings and that leaves a natural table effect around the walls. It will probably be a two level layout with standard guage on the bottom and narrow guage on top. This way I will be able to enjoy my first interest of narrow guage railroading with the ability to have club members come over and run their standard guage trains as well (too be honest, since joining the club, my interest in standard guage has increased dramatically).

It will be a little larger when I convince myself to excavate a trench into the third room (8 x 13). Right now, I need a break."

So where did all that dirt go? About half of the dirt has been used to level the side and back yards of the house. The rest is piled up in the back yard and will be used next year to level off more areas.

Roy has certainly undertaken an impressive task just for the sake of model railroading. One that amazes almost everyone that hears of his tale. It just goes to show that most model railroaders will do almost anything for the hobby! ☒

**Summer, From Page 2.**

Montreal, I encountered a friendly American couple in 1st class who were spending their regular summer vacations in Switzerland. What seemed unusual to me was that they were carrying a small dog unchained as part of their entourage. This was a common practice on Trains. I made each connection, arriving in Brig that night to claim my hotel room overlooking the train station. Tuesday Morning before leaving I could tape the action happening in the yard from my hotel window, e. g. small electric trains shuttling to make consists of trains for sightseeing tourists. Though my train through the Swiss Alps had started in Zermatt, south of Brig, I still could look forward to covering over 3/4th of the trip to its destination, St. Moritz.

I soon learned that while the 1st class accommodations, with their air conditioning and see through sky-panoramic windows were luxurious, they were hardly satisfactory for recording the marvelous views without reflections and shadows, so I moved to the 2nd class coach nearby with no air conditioning where the windows could be rolled down half way. I had to vie for window space in which to tape with some aggressive German tourists. Though scared of the heights and leery of the 80 tunnels through which we traversed, I enjoyed an unparalleled view hanging half way out of the window for those perfect pictures of the front of the train and its engine moving slowly through all kinds of interesting terrain or of waterfalls, church steeples or little villages hanging onto mountain tops. It was explained by the commentary coming over the loud speaker that one tunnel over eight miles long had been under construction for ten years. Upon reviewing this video tape, I realized that through the course of the trip which began from Brig at 11:30 a. m. and lasted to 6:40 p. m., there were at least two, possible three locomotive changes. At one point I taped the cog mechanism as a center rail which obviously gave an added measure of safety for braking. I taped on the return trip down our train waiting on a secondary track as its counterpart moving up the mountain terrain came thundering through a tunnel. One electric almost surrealistic moment on the trip to St. Moritz was the wind, noise and sense of frantic speed of our train moving through a long tunnel with windows open with only the light from the overhead bulbs in the coach by which to see.

I took a taxi in St. Moritz to my cheap hotel room which at this time, in contrast to Brig, was hardly near the train station. Actually I was the only occupant of a two bed-room, four beds, one toilet, one shower, arrangement. well, I had to compromise somewhere in my travels. Wednesday after a continental breakfast, I walked back to the station; found a train leaving for the north to Basel within a half hour with only one change at Cui in the center of Switzerland. Since I was intent on buying some rolling stock before returning to the states, the Train station, capitalizing on the Tourist trade, was selling one of those HO plastic models of the sky-panoramic coaches. Unfortunately, their asking price for this piece of plastic was about \$70 in American dollars, it remained on the shelf for me. Leaving at 10:15, I arrived in Basel at 2:20 p. m. This return trip covered only 1/3rd of the terrain of mountains which the Glacier Express had traversed; at Cui I changed to a fast and modern train. Here the terrain became much more level and industrial in contrast to the trip from Brig the day before

Two days of rest at Heide's home followed. Her house had an interesting history: it had once been a cow barn with stalls. However, now in their place were marble spiral staircases and vaulted wooden ceilings. What a change. Restlessness crept into

my bones and by Saturday at the suggestion of Heidi herself, I was on an evening train to Nurnberg, Germany to see their Train Museum. I found an inexpensive hotel just walking around the train station and spent practically all day Sunday at the Museum which itself was only a block and a half away. There were some interesting aspects of the exhibit, for instance the fancy decorated coaches of the King of Bavaria who was the financial benefactor of the Opera Composer, Richard Wagner; the exhibit of a Steam Engine with the Hitler swastika prominently displayed in front (Topic: the train as part of Hitler's propaganda) and most intriguing was a mockup of a locomotive cabin with simulated 3-D track video screens in front where the operator could control right of way, train speed, and execute switching maneuvers when red signals blocked a rail section. This could be displayed in three video scenario: bright sun, night and fog. I tried my hand at the controls but hardly was successful since all instructions were in German. Somehow, Fleishman Model Industries had a monopoly on display at the Museum Shops and in a well appointed space for its products elsewhere, considering this time to be an anniversary of some sort for them. Needless to say, they were much too expensive for my budget.

That evening I boarded train from Nernberg and endured my final overnight cochette experience with strangers. I can only remember the Porter having to wake me up at 5:30 a.m. to change to the train which was to put me into Venice at 9:00 a. m. with plenty of time to meet my wife who was to fly from London. This is now June 26th. Hurrah: Finally a family member's presence! Well, I waited until 12 Noon expecting my wife at the Central Train Terminal in Venice about 11:30 a. m. Our carefully prearranged plan began to unravel. Calling Deanna in London revealed that Florence had been waiting for me at the Train Station near the airport beyond the bridge which separates the mainland from the island which is Venice. Our paths crossed and we finally met on the crowded and busy street near the main station.

Well, some adjustment was in order, remembering that for over three weeks I had gone anywhere I wanted to when I wanted to. I said goodbye to the moment's video inspired take, the pursuing of any train in sight and developed a general lethargic feeling that I was about now to become a common tourist pursuing video takes of molded statues, faded tapestries and church pews damp with age and the smell of incense. Strange now that I can hardly recall the trip by train from Venice to Florence. I do remember lugging bags in the latter city trying to find the cheap hotel which we had found in the Frommer's EUROPE from \$60 a Day. I left my wife on a street corner with all our bags and searched for the hotel. Fright at the 20 steps we would have to climb, the dark and forbidden entrance, the housing four or five motorcycles at the entrance and the hot and unventilated room in which we would have had to sleep caused me to phone the hotel later with a Harvey lie....something about my wife's back problems, climbing steps or the like....We found superior and enjoyable accommodations across the street for a little over twice the price.

I'm here to talk about trains anyway! The Italians have an ICE like fast train called strangely the Aurostar, too (?). Equal to its sisters further north, we rode these wonderful trains several times before "landing" in Barcelona Spain. On the first leg of the trip to Milan we were placed in a 1st class coach which is part of the Engineer's cabin and I was able to video tape some of the cabin controls and more important, because the door was left open to circulate air into this space, I video taped the two engineers on

SEE SUMMER, PAGE 6, COL. 1

**Summer, From Page 5.**

their run from Florence to Milan for a while. How exciting. From Milan overnight we were on the TranHotel, special coaches with cramped but comfortable sleeping accommodations for couples. For this we had to pay extra: our Eurail passes were not sufficient. Our logic for paying the extra fees was clear: we would have otherwise had to pay for hotel rooms these nights and would have been no further on in our trip had we not taken this mode of transportation. For some reason, Italy and Spain required placement of men and women in separate cars unless they, as man and wife wished to pay extra for a private compartment. After a stay in Barcelona of four days we were about to experience our final overnight "Tranhotel" experience on our way back to London.

At Paris where we had to change stations, I inquired at the ticket agent (whose sign miraculously read above his booth: "English spoken here.") about the Boat which crosses the English Channel. He knew of no such ancient traveling device. I suspect that all train companies were now encouraging all passengers to use the Chunnel trains either in 1st or 2nd class.. I shelled out the extra money and we were on another Thaly heading for Brussels midi station in Belgium. We dared to stop here in a vain attempt to see if "lost and Found" might have done the latter..."found:" my lost briefcase.. No such luck greeted us. Florence and I arrived in London, ready to see family and enjoy the last four days in England before returning to the States.

One final trip by train was made to York, England to visit the remarkable British Train Museum which was in easy walking distance from our Bed and Breakfast home. I have found nothing like this wonderful museum in the States; Probably the Baltimore, the Sacramento, Ca. or Pennsylvania Museums are comparable, but they do not document the extent of passenger coaches historically as I saw here. Lovingly restored and polished, these coaches told the story of passenger travel from England's past. It was said there were about 50 restored engines in a second barn like structure there with many surrounded by a working turntable. My daughter Deanna deserves praise for suggesting the trip, though she and my wife were more excited about the Yorkshire pudding in the local pub before the Museum visit.

Some general comments about fast trains in Europe.

As you may know because often train stations in Europe are designed not as through stations, it is necessary to place cab locomotives at each end of the fast trains. I was fortunate to tape two instances in which the engineer changed the lights from red to white or the reverse, signaling a change of direction. ICE trains often operated with only one engineer, while the EuroMeds of Italy had two engineers.

I taped coach interiors of all trains I rode. Fast trains abounded in glass partitions; fancy indirect lighting, bold and brazen color schemes and plenty of leg room in 1st class accommodations. All 1st class coaches had only three seats abreast: Two together, an aisle and one single seat to the side of the far window. Naturally, I found myself gravitating to the latter when available. One train I rode in Germany had color television screens behind the front seat arrangement. Another train, not a fast modern one, had directed air flow from below the overhead luggage compartment as one finds on airplanes. Many of the fast trains had Computer terminals

positioned in the walls; each chair had folding tables. Often complimentary sandwiches, soft drinks and snacks were given at lunch time.

One memorable scene I was unable to tape was a row of at least 7 or 8 ICE trains in a holding yard area. The Germans must have put an incredible amount of money in their train upgrades here.

The ICE trains all seem to have incredible numbers of long sleek coaches following the locomotive cab. On occasion, I was one of only four passengers in a night coach. concern about. Similarly, on our return from York to London, Florence, Deanna and I, save one other person, were the only occupants of one coach of a fast train. I video taped one ICE train with 13 trailing cars moving through the station without apparently much effort. I can understand that the revolutionary coupling of coaches of the Thaly, the Earostar and TGV trains might not allow for separation into small consists, but the ICE trains had conventional trucks at the end of each coach. Yet these trains were always extremely long. Governments who owned these trains must have not been concerned about cost efficiency. In Italy I also Video taped some interesting cab locomotives of HO models I have in my collection...always a thrill. The color schemes of these models closely matched the prototype. This, too pleased me.

In the stopover in Brussels on our return trip to London, I witnessed problems which arose when two Thaly trains. one of which we had come from Paris on, each complete with Cab Locomotive and five or six cars, had trouble at their coupling. Important business suited executives were climbing down frantically between the trains trying to fix the problem. I videotaped these tense moments much to their consternation. I noticed that within a few minutes an entire new Thalys train pulled up on an adjoining track ready to go. I don't know whether this was in response to problems on the parallel track or not. The Noses of both the Thaly and ICE trains can be retracted so as to accept coupling device from other so constructed engines. In Nurnberg, I saw a mock up of the ICE III train at the Museum that is in development and expected to be soon in service in the future.

A great many of the older passenger cars, whether in service or in the yards had an incredible amount of graffiti in bold colors almost up to the windows. Many locomotive cabs wore prominent advertisements on both side in Germany and Italy; Bayer aspirin was a favorite advertiser. Only the fast trains escaped this barrage of "Art". By far the most colorful and distinctive markings of any kind however were found on the trolley cars of Amsterdam.

Most older trains had baggage cars which had special sections where bicycles could be stored for its passengers. Many a traveler young and old used these services

I would rate the Train services of Germany, France and Switzerland as the superior; those of the Netherlands, Denmark and Italy somewhat inferior, Belgium last but maybe not least.. England trains are very expensive to ride and not always dependable.

As I prepared to leave Heathrow's international Air Port on the flight back to Dullas, My memories of the distant theft was rekindled when I had to pay \$75.00 additional for the return flight ticket lost in Brussels Midi station.

SEE SUMMER, PAGE 7, COL. 1

Summer, From Page 6.

My eye Doctor related an interesting story the other day when I went for examination to get reading glasses which were in the stolen briefcase. It seems he and his wife were told of an experience which their English friends had as visiting tourists in the states. This summer they took a "legendary" trip through the west wherein their train was eight hours late arriving for their departure and later their sightseeing bus broke down in the middle of one of California's hottest desert. So much for America's passenger train and bus transportation systems.

I won't need to ride passenger trains for the next 10 months. Who knows what next summer will bring.? ☒

RAIL EXCURSIONS

Highlights of Recent Club Activities

The end of summer and the beginning of Autumn marked the startup of a busy season for PWMRC. After a slow summer, PWMRC began September with two shows. The first show was held in mid September at Show Place Arena in Upper Marlboro, Maryland. The Greenberg Train and Toy Show held a 2 day event at the arena on September 16 and 17. The club assembled a 24 foot by 32 foot layout.



PWMRC's 24 x 32 foot layout at Show Place Arena in Upper Marlboro, Maryland. Photo by R. Rusynko.

Then 2 weeks later the club set up a 16 x 32 foot layout at Bull Run Regional Library. That show occurred on September 30 and October 1. Bull Run Library marked the beginning of the fall library shows in Prince William County. The library and PWMRC had to compete with spectacular weather and mid 70 degree



A J Class steam locomotive rambles past Fairfax Station on the Bull Run Library Layout. Photo by R. Rodriguez

temperatures. Despite the great weather, PWMRC was able to draw in 180 library patrons to the 2 day event.



Club Members operate the library layout at Bull Run Library. Photo by R. Rodriguez

On October 21 – 22, PWMRC traveled to Potomac Community Library where another 16 x 32 foot layout was assembled. Over 300 library patrons attended the 2 day event.



A Southern Pacific train sets off on a siding on John Huntzinger's Timber Industry modules. Photo by R. Rodriguez

In November, PWMRC went to Central Community Library for a two day modular show. The event was well attended and members were able to enjoy a weekend of model railroading.

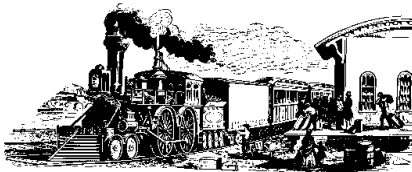
December finished up the 2000 modular show season at Chinn Park Regional Library. The club set up a 20 x 28 layout in the community room. The model railroad added to the festive spirit of the upcoming holiday season and was enjoyed by numerous visitors. ☒

DUES NOTICE

2001 Dues are up for renewal. Pay early and avoid having a delinquent account. Dues are payable by cash to check to the Secretary / Treasurer. Checks should be made out to PWMRC. You can pay at a meeting or by mail. When mailed send to:

Prince William County Model Railroad Club, Inc.
P.O. 4801
Woodbridge, Virginia 22194

Dues are: \$60 / Year – Active, \$18 / Year – Associate, \$12 / Year – Junior. ☒




THE TIME TABLE



January 9 (Tuesday)

Club Meeting -
Woodbridge, Va.



January 23 (Tuesday)

Operations Session -
Dumfries, Virginia 



January 26 – 27 (Saturday – Sunday)

Great Scale Model Train Show – Maryland State Fairgrounds,
Timonium, Maryland. Set up: Fri. 3pm – 9pm, Sat. 6am – 9am.
Show Times: Sat. 9am – 5pm, Sun. 10am – 4 pm.  

February 10 – 11 (Saturday – Sunday)

Greenberg Train & Toy Show – Show Place Arena, Upper
Marlboro, Maryland. Set up: Fri. 3pm – 6pm, Sat. 8am – 10am.
Show Times: Sat. 11am – 5pm, Sun. 11am – 4pm.  

February 13 (Tuesday)

Operations Session –
Manassas, Virginia  

February 27 (Tuesday)

Club Meeting –
Woodbridge, Virginia.

March 13 (Tuesday)



Club Meeting –
Woodbridge, Virginia.

March 17 – 18 (Saturday – Sunday)



Boy Scout Train Show – **Multi-Club Layout!!!** Saunders Middle
School, Dale City, Virginia. Set up: Fri. 3pm – 10pm, Sat. 7am –
10am. Show Times: Sat. 11am – 5pm, Sun. 11am – 4pm.

March 27 (Tuesday)

Operations Session –
Burke, Virginia.  

April 7 – 8 (Saturday – Sunday)

Great Scale Model Train Show – Maryland State Fairgrounds,
Timonium, Maryland. Set up: Fri. 3pm – 9pm, Sat. 6am – 9am.
Show Times: Sat. 9am – 5pm, Sun. 10am – 4 pm.  

April 10 (Tuesday)

Club Meeting –
Woodbridge, Virginia

April 24 (Tuesday)

Club Meeting –
Alexandria (Mount Vernon), Virginia.

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

The PWMRC News

Published Quarterly and is the official publication of the Prince William County Model Railroad Club. PWMRC News is distributed to the general membership of the Prince William County Model Railroad Club and affiliated organizations.

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

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