

The Official Newsletter of the Prince William County Model Railroad Club

**THE
MANIFEST**

POINTS OF INTEREST

Evolving Railroad 4

THE BUSINESS CAR

The Corporate Office 2
From the Cab 2
Board Briefs 3

EXCURSIONS

2004 Modular Shows 2
Modular Mainline 5
Rail Excursions 7
The Time Table 10

Reminder:

*The **BIG E Show** van is filling up fast! Only a few seats left for the show in February. Don't miss out on one of the biggest train shows on the east coast.*

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!*

GENTLEMEN, START YOUR ENGINES!



Members prepare for the 2nd Annual Loco Pull at the Arcola Volunteer Fire Department

The second Annual Loco Pull was held at the Arcola Volunteer Fire Department. The annual event experienced a rain delay due to the remnants of Hurricane Jeanne, which drenched the area with heavy rains and gusty winds. Originally scheduled for September 28th, the event was delayed until September 30th. The course was extended this year by a quarter scale mile for a total of 1 ¼ miles.

Other changes included the consist of cars being pulled. Last year's string of cars consisted of 50 foot, 55 foot and 60 foot box cars, covered hoppers and tank cars. This year's string of cars measured as close to a scale mile as host Walt N. could get it. This year's string consisted of thirty two 70 ton coal cars, eighty five 55 ton coal cars, eighteen forty foot tankers, one caboose one 50 foot overweight gondola. The entire string of cars weighed thirty one pounds! This year's string of cars had many more axles, and about a 1/4 ounce of lead to the cars at the head end of the string (about 50 or 60 cars). "What I was attempting was to increase the drag, especially with all of those axles in the curves at the same time. It's impossible to judge exactly what effect the greater number of axles may have had on top speed, but it probably made at least a little difference." Walt said.

SEE PULL, PAGE 6, COL. 1.



THE CORPORATE OFFICE

Board Members of the Prince William County Model Railroad Club.

President

John Huntzinger
e-mail: president@pwmrc.org

Vice President

Walt Neubauer
e-mail: vice_president@pwmrc.org

Treasurer

Tim Barr
e-mail: treasurer@pwmrc.org

Secretary

Ernie Little
e-mail: secretary@pwmrc.org

Membership Officer

Roman Rusynko
e-mail: membership_officer@pwmrc.org

MODULAR SHOW SCHEDULE

September

11-12 Central Library Show – Manassas, Virginia

October

14-17 Manassas Freedom Festival – Manassas Airport

November

13-14 Chinn Park Library Show – Woodbridge, Virginia

December

11-12 Bull Run Library Show – Manassas, Virginia

2005

January

No Shows Scheduled

February

5-6 Great Scale Model Train Show – *unconfirmed*

March

19-20 7th Annual Boy Scout Train Show – Dale City, Va.

April

16-17 Great Scale Model Train Show – *unconfirmed*

May

No Shows Scheduled

June

4 Manassas Railway Festival

Unconfirmed shows are listed for reference only. The PWMRC membership will decide at upcoming meetings if the club will attend each show. ☼

FROM THE CAB

By John Huntzinger

What's in our name?

Several months ago one of our members put out an e-mail asking Club members for ideas as he tried to come up with a catchy name for his home layout. He was trying to be what I'll call semi-prototypically correct-he was trying to come up with a name for a railroad "that might have been", but probably hadn't. A lot of you gave him ideas and I believe that most of them were geographic in nature-they helped place the railroad's location because of its name. When I think of the road names Club members have for their home layouts a number of them are also geographic, but there's smattering of double-entendre (double meaning) names. Personally I get a chuckle out of the double-entendres (especially when I understand the dual meanings). When I listen to Click & Clack, the Tappett Brothers (Car Talk) radio show, I always pay attention to the closing credits and am determined someday to have a building with the law firm of Dewey, Chetham, & Howe someplace on my layout. I know at least one Club member who had a semi-business logo made up that I thought was quite catchy (Lock, Stock, & Barrows). When the day comes and we have our own Club layout we'll have to deal with the issue of how to name places. There will probably be people who want prototypically correct names. There will probably be some who want other names for various reasons to include "cute" names, names of special significance, and other reasons. What names do you have "stashed away" that you'd like to use or have used on your layout? Keep thinking of place names you think would be appropriate so when we finally get a Club layout we'll be ready.

In the last newsletter I asked you to help make the Club better by becoming more involved. I'm happy to say that many of you have taken up the challenge and are doing that. We now have a very active events group who're starting to fill up the calendar with very interesting events (we still have calendar dates for more events, just need some more event organizers). We also have people who are helping get things done like making an electronic scrapbook, archiving our records, and seeking out new places for us to do layouts at. We can still use the services of someone who'd like to sing the praises of the Club and our event schedule to the media. The web guys have been hard at work first to try and figure out what happened with the web and then trying to fix it, and finally telling us our ISP is gone and recommending that we move our URL to a commercial ISP. Thank goodness they had archived copies of the web content so we'll be able to recreate what we had--the only comment I've heard about the web has been "when is it going to be back up?" So believe that we like our website and want to get it back up and running again soon.

To close, let me answer the question I asked in starting this column. What's in our name, PWMRC-we're a great group of friends, having fun with the hobby of model railroading, and we're fun to be with.

Until next time, you've got the high ball, just don't hit the train in front of you. ☼



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BOARD BRIEFS

A Summary of Club Business Meetings

AUGUST

Membership committee report

Reported that two prospective members have been in contact with him.

Layout Gate

The new layout gate was demonstrated prior to the meeting.

Audit Committee

The audit process is complete.

Web Committee

Traffic on the website remains strong. (Approximately 50,000 hits per month).

Communications Committee

Provided a copy of the committee's recommendations on Newsletters, Meeting minutes, and Calendar of activities. Bill Lyders will function as the Data Custodian.

Yard Modules

Discussion of the case of the missing yard module.

2006 NMRA Convention

There was discussion of the NMRA convention in Philadelphia in 2006. NMRA is requesting to know how large of a layout we can provide. PWMRC proposes a layout the same size as what we take to Timonium.

NEW BUSINESS

Ed M's ops session after action report.

All in attendance had fun. Those who went on to Gettysburg to Tommy Gilbert's hobby shop felt he has less merchandise that he has had prior years.

Volunteers needed for Public Relations, Scrap Book, and

Club outing coordinators.

Dave R. indicated an interest in the Scrap book coordinator job.

NMRA Sustaining Membership

Bob R. suggested that club look into becoming an NMRA affiliate member. The matter will be investigated and reported back at a future meeting.

SEPTEMBER

Membership committee report

Russ R. reported that Scott H. had applied for membership. He also received a membership application from Jeff B. this evening. Steve F. has withdrawn his application due to time constraints.

Dave M. will be up for permanent membership at the next business meeting.

Dave P. is due up for permanent membership and he motioned that he be made a permanent member and not be asked to pay dues until he gets back stateside by to military deployment)

MOTION PASSED.

OLD BUSINESS

Layout Gate

Walt N. stated that the gate is virtually finished and was used at the recent show at Central Library with one minor mishap.

Web Committee

John H. reported that Jim C. has spoken to him advising that Eric N. is working on the website to get it back up

Yard Modules

The missing yard module still has not been accounted for. Don E. is going to go by Saunders Middle School to verify it is not being stored there in lost and found.

Public Relations POC.

Discussion on this item. No one volunteered to take the position at this time.

Club Outing POC.

Pete L., Don E., Ernie L., and Jim C. have volunteered to be Club outing coordinators.

Pete L. reported that there have been several ideas discussed for club outings.

Brochures

Discussion of the need for more brochures. Ken M. and John H. will serve as the points of contact to secure more for distribution at hobby shops, etc..

NMRA Sustaining Membership

Bob R. provided information on sustaining membership with the NMRA. All of the membership will not have to become members of the NMRA to allow the club to be an NMRA sustaining membership. sustaining membership would enable PWMRC to access all parts of the NMRA website and have other membership benefits. The cost would be \$90.00 per year. The secretary will serve as the point of contact for the club with the NMRA. **MOTION PASSED.**

Club rail cam locomotive

Brion B. passed the club rail cam locomotive around the membership for their viewing.

Trains Etc.

Brion B. passed along that Trains Etc. is willing to pass along a 20% discount to club members. ☒



THE EVOLVING RAILROAD

By Bob Rodriguez

Evolution is a given. In life, nature's rule is we evolve or eventually we die off. The same principle applies to our hobby of model railroading. Whether your interest is in rolling stock, structures, layout design, or any other facet of the hobby, if your hobby interest doesn't evolve, it will eventually die out. Take for example someone who loves to build rolling stock. If that person only buys and builds the same box car kit over and over again; right from the box; with no modifications; that person's interest will eventually die out and he will cease to endeavor in that part of the hobby ever again. On the other hand, if the same person builds the same kit over and over again, but each time changes their technique; adds some super details; installs new trucks; practices air brushing; etc., their interest will remain. In fact, with each new item or change that person is practicing a new skill and is evolving in that aspect of the hobby.

The same can be said for our home and club layouts. We all know the saying "A model railroad is never finished!" That's because it is always evolving. Whether it is dismantling a section to expand the layout; or just reworking a bad design in a small area; we are moving forward. We are constantly tweaking our miniature empire by adding a little of this and a little of that. All of this enhances the layout design and keeps our interest alive. Little by little, our miniature world evolves before our eyes.

In the case of my own model railroad, it has evolved several times and continues even today. Twelve years ago I constructed the first Nickel City Line Railroad which at the time was 4 times larger than anything I had ever had. The 8 x 16 layout was a grand achievement in my mind, despite lacking some key layout building skills. After spending many enjoyable hours with PWMRC, I began to acquire the necessary skills and knowledge to alter my design and correct some recurring problems on my pike.

As I continued to gain knowledge and confidence I decided that the layout needed to expand. Ultimately, after several design revisions, I opted for a full relocation and reconstruction of the entire railroad, less 1/3 of the existing pike. In hind sight it would have been better to just start fresh, as I eventually redesigned the remaining third to better interface with the new layout. My interest remained high for many years as I installed wiring, control panels, DCC equipment and so forth. I studied the scenery techniques of several model railroaders and applied the best of each technique to my own empire.

While design, track work, electronics, rolling stock, etc., all hold high interests for me, I wanted more. In my layout design, I envisioned a layout that not only served my interests, but the interests of other hobbyists. I wanted a layout I could share with friends on a regular basis that provided hours of enjoyment and provided a learning tool for another area of the hobby.....operations.

While I do enjoy turning on the power, dimming the lights and watching trains roll by, I also enjoy a good puzzle. Operations created a puzzle that required several people to solve. What appealed to me the most about operations was that each car had a purpose and it had some where to go, not only on my layout, but off the layout in a virtual world.

When I was about 7 or 8 years old I used to dream about a giant miniature railroad where you could walk along with your train for miles and miles and see different places. Well, in reality, the walking miles and miles just doesn't cut it anymore with my feet.

Just spend two days of walking scale mile after scale mile at the annual BSA Train show and you'll know what I am talking about. It's a lot of fun, but your feet will be complaining each night. And besides, we can only see one point in time anyway. Everything else we have to image. By creating staging yards, naming the yards with real place names like Harrisburg, Baltimore, Rochester, etc., I accomplished, in a way, sending my trains hundreds of miles away to deliver goods.

I created trains which had specific jobs and several other positions for each ops session. The jobs involved through freight, local freight, coal trains, passenger trains, yard switcher, dispatcher and yardmaster. Each of these jobs was vital to moving commerce across my empire. I established industries that served on line and off line interests. I purchased computer software which helped me figure out the logic of car forwarding and provided lists of instructions for my train crews to work from. I studied about fast clocks and train scheduling and incorporated their use into my ops sessions.



Operators work out a switching maneuver on the NCL

I solicited for and got many responses to operate on my layout. Before running an ops session, I tested each segment myself. Then I brought my train crews in and worked with them through each session. At first it was somewhat chaotic, but I expected that. Many of my operators were unfamiliar with the territory as well as operations. So the goal was ease into operations. I didn't worry about the fine details. If the five finger helper was needed to get a car over to another track, well so be it. As time went on, more and more of my crews became familiar with the layout and less assistance was required by me. Now we tend to get most of the goods out to their destinations with some time to spare. The ops sessions are not perfect.....I don't expect them to be. But they are fun.

I learn more and more after each session. The sessions teach me to tweak a schedule here, or install a circuit breaker there, or maybe an industry is shipping too much too soon. Ops sessions help guide me when I go to a show or a hobby shop. I know how many cars of what type I am short of. I know what DCC component I need to complete a task. Not to say that if I come across a sweet deal or a really neat car that I won't buy it. What I do is prioritize my needs and if I buy the cool item, I usually am able to work it into my ops sessions somehow.

Evolution is a given. In life, nature's rule is we evolve or eventually we die off. I think I have evolved in the world of model railroading. Part of that is through my membership in PWMRC. The other part is through operation sessions. Both of these influences will keep my layout and I evolving for years to come!

✪

MODULAR MAINLINE

News and Information about our Modular Layout

NEW BRIDGE RAISES EXPECTATIONS

What goes up must come down.....and that's a good thing! And that's exactly what Walt N. did. Walt undertook the challenge of designing a lift up bridge for the modular layout. Gone are the days of crouching and crawling under the layout. So long to aching backs, sore knees and bumped noggins.

Walt designed the bridge using an overhead arch for structural support and the standard socket legs beneath. Although the bridge looks large and cumbersome, it is actually lighter than some 2 x 4 modules.



Walt and the new club bridge (unfinished) Photo by R. Barrows

The bridge has two inch high sides to keep trains from falling off to the floor. It is about 8 1/2 inches wide, with the rails equally spaced from each side. General structural stability and light weight was achieved by laminating 1/4 inch Luann mahogany plywood to strips of 3/4 inch fir. One layer of plywood was installed on the bottom and two layers on top. Two of the fir strips are under the center line of the rails. Even though the structure is hollow in between, the fir strips keep the entire structure rigid.



Some old dogs can't be taught new tricks!!! Photo by P. LaGuardia

The platforms that connect the bridge to the arch are made of 1 inch thick oak. The fascia covering the arch on the front and back are each cut from a sheet of 1/4 inch seamless Luann plywood. The arch has a "pocket" to accommodate the bridge while traveling to and from shows. The overall size of the structure is 48 inches wide, 48 inches high (without legs) and 15

inches deep. Head room under the arch is about 78 inches which accommodates most of our tallest members.

Electrical work involves wiring the bridge module like all other modules. When plugged into adjacent modules the bridge to be powered full time. The next phase is to install some micro switches wired so that when the bridge is lifted even fractionally, it will cut power to the bridge and to the adjacent modules to either side.

The bridge had its first trial run at the Central Library show in September. Although the micro switches were not installed at the time of that show, the bridge worked fine.....except for one erroneous moment when it was raised while a train was passing over top. To everyone's surprise, the airborne locomotive landed safely on the other side, all flanges to the rails and kept on going!!!!



Members pose in front of the finished bridge at Central Library.

Photo by P. LaGuardia

The new bridge is a great asset that will be used for years to come. Thanks Walt.

PEABRAKE JUNCTION MAKES DEBUT.

Brian B.'s Peabrake Junction made its debut at the Martinsburg Raildays this summer and has been heading to shows ever since. The 16 foot module provides 2 passing sidings (located on the outside of each main line) and a dead end siding. The throat on either end of the modules allows trains to access any of the four through tracks.



Peabrake Junction.

Photo by R. Rodriguez

The design performed wonderfully at the Martinsburg Show and provided engineers an opportunity to stop briefly without entering **SEE MAINLINE, PAGE 7, COL. 1.**



Loco Pull, From Page 1.

Eight members participated in this year's loco pull. Several members, including last year's winner, Ken M., were unable to attend the event due to the change in schedule. Despite the lower turnout, the event proved to be as exciting as last year.

Team LaGuardia / Engle was the first head out of the yard and set the pace for the rest to chase. The crew assembled two N&W 2-6-6-4 "A"s, two UP 4-8-4's, and two GG 1 electrics. They got off to a real good start and completed two laps in 2 minutes, 12 seconds for an average speed of 68.2 MPH.

Team Maldonado. was next, but since he used all Analog engines (eight total), the DCC system kept shorting out as he tried to throttle up. In the end, Team Maldonado had to withdraw.

Team McKeever went third with three GP 40-2's, one C30-7 and one 4-8-4 steam. The team got a good start, but didn't have quite the horse power as the first team. Team McKeever finished two laps in 3 minutes, 31 seconds for an average speed of 45.3 MPH. Overall a good pull.

Team Huntzinger was forth to pull with an FP 45, two PA's and one PB all with the Santa Fe paint scheme. After a good start, Team Huntzinger netted a total time of 2 min., 52 sec., for an average speed of 52.4 MPH. For a while Team Huntzinger was in second place.

Team Neubauer was next, at the insistence of the other competitors. Team Neubauer used two N&W A's 2-6-6-4's and three SD 60's. Team Neubauer finished in 2 min. 54 secs. for an average speed of 51.7 MPH.

Sixth up, Team Neubauer and Team LaGuardia combined thier four N&W A's all with the sound turned on. The units, all Broadway Limited's, experienced intra-locomotive coupler problems that prevented the teams from completing two laps. In addition, it was discovered that CV 2 in each team's decoders were set to different values which resulted in uneven acceleration. Despite those problems, the sound was awesome!

Team Moosalley, after watching a few pulls, couldn't stand it any more, raced home to bring back some Analog locomotives. The team used an SD 40, two U-33's, and one SD 45. The team successfully pulled the string of cars and was were pleased with their success. Team Moosalley finished two laps without smoking any motors in 3 min., 26 secs., for an average speed of 45 MPH.

Team LaGuardia / Engle couldn't leave well enough alone, and tried another combination of locomotives for the eighth pull of the evening. This time the team provided two 4-8-2's and the two electric GG -1's. They didn't beat their first pull, but came close by only one second, more or less. Two laps in 2 min., and 13 seconds for an average of 67.87 MPH!

The final results for the evening were:

2004 LOCO PULL RESULTS

Ranking	Team	Time
1	LaGuardia / Engle	2:12
2	LaGuardia / Engle	2:13
3	Huntzinger	2:52
4	Neubauer	2:54
5	Moosley	3:26
6	McKeever	3:31
	Maldonado	NF
	Nuebauer / LaGuardia	NF

NF = No Finish

When reached for comment, last year's winner, Ken M. was quoted as saying "2+ minutes!!!!!! Did you guys have the brakes on or something?"

Responding to Ken's comments, PWMRC Member Tim B. responded with " Don't forget that the loop was two modules (8 feet = 696 HO feet) longer than the puny thing you won on!"

I think the seeds have been firmly planted for a challenge in 2005!

Some special thanks go to the following individuals for their extra efforts associated with this year's Pull:

First, to Walt N., the brain child of this annual event...thanks for hosting it again this year!

Second, thanks to the pit crews and stage hands who assisted Walt in getting the layout assembled and torn down afterward. These folks include Don E., Tim B. and Jim F. for helping with the set up and bringing the snacks to the Banquet hall at the fire department.

An special thanks goes to the Arcola VFD as a class for Fire Fighter rookies had just finished their lessons for the day and they assisted with getting all of the modules, trains, etc. up to the hall in less than ten minutes.

Finally, a special thanks to Walt's wife, Jackie, who prepared all of the refreshments.

In related news, the Piedmont Railroaders held their annual loco pull in the Warrenton area. The competition focused on individual pulling weight of locomotives instead of combined pulling power. The results of the Piedmont Pull is listed below:

Very-Light (locomotives weighing 8 to 11 ounces)

No competitors were entered.

Light (locomotives weighing 12 to 15 ounces)

1st Place: SD45 (Athearn) owned by Ralph D. raised 23.0% of its weight.

2nd Place: Ce 6/8 "Crocodile" (Roco) owned by Herb T. raised 22.6% of its weight.

3rd Place: GP9 (Walthers) owned by Lee T. raised 17.9% of its weight.

Medium (locomotives weighing 16 to 20 ounces)

1st Place: BLS (Roco) owned by Herb T. raised 30.9% of its weight.

2nd Place: A/e 6/6 (Fleischmann) owned by Herb T. raised 26.5% of its weight.

3rd Place: 0-8-8-0 (Marklin) owned by Herb T. raised 20.8% of its weight.

Heavy (locomotives weighing 21 to 26 ounces)

1st Place: E7a (Life-Like) owned by Ralph D. raised 18.5 % of its weight.

2nd Place: Erie-Built (Bachmann) owned by Phil I. raised 16.8% of its weight.

3rd Place: Not awarded due to lack of a third competitor in this category.

Ultra-Heavy (locomotives weighing 27 ounces or more)

1st Place: Challenger (brass) owned by John E. raised 12.7% of its weight.

SEE LOCO PULL, PAGE 7, COL. 1.



Mainline, From Page 5.

the staging yard. Peabrake also provides a means to have a smaller setup yard available when the main staging yard is not used (as at library shows).

Brion's excellent scenery skills will show up all throughout the 4 sections of modules. Each time the module appears at shows, Brion's fine handy work can be seen on new areas of each module. Finely detailed structures, aged roads, overgrown fields are all featured.

Peabrake Junction is an excellent addition to PWMRC's list of modules!!! ☼

Loco Pull, From Page 6.

2nd Place: GG-1 (Broadway) owned by Jim L. raised 12.3% of its weight.

3rd Place: Monster created by John E.r raised 10.4% of its weight.

Overall Grand Winners (all weight categories combined)

1st Place: BLS (Roco) owned by Herb T. raised 30.9% of its weight.

2nd Place: A/e 6/6 (Fleischmann) owned by Herb T. raised 26.5% of its weight.

3rd Place: SD45 (Atheam) owned by Ralph D. raised 23.0% of its weight.

The flurry of all this Pulling Activity has caused the North American Rail Car Association of Pullers (NARCAP not to be confused with NASCAR) to consider a Northern Virginia franchise in the near future. How many sponsor labels can you put on your loco?



More over NASCAR, the Next Generation Is Here!!!

See you next year! ☼

RAIL EXCURSIONS

Highlights of Club Activities from the Last Quarter.

As we enter Fall, turn around and look back at the busy summer we had in PWMRC. We started off June with a rainy Manassas Railfest. Through our combined resources and a little luck we were able to pull off a successful show in spite of the weather. We also showed off our refurbished corner modules which had been in serious need of work after years on the road.



Thanks to Brion Boyles and several other members, the refurbished corners looked great.....even on a rainy day! Photo by R. Rodriguez

In July we headed off to West Virginia for two days of train running in Martinsburg, West Virginia. Besides model trains, we were treated to live bands, including the Drifters, live trains (the CSX mainline was right next to the festival, Civil War re-enactors, good food, good company and a lot of fun.



The 1:1 scale action was a real show stopper. Photo by R. Rodriguez



The historic B&O Railroad Shops and Roundhouse provided a great setting for the weekend festival. Photo by R. Rodriguez

RAIL EXCURSIONS CONTINUED ON PAGE 8.

Rail Excursions from Page 7.



Fred Singer's warehouse module made its debut. Photo by R. Rodriguez

In August, we headed to the Dulles Expo Center for Greenberg's Train and Toy Show which was held in conjunction with the N-Trak Capital Limited Convention. The Ntrakkers assembled the largest n-scale modular layout in history. A total of 525 modules from 31 states and 6 foreign countries were put together to create a massive 70 scale mile model railroad empire. With the use of Digital Command Control, trains were able to maneuver over the layout in about 1 hour!



The N-Scale layout spread out over the size of a football field!



A really big city along the line on the N trak layout. Photo by J. Connal



A beautiful suspension bridge courtesy of a Japan N trak club. Photo by J. Connal



Tornado alley featuring an animated tornado was a "hit" at the convention. Photo by J. Connal

PWMRC assembled an impressive 24 x 40 foot layout for the joint show which was attended by tens of thousands of visitors over the weekend. The local media was present to publicize the event which helps raise the awareness of model railroading.



The convoy train is almost ready on Robin Barrows' military air base modules. Photo by J. Connal
Northern Virginia N-Trak, who helped sponsor the show, donated a portion of the convention proceeds to several local charities.

In September we headed to Manassas for a weekend show at Central Library where our new lift up bridge was commissioned. And at the end of the month, a group of members headed up to Blue Ridge Summit, Pennsylvania for Mainline Hobbies' annual Open House and Layout Tours.

PWMRC has plenty more activities planned for Fall and Winter!!! More shows and excursions await! Check out this column in upcoming issues for a recap. ☼



Official Use Only	
Date Received	_____
Member No.	_____
Dues received	_____
Approved	_____ Denied _____
Reviewed by	_____

Membership Application

Membership Applying for:	Active \$60 Year	<input type="checkbox"/>	Associate \$18 Year	<input type="checkbox"/>	Junior** \$12 Year	<input type="checkbox"/>
Name	<input style="width: 100%;" type="text"/>					
Address	<input style="width: 100%;" type="text"/>					
	<input style="width: 100%;" type="text"/>					
City	<input style="width: 40%;" type="text"/>	State	<input style="width: 20%;" type="text"/>	Zip	<input style="width: 15%;" type="text"/>	<input style="width: 10%;" type="text"/>
Date of Birth	<input style="width: 30%;" type="text"/>	Home Phone	<input style="width: 60%;" type="text"/>			
		Work Phone	<input style="width: 60%;" type="text"/>			

Questionnaire

Do You Have A Layout? Yes No Scale(s)

What are your particular interests in model railroading? (rolling stock, scenery, etc.)

Other railroad interests?

Railroad Affiliations?	NMRA#	<input style="width: 90%;" type="text"/>	NMRA Div#	<input style="width: 90%;" type="text"/>	NMRA Local #	<input style="width: 90%;" type="text"/>
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Other Club / Organization Affiliation:

Other Information:

****PARENTAL CONSENT (For Minors under 18 years of age)**

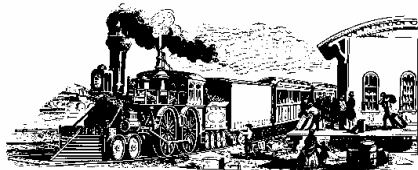
I give my permission, as the parent or legal guardian, of my son / daughter to become a member of the Prince William County Model Railroad Club.

Parent Signature _____

Date _____

PWMRC Application fee is \$9.00. Make checks payable to "PWMRC". Please complete this application and attach the application fee. DO NOT SEND CASH IN THE MAIL. Mail Application and fee to PWMRC P.O. Box 4801, Woodbridge, Virginia 22194.

All new PWMRC members have a 90 day probationary period. The application fee is refundable if membership is declined by either party within the 90 day period. Membership dues for the membership position applied for are due at the end of the 90 day period if accepted for full membership.



THE TIME TABLE

October 12 (Tuesday)

Club Meeting –

Woodbridge, Virginia ^{DCC}

October 14 – 17 (Thursday – Sunday)

Manassas Freedom Festival – Manassas Airport

^{DCC}

October 26 (Tuesday)

Club Meeting –

Manassas, Virginia ^{DCC}

November 6 (Saturday)

Club Excursion - Annual Meeting of N&W Historical Society - Arcola Fire Department – more info at:

<http://www.nwhs.org/convention/Mini-Con>

November 9 (Tuesday)

Club Meeting –

Woodbridge, Virginia

November 13-14 (Saturday – Sunday)

Chinn Park Library Show - Woodbridge, Virginia

^{DCC}

November 23 (Tuesday)

Club Meeting –

Dumfries, Virginia ^{DCC}

December 2004 - Holiday Party – TBA

December 11-12 (Saturday – Sunday)

Bull Run Library Show – Manassas, Virginia ^{DCC}

December 14 (Tuesday)

Club Meeting -

Manassas, Virginia ^{DCC}

December 28 (Tuesday)

Club Meeting –

Bristow, Virginia

January 11 (Tuesday)

Club Meeting –

Manassas, Virginia ^{DCC}

January 25 (Tuesday)

Club Meeting –

Dale City, Virginia

Key: =Home Layout, ^{DCC}=DCC equipped
 =DCC Radio/IR =DCC Infrared
 = Clinic Scheduled

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

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:



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