

The Official Newsletter of the Prince William County Model Railroad Club

THE MANIFEST

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Reminder:

2001 Elections are coming up this summer. Nominations for Office are due in May!

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!**

Quantico Still on Track



Quantico Train Station in Quantico, Virginia

File Photo

After almost two years of negotiations, it appears that the Prince William County Model Railroad Club is closer to a new home in the Quantico Train Station. A concerted effort by the PWMRC Board and members of the PWMRC Building Committee were successful in lobbying Prince William County Supervisor Maureen S. Caddigan, Quantico Mayor Rafetelis, the Potomac and Rappahannock Transportation Commission (PRTC), and the Virginia Railway Express (VRE) for space within the soon to be renovated train station.

On November 28, 2000, a letter of proposal was sent to PWMRC by the PTRC. In that letter, PRTC made a preliminary offer of a sublease to PWMRC. The sublease would be for space at the northern end of the station, closest to Quantico's town center. The space would comprise less square footage than originally requested by PWMRC, but it would be rent-free.

On January 2nd, the PWMRC Board of Directors convened a special meeting to discuss the Quantico Station offer. The Board agreed that the offer was within acceptable terms for PWMRC. However, because the negotiations had been on going for some time, it would be prudent to solicit the membership again about the Quantico project. The Board devised a list of survey questions, which would indicate the level of support and resources available if the club moved into Quantico. The membership list was divided up amongst the Board members and phone contact was made with each member in the club.

At the January 9th meeting, the Board presented the results of the survey to the membership. After a presentation on the Quantico project and a follow up discussion, the membership voted to proceed with negotiations to obtain a sublease for the Quantico train station.

On February 2, President Pete LaGuardia and members of the Building Committee met with PRTC **SEE QUANTICO, PAGE 6, COL. 1.**

THE CORPORATE OFFICE

Board Members of the Prince William County Model Railroad Club.

President

Pete LaGuardia
e-mail: president@pwmrc.org

Vice President

William Lyders
e-mail: vice_president@pwmrc.org

Secretary / Treasurer

Tim Hall
e-mail: sec_treas@pwmrc.org

Membership Officer

Roman Rusynko
e-mail: membership_officer@pwmrc.org

Member at-Large

Tim Barr
e-mail: member_at_large@pwmrc.org

Assistant Secretary

Mat Thompson
e-mail: Asst_secretary@pwmrc.org

2001 MODULAR SHOW SCHEDULE

February 2001

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

March 2001

17-18: 3rd Annual Boy Scout Train Show – Saunders Middle School – Dale City, Virginia

April 2001

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

June 2001

2: Manassas Railway Festival – Olde Town Manassas – Manassas, Virginia

August 2001

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

September 2001

TBA – Prince William Co. Library Show

October 2001

27-28: Potomac Library – Woodbridge, Virginia

November 2001

TBA – Prince William Co. Library Show

December 2001

15-16: Chinn Park Library – Lake Ridge, Virginia

THE BROADWAY LIMITED – PT. 4

By Michael Haman

I survived and enjoyed my first trip on Amtrak's Broadway Limited to and from Altoona, but trying to explain why the trip ran so late to my mother was another matter. I tried to tell her about the derailment at Cresson and the slow traffic over the mountain, but she would never understand. I myself was just beginning to understand and I guess accept the sad condition of Conrail, and perhaps the railroad industry as a whole.

When Conrail was formed in April 1976, it inherited a bunch of worn-out locomotives and rolling stock, and an infrastructure that was literally falling apart. I recall the first few years of Conrail's existence, and many miles of mainline track being out of service for months at a time for overdue maintenance. The rails and roadbed were in such poor condition that even slow speed and weight restrictions couldn't prevent the many derailments that occurred.

A lot of Conrail's rolling stock rode on wheels that had flat spots. When one of these cars rolled by, the steel wheels would hammer the fillings out of your teeth and literally pound the rail and roadbed to failure. Over the years, this pounding would weaken concrete and stone bridges to where they had to be reinforced, which was an expensive and time consuming process.

Most of the rolling stock that rode on these "Square wheels" were hopper cars and ore Jennies, but some were gondolas and flatcars that carried steel billets, slabs and pipe. Steel pipe is vulnerable to vibration; especially high pressure seamed piping that is used in the electric generation and petrochemical industries. There were many power plants, chemical plants and interstate pipelines being constructed in the 1970's, and Conrail carried a lot of the piping involved in these projects.

After a rash of catastrophic pipe failures in the late 1980's and early 1990's, investigations proved that many of the failures were caused by stresses that developed during rail transport, which pointed directly to bad wheels, and to a lesser extent, poor rail conditions.

Conrail's customer service suffered during this time, for among other reasons, poor mechanical conditions. On-line customers wanted one main thing-consistency. That is what they received from Conrail; consistency in bad service. I can recall seeing the huge classification yards, Conway, near Pittsburgh, and Enola, near Harrisburg flooded with freight cars that couldn't move. Back then, there was no motive power to move them. Most of the power was either in the repair shop or stuck out on the mainline somewhere behind some derailment. Auto racks and auto parts trains couldn't get to Michigan and Ohio assembly plants, and hot truck trains and chemical trains coming in from the mid west couldn't get to east coast ports or the chemical coast.

Conrail inherited a bunch of first generation ALCO, GE, and some Fairbanks-Morris equipment, and spare parts for a lot of these locomotives were no longer made and had to be scavenged from dead units. Many years later, I talked to men who worked in the Juniata shops and Sam Rea shops during this time. They all said about the same thing-that preventive maintenance on equipment was always being deferred, or in some cases, eliminated, and the practice of "Run 'em inta da ground" (sic) was the rule of the day. When a locomotive finally succumbed, it was pushed onto the deadline, and literally everything that could be scavenged was removed, including lamps for the running boards, window glass and **SEE BROADWAY, PAGE 4, COL. 2.**



EBay for Model Railroaders

By Mat Thompson

EBay, the popular Internet auction site, has several categories that will interest model railroaders. As an example, every day, there are 8,000 to 10,000 listings in HO Scale. That's 150 to 200 web pages of trains. You view listings, call up photographs, question the seller, and bid on-line. If you can send and receive e-mail, you can use eBay.

EBay is only an auction in that bids are used to set the price of an item. In other ways, eBay isn't an auction at all; it is an Internet flea market. Sellers are between the buyer and seller; eBay only provides the market space. Auctions are for a specified time, normally seven days, but occasionally only three or five days, since there is no practical way to electronically duplicate the concept of going, going, gone. The staff of eBay does not set opening prices, describe products, or even ever see the items for sale. Sellers do this and pay eBay for use of the eBay web site.

Think of eBay as the cyberspace version of the Great Scale Model Train Show in Timonium. You'll find engines, railroad cars, buildings, vehicles, figures, decals, track, books, magazines, and all sorts of other things that make a model railroader's heart beat faster. Sometimes, just like at a real train show, you will find that one-of-a kind little jewel, the prize you have been searching for everywhere. But, most offerings are for the same brands and the same current products that are in hobby stores, featured in mail-order ads, and at real life train shows. Craft kits are also common as well as brass locomotives and cars. Less common are detail parts, paint, scenery materials, and tools.

Sellers set the amount of the opening bid, and the size of bid increments. A seller can also set a reserve price. If there is a reserve, bidders will be told if it hasn't been met but aren't told the amount of the reserve. If the reserve price isn't met, the item won't be sold even if bids are received. This is common for brass engines or other high value items. The opening bid tends to be lower than the reserve to get the bidding started.

Most items are offered by model railroading dealers. Some have actual brick and mortar hobby shops; others sell on the Internet and at shows, and some sell only on the Internet. They are as ethical and honest as any other source you might use to buy railroading supplies. Most know their products and describe them well in their listings. They accept checks and credit cards and you can talk to them by phone or e-mail if you have questions or problems. Only a small numbers of sellers are private parties.

Since the model railroading listings are dominated by businesses, prices don't tend to be any better than other sources. Dealers may be able to discount from retail since they don't have the costs of a store, but eBay transaction fees offset their savings. They set opening bids that at least cover their costs. Buyer's savings are decreased by the shipping charges, just as they are for mail-order purchases.

The advantage of eBay is not prices. If you bid carefully, prices are competitive but rarely better than other sources. The advantage of eBay is the great variety of items. Most are fully described and pictures are posted so you can buy exactly what you want, not just down to a particular box car, but a particular box car with the number you want. EBay can also be good entertainment. It is easy and fun to look at all that model railroad stuff right on your own computer.

SEE EBAY, PAGE 5, COL. 1.

The Top 10 Things You Will Never Hear from PWMRC Members

By Mat Thompson

10. I never buy a kit unless I am going to build it right away.
9. I only have about one engine for every fifty cars because that's the way real railroads do it.
8. This is a great engine. They should charge more.
7. Our club needs longer business meetings.
6. I like to run really short trains.
5. I don't want sound. I like quiet engines.
4. My wife says it's okay that I don't get much exercise model railroading. She says the extra pounds look good on me.
3. My plan for the layout was perfect. I haven't changed a thing since I started working on it.
2. My basement is too big.
1. No thanks, I already have enough train stuff. ☒

MODULAR MAINLINE

News from our Modular Layout



Ed Jr. REALLY gets into his TRAINS as well as his modules! Photo by J. Connal.

Ed Maldonado, Jr. is known for his fine modeling skills and his attention to detail. What most members don't know is that Ed really likes to get a first hand, close up view of whatever project he takes on.

On this particular occasion, Ed was caught checking out his Western Maryland steam locomotive number 763 on his Harper's Ferry modules. Now exposed for the entire world to see, Ed's amazing shrinking skill is a secret no more.

No wonder he never got excited when we were watching the traincam in action! ☒



RIP TRACK HOBBY SHOP UNDER NEW MANAGEMENT

The RIP Track hobby shop in Woodbridge is under new management. Rip Tracks founder, Gordon Johnson, had passed away last November after losing a battle with poor health.

Zack Richards has taken over store operations at the RIP Track. Zack is a former PWMRC member as well as a former PWMRC President. Currently the store is remodeling, cleaning out old stock, and updating its inventory with more popular products in the industry. There is a "Fire Sale" table at the front of the store with dramatically discounted prices on discontinued items and products the store does not wish to carry. The shelving has been reorganized to provide more walking space. Items are organized into different categories and same category items are located together on the same shelf.

Zack encourages members to revisit the shop and browse, buy and visit. Club members receive a discount on purchased items.

The RIP Track is located at 2885 PS Business Center Drive in Woodbridge. They are behind the Home Depot on Smoketown Road near the intersection of Smoketown Road and Minnieville Road. Their phone number is 703-590-6901. The store is closed on Wednesdays. ☺

BOARD BRIEFS

A summary of Club Business over the Last Quarter

January 2001

- Art Hawck has resigned from the Secretary/treasurer position.
- A motion was made that the BOD continue negotiations with Quantico officials but not sign a lease or commit funds without another vote from the membership.
- Web Site: Jim Connal reported edits, typo fixes, and the addition of more pictures would complete soon. Jim added that he could digitally photograph member's layouts for inclusion in the webpage home layout section. Contact Jim for details.
- The President and members of the Building Committee will meet with the Potomac and Rappahannock Transportation Commission February 2 to continue planning for the Quantico layout. Art Hawck will provide the insurance letter prior to that meeting.
- The Board of Directors has appointed Tim Hall to fill the position of Secretary / Treasurer until the June election for club officers.
- The Manassas Railfest has been renamed the 2001 Heritage Railway Festival. Their first planning meeting is Wednesday, January 24. Lew Renninger will represent our club.
- Ed Maldonado Jr. has volunteered to host the club's 10th anniversary on June 9, 2001
- Bill Lyders asked that members working on sections return their input so the committee can plan how to adapt our layout to the proposed space we will get at Quantico.

February 2001

- Operations at Upper Marlboro were fine.

- The President thanked Art Hawck for his service as treasurer. The audit team reviewed two years of records and found only a single, minor error. Tim Hall has now assumed the duties of Treasurer.
- Due to an unforeseen situation, Ken Meade cannot continue working on the club trailer. Mike Haman has agreed to complete the project. Mike will put out an e-mail soon for a Saturday work party.
- Lew Renninger attended a Meeting for the Manassas RailFest. He will ask for a 30x40 tent, the same size as last year but this time without the car. He will send an e-mail asking participating members for shirt sizes.
- Membership is now 56 with the departure of one member from Stafford County. ☺

ARRIVALS AND DEPARTURES

Membership Updates

Joining PWMRC this Issue are:

ARRIVALS

4 new members joined PWMRC this quarter.

DEPARTURES

1 Junior member has left the club due to school commitments.

4 active members have resigned due to job relocations or other conflicts. ☺

Broadway, From Page 2

toilet fixtures.

One thing that was tried without success to get things moving was increasing train length and weight by installing mid-train helpers and/or an extra set of rear helpers. While this was a railfan's delight, it was an operational nightmare for the railroad. After many shredded drawbars over the mountain, a few particularly nasty derailments and a true headache for dispatchers having to work within weight restrictions on bridges and fills, locomotive compatibility's and train crew restrictions, the practice was abandoned after a few months.

During this time, it was fairly common to find each of Conrail's predecessors' locomotives in their original paint schemes tied together in consist, and of course, wild combinations of motive power models. From worn-out ALCO Centuries and early U-boats to factory fresh SD40-2's, this was a fantastic time for railroading in those western Pennsylvania hills, especially for a short-tempered and bi-speckled 13-year old kid. That winter of 1976 and spring of 1977, what I would give to be 13 and back there again... ☺



Ebay, From Page 3.

The home page address for eBay is www.eBay.com. You can view auctions without registering but to bid, or look at the ratings for sellers, you must become a registered user, which you can do on this page. With the administrative details settled, you are ready to go treasure hunting. On the home page, there is a box listing categories. Select "Collectibles." From the collectibles page scroll down to "RR Models, Trains." From this point you have choices. For starters, scroll down to "Scales", and then click on the scale of your choice.

Now you are at the door of a cyberspace model railroading flea market. In the middle of the page, under a green banner, are the "Featured Items." Scrolling down, you will get to a gray banner that reads "Current Items." At the very bottom of the screen is a list of blue numbers. Click on any one of them and you will go to a new web page. Remember that featured items and those in Bold print or with special color bars, are special only because the seller agreed to pay eBay an extra fee. The distinctive markings are advertising, not an indication of value or quality.

When you see an item that interests you, double click on that line. This will take you to a page with more detailed information about the item, current bid on the auction, and, often, a picture of the item. From this screen you can go to another screen and read comments on the seller from past buyers. You can send questions to the seller and view the seller's other auctions. On this page the seller also will explain the methods of payment accepted.

If you have gotten this far, and want to bid, scroll down almost to the bottom of the page. There is a box with the current bid (or the opening bid set by the seller if there are no bids). Below that is a box labeled Your Maximum Bid. There is also normally a statement telling the amount of minimum bid increments. For instance, if the current bid is \$10.00 and the minimum bid increment is \$.50, you must bid at least \$10.50. You will then have the high bid unless someone else bids \$11. You will get an e-mail if this happens so you have the option to bid again and again until the auction is over if you are on-line enough to read the messages.

Sometimes when you bid, you will immediately get back a message showing someone else has a higher bid even though it didn't show as the current bid. This is because bids are not constantly updated. Instead the whole eBay system is updated every four hours. If only one bid is received during that time, the current bid will only be updated when the system is updated. Only a second bid inside the system refresher time frame will update the bid price for specific items earlier than during the refresh cycle.

If watching the bids isn't how you want to spend your time, use Your Maximum Bid. Suppose in the example above, you have decided you would spend up to \$15.00 to win. Instead of entering \$10.50, enter \$15.00. Your first bid will still be \$10.50. If someone else then bids \$11.00, your bid will automatically be raised to \$11.50. Your bid will stay there unless another bid comes in, then it will rise by the set increments up to the limit you entered in Your Maximum Bid.

A maximum bid can be useful. You can increase the chance that you win the bidding without needing to watch your computer. But, if in our example, suppose another bidder had already set their maximum bid at the same limit, \$15.00. As soon as you send your bid, the two of you will be raising each other by the size of the bid increment instantaneously and you will get a message saying you have been outbid. Now you have a choice to raise your bid, or stop bidding.

When you have filled in your bid, you have to click on Review Bid. On that screen you have to reenter your bid and then enter the ID

and password you selected when you registered with eBay. These extra steps make it very hard to inadvertently to submit a bid.

If you win, eBay will send you and the seller an e-mail notification that includes the email addresses of both. You can e-mail the seller first but it is easier to let them e-mail you since they will tell you the information they need for shipping and details about your options for paying.

If you are reluctant to put credit card information on the Internet, virtually every seller will take phone calls for credit information or accept checks or money orders. In fact, many Internet dealers and private party sellers don't accept credit cards. If they accept checks, most sellers want the check to clear before they ship. If you would rather use the connivance of a credit card, and the seller doesn't accept them, eBay has started a service call BillPoint that allows you to pay eBay by credit card. EBay then sends a check to the seller.

Despite what you may have heard, there are few bidding wars in the model railroading section of eBay. Auctions are over at a specified time. Many auctions end with no bids. For items that do receive bids, the average is only three or four bids and they are each at the minimum bid increment.

Two areas generate active bidding. One is rare items like Fine Scale Miniature kits and brass engines. Winning bids tend to be about the same prices at trains shows and in ads. Fine Scale kits may even go for a little less than is asked at real shows. The other area of active bidding is at the release of limited run items, or at least items that are thought of as limited run. When the Proto 2000 2-8-8-2 first came out, retail was \$350, and many dealers sold them in the \$300 dollar range. In the first few days of release, some sold for over \$400 on eBay. Now, both first and second releases sell routinely on eBay in the \$275 to \$300 range.

The risk of a bad buying experiences on eBay is probably no different then through other sources as long as you use a little common sense. Since not every seller knows their merchandise fully and they are human, errors will occur. Protect yourself by knowing what you are buying. Read descriptions carefully and look at the picture if there is one and then use your own catalogs and experience to avoid disappointment, just as you would with a mail-order purchase. Question the seller if you are in doubt by sending an e-mail direct from the bid page.

The formula for paying too much is to watch a highly desired item, like a new engine, and keep bidding in response to other bids The smart thing to do is decide the price you are willing to pay before you bid. One tactic is to bid only on auctions ending soon. On the first page of listing, you can click on the heading Ending Today. Then, bid only if an item has no bids or just a few bids.

There you have it. EBay is easy to use, offers lots of good train stuff, and poses little risk if you use some common sense. Grab you computer and go do a little train shopping. We can hardly wait to see your new treasures. ☺

**CLUB ELECTIONS ARE COMING!!
NOMINATIONS FOR OFFICE BEGIN
IN APRIL. SERVE YOUR CLUB.
MAKE A DIFFERENCE!
ELECTIONS ARE HELD AT THE
CLUB MEETING ON JUNE 26TH.
REMEMBER TO VOTE!**

Quantico, From Page 1.

representatives at their Potomac Mills Office. The meeting addressed terms and conditions of a proposed sublease for Quantico. The meeting also addressed the roles and responsibilities of PWMRC pertaining to Quantico. In general, the PRTC will work with PWMRC in the design of the PWMRC space within the train station. The building architect will meet with the PWMRC layout committee to finalize door, wall outlet and ceiling fixture placement. PRTC will allow PWMRC to use the station restroom facilities and the general waiting area for club meetings and activities as long as they do not affect commuter train operations. PWMRC will have a secure space within the station that only club members will have access to. PWMRC will need to provide a damage deposit to PRTC and certain language in an agreement, which will indemnify PRTC, VRE, and CSX during club functions.

As it stands right now, the station will be ready for occupancy in 18 to 24 months. That provides the membership ample time to plan, prepare and continue to raise money for this worthwhile project.

As more plans and discussions evolve, there will be updates posted in future issues of the PWMRC News. ☺

BUILDING BLOCKS GET AWARD



Steve Rohwohlt's Black Knight Trucking Lego model. Photo by S. Rohwohlt.

Club member Steve Rohwohlt recently was awarded a gift certificate from Miniaturics for his article in their publication. Steve writes "...Black Knight Trucking was created using Lego kit #5580 and Miniaturics' 1.5 volt colored bulbs. This truck was modified from the original by changing the color from red, white, & blue, to black and gray. The 1.5 volt bulbs were added by drilling a 1/16" hole in some of the parts.

The truck has a total of 69 bulbs.... I also used 4 sets of micro mini two pin connectors, for the trailer of the Mack truck. The front of the truck has 37 lights...8 red, 25 yellow and 4 clear. The trailer has 32 bulbs... 18 red and 14 yellow. To power the lights 9 batteries were used, split up in the truck storage facility. Hot melt glue was used to hold the battery holders in place. Five on and off mini toggle switches were needed."

Nice job Steve! ☺

ASLEEP AT THE THROTTLE

Warning: If you are an employee on the NTSB you are not permitted to read this feature!!

Over the years our organization has managed to wreck just about every type of train imaginable on our layouts. One would think that we would reduce our accident-prone ways over time. Well if they think that, then they really don't know us. It seems our accidents only get worse as times goes on. Here are two examples from our February show at the Show Place Arena in Upper Marlboro, Maryland.

Reaching New Heights!



It doesn't get much better than this. No it wasn't staged. Some just fell asleep at the throttle! This multi-train pile up occurred on Lynn Kobliska's Big City module. The accident stacked coal hoppers 4 high on the main and passing sidings. Unfortunately Amtrak's new Acela train even got into it as it was side swiped and derailed, causing major delays and clean up costs. We are happy to report that no injuries were reported at Plasticville General Hospital.

Lying Down on the Job



Well, as the weekend went on the wrecks just kept on coming. No, the Acela isn't on a sit down strike. It was sideswiped AGAIN by another coal train. Amtrak, take note..... New Rule: Acela and coal trains shall be prohibited on the same line or opposing tracks.

Oh well, 2001 is still young. Let's see what new wrecks will be in store for us this year.

Thank God we're not a for-profit organization!!!! ☺

RAIL EXCURSIONS

Here are a few photos of club activities from last quarter.

During the week after Christmas, Ed Maldonado Jr., hosted two operating sessions at his home in Maryland. Members were treated to lunch and all day train operations on Ed's magnificent three track mainline HO scale layout.



A Norfolk Southern Trailer Train makes the main loop out of the yard on Ed Maldonado's Colorado & Western HO Scale layout. Photo by R. Rusynko.

It was a great opportunity for members to try out their latest gifts from Santa!!

Cove ceilings?? Wow! That was the word heard round and round when the club met in early January at Robin Barrows' home.



Club members gather in Robin Barrows' layout room. Photo by R. Rusynko.

Robin and his wife finished his train room themselves. Robin used specially cut wood and a unique process to build his cove ceilings. Robin's wife painted the clouds on the walls and ceiling. The room is carpeted and is equipped with track lighting.

Another unique feature of the room is several small recessed display shelves that are illuminated by special lighting in the shelf.

The layout is an original design that Robin had moved across the country. With all his new space it will be interesting to see what Robin does next. Great job Robin!

In late January, PWMRC traveled to the Great Scale Model Train Show in Timonium, Maryland. Modular layout operations went on smoothly. There were at least 7 HO scale clubs at this show in

addition to PWMRC. The GSMTS staff also reported record attendance at over 6000!! Members enjoyed a weekend of running trains and taking advantage of great prices and variety of model railroad products.

In February, PWMRC returned to the Show Place Arena in Upper Marlboro, Maryland for Greenberg's Train and Toy Show. With the assistance of the Potomac Modular Crew, PWMRC was able to assemble a 20 x 32 layout. Interfacing between the two clubs was flawless and, in spite of some spectacular wrecks (see separate article), the train operations were smooth running.



PWMRC at Show Place Arena.

Photo by R. Rusynko.

Club members Art Hawck and John Huntzinger presented clinics at the show on DCC decoder installation and freight car maintenance, respectively. Proceeds from Art and John's clinics were added to the club's exhibit fees, which made the event even more worthwhile.⊗

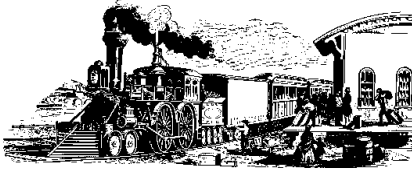
SPRING IS HERE! TIME AGAIN FOR STEVE'S SPECIAL CLEANING SERVICES



Club member Steve Rowhowit is once again offering his vehicle cleaning and detail services to interested parties. Steve services include:

- Hand Wash & Wax
- Complete Wheel and Tire Detailing
- Interior Cleaning and Shampoo
- Fog Lamp Installation
- Radio Installation
- Other services and options available (including yard cleaning services)

Contact Steve for an appointment.



THE TIME TABLE

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 – Annandale, Virginia

April 24 (Tuesday) Nominating Committee Appointed

Club Meeting – Alexandria, Virginia.

May 8 (Tuesday) Nominations for Office Submitted

Club Meeting – Woodbridge, Virginia

May 19 (Saturday)

Club BBQ – Gainesville, Virginia.

May 22 (Tuesday)

NO MEETING – SEE MAY 19TH.

June 2 (Saturday)

Manassas Railway Festival – Old Town Manassas Setup 7 – 9am, Festival 9a – 5p

June 9th (Saturday) PWMRC Birthday Party!!

Adamstown, Maryland

June 11 (Monday) Happy 10th Birthday PWMRC!

June 12 (Tuesday)

NO MEETING – SEE JUNE 9th

June 26 (Tuesday) Club Elections

Club Meeting – Sterling, Virginia.

July 10 (Tuesday)

Club Meeting - Woodbridge, Virginia

July 24 (Tuesday)

Club Meeting – Dumfries, Virginia

Key: =Home Layout, ^{DCC} =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:
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 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 – General Inquiries
editor@pwmrc.org – Newsletter Submissions

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

Eric Nystrom, Webmaster
webmaster@pwmrc.org

Please return to:



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

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