

The Official Newsletter of the Prince William County Model Railroad Club

**THE
MANIFEST**

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Reminder:
Remember to
Vote at the May
Business Meeting.

**NEW CLUB
ADDRESS –
P.O. Box 592
Quantico, Va.
22134**

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!**

OUR NEXT STOP IS QUANTICO



A VRE locomotive and a PWMRC boxcar arrive at Quantico Station.

Photo by J. Connal. Digital Editing by R. Rodriguez

Day after day the conductor aboard each Virginia Railway Express train makes the same announcement "Our next stop is Quantico" While this announcement is intended to alert passengers on the train of the next station stop it also serves as an announcement for PWMRC. In April, PWMRC was notified that they will be the new tenants of the renovated Quantico Train Station. A contract signing is expected to occur sometime in May and afterward, club members will begin constructing a large HO scale layout within the South Room formerly known as the Railway Express Agency Baggage Room.

It seems hard to imagine that almost 15 years ago a small group of model railroaders sat in the family room of the group's organizer, Jerry Lechter and talked about repairing that same baggage room in order to construct a model train layout. Lechter wrote to a fellow named Steve Roberts back in 1990 about the possibility of occupying the room at the station. Roberts was the Chief Operating Officer for a new railroad named the Virginia Railway Express (VRE). VRE didn't have any trains at the time and were still working out the logistics of running a commuter rail line in the Northern Virginia area. The idea of a commuter train itself was hard to digest by many area residents, but as we now know today, it has been an invaluable necessity in the daily commute to Washington, D.C.

Nothing became of Lechter's letter until years later when the group, now officially known as the Prince William County Model Railroad Club (PWMRC), was very active in modular layout shows across the area. While displaying a layout at Chinn Park Library, the club caught Roberts' eye. The letter was found in an old VRE file and in 1997 Roberts approached PWMRC about occupying a space in the station. Years of discussions and set backs occurred and the condition of the offer changed as well. Finally in 2004, the station renovation was to move forward. This time, however, there

SEE QUANTICO, PAGE 7, COL. 2.



THE CORPORATE OFFICE

Board Members of the Prince William County Model Railroad Club.

President

John Huntzinger
e-mail: president@pwmrc.org

Vice President

Dave Ruebsamen:
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

(M-Modular, Q-Quantico)

April

16-17 Great Scale Model Train Show (M)
27 Quantico Station Grand Reopening Celebration (M)

May

TBA Quantico Station Open House (M)

June

4 Manassas Railway Festival - CANCELLED

July

16-17 Martrinsburg Raildays (M) – *unconfirmed*

August

No Shows Scheduled

September

No Shows Scheduled

October

8-9 - Freedom Festival (M) – *unconfirmed*
8-9 - Great Scale Model Train Show (M)– *unconfirmed*
29-30 ClearBrook Train Show (M) – *unconfirmed*
29-30 NMRA Tidewater Division Train Show (M) - *unconfirmed*

November

5 Quantico Station Open House (Q)

December

3 - 4 Quantico Station Open House -
Santa Trains, Christmas Parade (Q)
10 - 11 – Bull Run Library Show (M)

2005

January

7 Quantico Station Open House (Q)
7 – 8 Chinn Park Library Show (M)⊗

FROM THE CAB

By John Huntzinger

Why are Model Trains Special to You?



As I wind down my tour of duty, recent events have caused me to ask myself why do I like model railroading. Originally I think it was because model trains, for me, were associated with the Christmas holiday season, and that was a very special and happy time for many reasons.

My childhood train was a Lionel which my brothers and I were allowed to unpack over the Thanksgiving holidays (after we had cleaned the basement to our parent's satisfaction), setup up on a ping-pong table, play with through the holidays, and then pack back up again before going back to school in January. (Maybe that's why they're still in good shape today--well worn, but complete.) My younger brother and I would continuously teardown and rebuild our "layout", limited only by the size of the ping-pong table top, the track and switches we had, and our imagination.

Saturday mornings we were up well before it was light out and were down in the basement running our trains (but couldn't toot the horn until after 10:00 AM). I also had four or five neighborhood buddies with Lionel trains and we'd go from house to house running trains, re-doing layouts, looking at the new goodies in the latest Lionel catalog, and making sure our Christmas wish lists had train stuff on them. We had to wait until after 9:00 AM to ring their doorbells, but boy did we play with trains and had a good time.

Now I'm older, and as many of us read in Sam Posey's book *Playing With Trains*; I'm one of the guys who now has the time; the basement; and the et cetera to do model railroading year round. It's my time to once again have trains be a fun part of my life.

PWMRC is a bunch of guys who, for whatever your reason, also like model railroading. I'm glad to have had the opportunity to meet and "play" with you and your trains. I'm interested in hearing from you about why model trains and model railroading are special to you. ⊗

Club Nominations for 2005-2006

President – None

Vice President – Dave Ruebsamen

Treasurer – Tim Barr

Secretary – Ernie Little

Membership Officer – Russ Rusynko

The Club is looking for nominees for President prior to the Business Meeting in May. Please contact the Nominating Committee Char if interested.

PWMRC Needs You!



BOARD BRIEFS

A Summary of Club Business Meetings

CLUB MEETINGS

JANUARY

Treasurer's Report - Distributed a balance sheet for the year 2004 to the membership.

Membership committee report – 3 Probationary Members are due for action. They have not participated in events and have not notified the club of any intent to do so. They have been dropped from the club rolls per the by-laws. Checking on the status of an application from an interested person. A new club roster will be coming out shortly through the website.

Communications Committee - Received the materials from Walt N.

Club Outings - Still openings for the trip to the Big E show on January 29-30, 2005. • B&O Museum outing set for January 16, 2005. J. D. Smith's layout visit date to be announced. Trip to Steamtown in the spring is being planned.

D & J Railroad ops session - The last ops session on the D & J Railroad is scheduled for January 15th, from morning until it is over at Ken M's house.

2005 shows

- Timonium - Great Scale Model Train Show on February 5-6, 2005.
- BSA show in April, 2005.

E Scrapbook.

- Still in progress.

Railroad Merit Badge sessions - The Boy Scout RR Merit Badge session is still scheduled for Thomas Jefferson High School on March 5th. The club will also be assisting with the merit badge sessions at the B.S.A. Train show in April.

Public Relations - Still looking for someone to act as the public relations officer.

FEBRUARY

Treasurer report - Reported all dues for 2005 paid less one old member.

Web Committee - Website had over 62,000+ hits, an increase of over 30% over December.

NMRA 2006 Committee - Initial meeting to be held on Tuesday, February 15th

Future events

- Martinsburg, no date set
- April show with the Martinsburg RR club (Clearwater).
- Library shows, John Draper will ask for dates in September, and November and December Chinn and Bull Run.
- April Boy Scout Show. Adult Clinic coordinator is Jim Connal.

- Interest in Freedom Festival is dependent on the coordinators responding positively to our requests. No response so far.
- Steamtown Trip date is 21 May 2005.

Quantico RFP - Tim H. reviewed the recently released response to our questions concerning the RFP. Copies of the answers were passed around.

Motion to rent was made.

It was seconded, 11 yeas and 6 no, motion carried.

Motion for RFP Committee headed to continue their work and respond to the RFP was made. Motion was seconded carried 13 to one.

Motion was made to give full authority to the 5 members of the board of directors to commit the club without limitations based upon any changes/new information on the RFP. Motion was seconded and Fifteen in favor, unanimous.

New Business

Formal structure of design, scenery, DCC, wiring and electrical, operations, and etiquette for Quantico is seen as necessary – only the track planning committee exists

NMRA committee is formed. First meeting is at the chairperson's home on Tuesday, February 15th.

Brochures at the local stores need to be replenished.

Modules need to be finished in a uniform fashion. Skyboard blue paint is available from David R. Module Work Days are being planned.

MARCH

President's Report - Reported that one member has been released from the hospital and now being housed in Northern Virginia. Appears to be doing well.

There was no Board of Directors meeting in February due to sickness of the President.

Secretary's Report - Reported that a motion had been placed on the floor at the recent operations session at Bryon Boyle's house on February 22, 2005. The ops session was not a business meeting Dave R. made a motion to authorize a purchase with a cost up to \$200.00. Motion was seconded. MOTION PASSED

Requested any of the membership who possesses hard or electronic copies of meeting minutes between 1997 and 2003 to **SEE BOARD, PAGE 6, COL. 1.**

Club Bylaws and New Amendment Process

By Rob McKeever

At the March 8th, 2005 Board of Directors Meeting, the Board adopted a resolution to amend our bylaws replacing the old amendment process with a new one. The Board of Directors previously had the final say on Bylaws changes. Now, at last, the power and responsibility is now in the hands of the membership. While the Board and its members were good stewards, the club is much larger now than when the Board provision was written.

Now it is up to fellow members to approve, amend or reject proposals. Motions to amend the Bylaws can now be made by any voting member at any regular meeting of the club. With a second, and after discussion, the motion will be automatically tabled until the next regular meeting of the club. The proposal, being a motion, will be entered into the minutes, and the membership notified of it by the distribution of the minutes.

At the 2nd meeting, the club has the option to approve or reject the proposed amendment by a vote of 2/3 of the voting members present. If any changes to the proposal are made at the 2nd meeting, the underlying Motion to amend the bylaws would again be tabled until the following regular business meeting, starting the timetable over again.

This inherent delay in the process is not to drag things out, but rather to protect the rights of the absent. Many of the members are busy and may not make all of the meetings, and our proposed new quorum, even though double the old one, is low enough that as little as 8 members could vote a bylaws change into effect (assuming the minimum of 12 showed up, and our total voting membership was 48 or less). By installing the delay and notification requirements, any controversial proposals will be sure to draw increased attendance at that 2nd meeting, raising the number of votes required to effect the change.

Examples:

By-Laws Amendment: Member A has an idea, or notices a section that, for whatever reason, we no longer follow but do it a different way. Member A's change, while uncontroversial, is not editorial and as such needs to go through the amendment process. Member A finds Member B, talks Member B into the idea, and they announce it ahead of the meeting (though not required), and get their item placed on the agenda in new business. Member A makes the Motion to Amend the Bylaws, while Member B seconds the motion.

The President, upon hearing the 2nd, may entertain discussion prior to the automatic tabling. Amendments to the Motion to Amend would be in order at this time, as long as they do not have an opposite meaning as the original motion. Once discussion ends, the President will note the Motion to Amend the Bylaws as proposed by Member A has been postponed until the next regular meeting.

Editorial Changes: Should Member C notice there are misspelled words, missing verbs, capitalization errors, mismatched section cross-references, section numbers out of sequence or any formatting concern, these are all editorial changes and do not need to be voted upon to change or correct. Member C would address his or her concerns directly with the Secretary or Document Custodian. ☼

PWMRC Enjoys Baltimore Excursion

By Ernie Little

Saturday, January 16th, found many members of the PWMRC in Baltimore, Maryland, for a visit to the Baltimore and Ohio Museum and the layouts of the Baltimore Society of Model Engineers.

The B & O Museum



Club Members gather at the B&O Railroad Museum

Though the day was a little on the brisk side it was great to visit the B and O museum located at 901 West Pratt St., Baltimore, MD., which just recently reopened after experiencing major roof damage during a blizzard in 2003. During Presidents' Day weekend in 2003, a record breaking snowstorm swept through the state of Maryland dumping a record three-foot snowfall onto the roof of the Baltimore & Ohio Railroad Museum's signature building, the National Historic Landmark 1884 Baldwin Roundhouse, causing a partial collapse of the roof and damaging some of the most important railroad locomotives and artifacts in the Western Hemisphere.

The roundhouse, a 22-sided polygon and is the largest circular industrial building in the world, has been fully restored. Designed by E. Frances Baldwin, the original roundhouse was completed in 1884. During the restoration process, the lower roof, clerestory roof and lantern were completely rebuilt using modern materials yet preserving the original design of the building.

In addition to the Roundhouse, the Museum has a showcase of exhibition galleries featuring the Smithsonian's Railroad Model Collection, Railroad China and Silver, and Clocks, Pocket Watches and Railroad Time. There are also interpretive panels that provide insight into the historical significance and the cultural aspects of different exhibits and the artifacts presented within. There are three outdoor display areas consisting of various steam engines and two outdoor train exhibition platforms, where those attending got an inside view of many of the Museum's trains unavailable to the public prior to the collapse. Displayed inside the C&O #725 passenger car is an HO model train layout, which depicts the lay-of-the-land from Baltimore's port to the Midwest. John E., Tim B., Jim F. Ernie L., and several other members were observed completely immersed in watching

SEE B&O, PAGE 8, COL. 1.



Big E 2005

By Ernie Little

January 29 and 30 of 2005 found several members of the PWMRC on another road adventure into the world of train shows. John D., Don E., Max and Jane H., John H., Pete L., Ernie L., Matt T. and Harvey V. made up an expeditious force to scout the 2005 Big E show in Springfield, Mass. This band of brave railroaders left the home base in Woodbridge in the morning of Friday, January 28th, and with the use of satellite technology (Max's GPS) arrived in Springfield, Mass., at about 8:30 P.M. the same day. As the last mission of many of this group (last year) resulted in getting lost in the Bronx for 2-1/2 hours due to navigation failure, the use of GPS was a welcome addition to the equipment used on this mission. Wait a minute the GPS is talking, "off route, you are off route, HEY DON YOU ARE OFF ROUTE!!!" it seems that the GPS likes to go around 495 through the Cabin John bridge rather than the Woodrow Wilson and Don was not going to have anything to do with that, after all he knows how to get to Springfield, Mass., and don't need any ole computer to tell him how to do it!

Entertainment on the voyage was courtesy of the entertainment director, Pete L., who provided an excellent video tape of various scenery techniques and the creation of "mountains" which caused all on board to become very attentive to the on-board VCR and TV set. It appears that Pete had taped a short "wake up" segment into the middle of one of the scenery sessions which showed two rather "large" mountains to be seen causing John H. to keep running the tape back and forth to verify that the mountains were as large as he had thought. An observation here, it seems John's eyeglasses were fogged up, for some unknown reason, due to the steamy atmosphere created by the interactive video. Perhaps the crew should have stopped at Hooters to compare merchandise. Oh well, getting back to the trip...

After driving around Manhattan for what seemed to be eternity, seeing the back door of one of Trump's properties and a dead end street, and Pete trying to negotiate economical parking (can you say \$27 for an hour?), ole eagle eye Pete spotted a lone parking space and parked the cruise ship. After a short 4 block walk (seemed like a couple of country miles) the party arrived at the famous Carnegie Deli, near Times Square, and encountered some of the largest sandwiches they had ever seen. So large, in fact, that Harvey ordered an Alka Selsler as his beverage which caused the waiter to immediately deduct that this group wasn't from New York. After all, WHO, orders an Alka Selsler with dinner? Oh yeah, the parking, John D. ran back to the parked van to feed the meter and returned just before the remainder of the group finished eating. Immediately, Pete was out the door to bring the van to the group and provide door to door service. Wow, and I thought Donald Trump was the big cheese in New York! And off the group goes to Springfield. Well almost, seems that rush hour and traffic are a real deal in New York and the state of New York decided to show those Northern Virginia folks that their traffic can be worse than theirs. Can you say dead stopped in the middle of I-694 at I-287 due to a traffic accident for an hour? Anyhow, the group arrived at Springfield and immediately set up base camp for the weekend at a nice motel.

Saturday morning found the troops trying to find hot water. As it was only -5 outside it seems that perhaps Matt's phrase, "Massachusetts doesn't have any degrees" may have found its way to the hot water also. After brisk showers the merry band of railroaders is off to the BIG SHOW. A meeting spot is designated and the members spread out in teams to keep the enemy unaware

of their presence. The first timers are immediately taken back by the size of the show and the number of vendors, layouts, merchandise, and just the quantity of stuff they see. The experienced veterans gathered up the newbies and directed them around the facilities and showed them how to shop a train show. As a matter of fact Matt wanted Don to feel good about the show and gave him several ideas on how to spend all of his money and max out the credit cards on train stuff. Time passes quickly and it is lunch time with most of the crew not even making a dent into investigating the entire show. A good time is had by all and the end of day one finds that John D. hasn't made a single purchase. Hmmm.... this is not a good thing, the group will have to do something about that on Sunday. The rest of the group has had a full day and there is discussion of where three people are going to ride as there has been so much stuff purchased. Dinner time descends on the group and after an hour of so and trying a couple of different restaurants and making reservations a good dinner is had by all in attendance.

Sunday comes and back to the show, still no HOT WATER, but the group is determined that it will accomplish the mission no matter what. A heat wave has hit Springfield and the temperature gets above freezing for the first day in many. John D. makes some purchases as does the remainder of the group. An attempt to take a picture of an extra heavy flat car fails when John H. realizes that someone took the car out of the Springfield yard last night. They didn't even ask his permission...not very kind of the railroad to do that to the President of the club. The noon hour comes quickly and the team has to depart to return to base. BUT WAIT JUST A MINUTE, Pete has more entertainment arranged. Nathan's in Yonkers is our next stop for a Coney Island style hot dog loaded with crout. (That's sauerkraut for you novices!) What a treat and they have ice cream there also!!!!

In all, a great trip and a lot of fun had by all. Thanks to Pete for handling the entertainment and lodging and to Don for making the van arrangements. Maybe next year we can take a bus !!!!

Till next year, your Big E reporter, the Big E himself (Ernie) signing off. ☼

Announcement of the 2nd Quarter meeting of the R, F & P Railroad Historical Society

By Rob McKeever

Saturday, January 29, 2005 saw the adoption of the following mission statement: *The purpose of the Society shall be to promote and preserve the history of the Richmond, Fredericksburg and Potomac Railroad through education, historical and technical research, preservation and modeling.*

Saturday, May 14, 2005 will see the adoption of formal bylaws to govern the Society, and dues will be collected for the first time among those present, and interim officers selected to serve until the Annual Meeting in November. The gathering will begin at 10am at the Salem Church Library on Salem Church Road in Spotsylvania County, not far off of Route 3 and Exit 130 on I-95. Also on tap include historical discussions, slide and video presentations, and exhibits of models & modules of various scales. Several attendees will also have extensive collections of publications and periodicals available for review.

In addition to the May event, the remaining dates for 2005 have already been set, for the same location. The 3rd Quarter meeting will be August 20, 2005, while the 4th Quarter & Annual meeting will be held November 5, 2005.

The Society website can be accessed at <http://www.rfandp.org/>. RSVP's should be sent to Bill Sheild, wsheild@crosslink.net, ☼

BSA TRAIN SHOW SETS NEW RECORD

By Bob Rodriguez



18 scale miles of HO scale modular layout was set up in the Saunders Middle School gymnasium. Photo by R. Rodriguez

The 7th Annual B.S.A. Troop 964 Train Show held on April 2nd and 3rd at Saunders Middle School in Dale City, Virginia was a record breaker for modular layouts. The combined efforts of PWMRC, Piedmont Railroaders, Potomac Module Crew and our hosts B.S.A. Troop 964 successfully assembled and operated the largest HO scale layout in Northern Virginia. This year's layout featured 132 modules (plus 1 long lost staging yard module for a grand total of 133 modules). The mainline equaled over 18 scale miles of track to operate on. An additional power block was added this year to assist with the distance and power requirements of newer sound equipped locomotives.

Some early DCC problems did delay the start up of the layout this year but by 11 am trains were successfully running. A few other DCC problems cropped up but all were tamed by 2pm on Saturday and the remainder of the day and all day Sunday were trouble free. Dispatchers and Yardmasters handled over 20 trains on the mainline and in the yard at any one time. Engineers received instructions via two way radio and had to accompany their consist the entire time it was on the mainline. An average trip around the layout took 20 minutes!

The new layout design departed from the traditional "E" shape and allowed modules to weave in and out of each other creating spacious viewing areas for the public while concealing the view of the entire layout. This created increased viewing interest as the public saw new scenes at every turn. The only way to take in the entire layout was from above the floor on the bleachers.

Heavy rains on Saturday and flooded road conditions in the area discourage some spectators from attending the event. However, overall attendance was down only slightly.

Other area train clubs such as Northern Virginia NTrak and Atlantic S Gaugers as well as private model railroaders displayed layouts ranging in scale from Z to LGB.

PWMRC also assisted with Merit Badge Classes and adult clinics. 150 Boy Scouts earned their Railroading Merit over the weekend and adults were presented a series of clinics on a variety of topics including scenery, track laying, decoder wiring and module construction. Club members were very involved in both operating the layout and educating the public and scouts in model railroading.

It was a full weekend of activities which pleased many visitors who said they are looking forward to next year's show. ☼

Board, From Page 3.

forward such to him for inclusion in the club records.

Treasurer's Report - All 2005 dues have been paid up by the membership. Form 990 was completed and sent in to the IRS. Almost ready for the 2004 audit. Eliminated the petty cash fund as there has not been a need for such.

Membership Report - No probationary members up for active membership. Distributed a new membership roster via email on the club's yahoo group.

Web Committee - Club web site had in excess of 52,000 hits in February 2005 - the second busiest month. New pages added which include one on the 2005 BSA train show and adult clinics several of the club members will be presenting. There have been no ISP problems since we moved to the new ISP provider. There will be a link for VRE and the Town of Quantico added to the web site at the request of VRE at the VRE RFP meeting of March 7, 2005.

Club Shows

Club's participation in the April Timonium, Md. Show was in limbo due to a lack of sufficient commitment of modules. Dave R. will coordinate getting the Digitrax and other needed equipment for the Clearbrook show. Walt N. will be the designated Digitrax engineer for the show.

NMRA 2006 - Bill L. reported that the committee has met and determined a several objectives for the committee and also set milestones with dates for actions of the committee.

Bylaws revision - Tim B. provided a resolution signed by other proponents, Rob M., Ernie L., and John D. proposing an amendment to Article 8, Section 1, of the 1997 bylaws.

Meeting with VRE RFP evaluators of 3/7/05. - President John H. reported on the club's RFP committee with the VRE.

Steamtown - Still open to registration.

BOARD OF DIRECTORS MEETINGS

JANUARY

Review of revised club by-laws. Several recommended changes were made as shown below.

Discussion of club event calendar for the 2005 year. Several events were discussed and added to the event calendar.

FEBRUARY

No Meeting due to illness

MARCH

A bylaws amendment that had been read to the membership at the regular business meeting of March 8, 2005, and forwarded to the Board for action was reviewed. There were four proponents of the proposed change to Article 8, Section 1, of the 1997 bylaws. AMENDMENT PASSED 4 TO 0. ☼



A Good Read – “Playing with Trains”

By Bill Lyders



Some people are readers – comics, sports section, business section, magazines like Model Railroader, and books. I read all of the above except comics. So it was with some interest that I read the book “Playing with Trains” by Sam Posey that Tim B had loaned to me. It was a short book, only 216 pages, and a fairly quick read. The Model Railroader had an article about it in November 2004 just before Christmas – I guess to promote a book by a friend of the magazine for a Christmas present.

It's not a technical read. It's a book that any of us in the club might have written if we were telling the story of our model railroading history – except Sam did what we have done and thanks to \$\$\$ has done a whole lot more.

I'm not going to give you a review or summarize the book. I enjoyed it and saw a lot of experiences that I feel we can relate to within the PWMRC.

He started out more of a klutz than any of our newbies. For a professional race car driver and ABC sports announcer for auto racing, I would have expected him to initially be more ready to seek advice from other modelers. But he stuck to the ways his mother did it in the 50s. He eventually discovered some railroad books (settling on modeling the old west and a mythical connection of the Colorado Midland to the ATSF) and a magazine, Model Railroader. This shaped him to be a prototype modeler. However rather than just reading and extracting ideas and techniques which he found too complicated to try to do, he used his resources - his funds. So he traveled to his prototype site, Colorado, numerous times. Then he visited Kalmbach, Walthers, and each of the great masters he read about. He hired a carpenter to build his benchwork. Then he also hired an expert from a local hobby shop – like our own Brion B – for at least 4 months a year for 10 years to build major parts of his layout (and we want to have a complete layout at Quantico in 6 months). He learned a lot from working with his expert (and so shall our members while working on our layout). He ended up becoming more of an expert and got more media coverage than most of us will ever achieve.

His layout in Canaan, CT is open to the public on occasion for local tours, as are layouts of the others experts. – just like the late John Armstrong's layout was open last year for us.

I found his description of the famous modelers of our time (that we keep reading about in the magazine) very enlightening. One layout of a MRR editor he found claustrophobic. His first influence was books by John Allen's Gorre-and-Daphetid. Then he was introduced to the model railroading greats of our time, most of who live in the Northeast: John Hedinger, Tony Koester, Allen McLelland, John Pyke, Dave Frary, Malcolm Furlow, Bob Hayden, and George Sellios.

Each of these modelers had very different interests and they modeled to their interest (just like we do and will do on our layout committees). Sam catalogued their interests: Operations (Jim, John, Tony) or Artist (Malcolm, Dave, Bob and George). Which category do you primarily fall into? There is plenty of room for both on our club layout.

Sam had some observations of expert modelers in general above that may surprise you:

- Trains are for men...usually the oldest son
- Modelers have beards or at least some facial hair
- A modeler is either a operator or a scenery person
- Technical men tend towards operations
- Liberal Arts backgrounds tend towards scenery

Posey ends the book at the Big E show in Springfield, MA observing the module display with the lock and real water – remember that one guys.

Posey sees modelers “creating and living their dreams in their layouts” hence their enjoyment “playing with their trains”. I see that in our club too, don't you? ☼

Quantico from Page 1

were Federal funds involved which required open competition for each space. PWMRC decided to compete against several commercial entities for space in the depot. An RFP committee was formed to break down the Request for Proposal (RFP) from VRE into smaller parts and prepare the proper response documents. A lot of input was provided, both organizationally as well as technically. At times the task became difficult because passions for the project ran high. In the end, a final working document was completed and submitted to VRE. The document was impressive and exhibited a high degree of professionalism. It was that level of professionalism that allowed PWMRC to continue through the RFP process.

As PWMRC moves closer to signing a contract with VRE, club committees are busy planning and drafting the final layout plan for the new space. The 915 square foot area will contain sufficient space for the club layout, storage, train dispatched operations, train storage, work benches, a restroom and a utility closet. The space is located next to the CSX mainline tracks so club members will get a sufficient dose of 1:1 action as well.

Besides layout construction, other committees are looking at outreach programs which will draw visitors to the train station and the town of Quantico. The club will commence holding open houses in the later part of 2005 once a month.

Another change as the result of moving into Quantico will be the club's address. The new club address is now **P.O. Box 592, Quantico, Va. 22134**. The old Woodbridge P.O. Box will be closed down in July. The street address for the train station is 550 Railroad Avenue, Quantico, Virginia. Mail will only be accepted at the P.O. Box since the train station has no facilities to receive mail.

While modular shows and club trips will still continue to be a part of PWMRC's lists of activities, Quantico will offer another venue where members can learn and improve their hobby skills while educating the public in the hobby of model railroading. In many ways, Quantico will be another extension of the World's Greatest Hobby Campaign for PWMRC. ☼

WE'VE MOVED!
Our New Address is:
Prince William County Model
Railroad Club
P.O. Box 592
Quantico, Virginia 22134

B&O, From Page 4.



The B & O Railroad Museum Roundhouse as seen from the train yard. Photo by R. Rodriguez

videos of locomotives working in the Jersey area being shown - inside one of the cars at the exhibition platforms. As a matter of fact, one of the members was overheard saying, "Great video locomotives going every which way, no cars, who needs cars, just look at the locomotives!" The attendees were also able to take a train ride along the "most historic railroad right of way in America", the first mile of track laid, being pushed and pulled by a switcher. Many grins were seen on the faces of those on the ride.



The new HO scale train layout at the B & O Museum. Photo by R. Rodriguez

Did I mention the G gauge layout on the south side of the roundhouse?

The Baltimore Society of Model Engineers

After completing the tour of the B and O facility, the group went a couple of blocks north of the museum to visit the layouts of the Baltimore Society of Model Engineers located on the second floor of 225 West Saratoga Street, Baltimore, Md. The Baltimore Society of Model Engineers is a model railroad club, which was formed by a group of local modelers in March 1932. The BSME is the oldest exclusively model railroad club in the United States, it is the second oldest modeling club after the New York Society of Model Engineers.



The G Scale layout at the B & O Museum. Photo by R. Rodriguez



THE BSME HO scale layout. Photo by R. Rodriguez

The club has built both an HO scale layout and an O scale layout. The HO Scale layout is made up of three different railroad systems, which interchange rail traffic. The Chesapeake and Western Railroad is a Class I double track mainline operation. This railroad has a large freight yard, engine facilities, and passenger station. The second rail system is the narrow gauge (3 foot) Oak Bridge and Northern. This system has a small yard and engine facilities and serves as the only means of getting supplies to and goods from a coal mine high on the mountainside. The third rail system is an electrified interurban which serves as a connecting link between the major city of Chesapeake and the small town of Johnstown at the opposite end of the layout.

The O scale layout comprises two separate railroad systems. The larger of the two is the Allegheny Northern Railroad, a steam railroad featuring single track mainline with numerous passing sidings, a freight yard and an engine terminal. The second system is the electrified interurban line which connects two urban areas at either end of the layout.

Great scenery, interesting layouts, and just a great visit to two excellent layouts. ☼

RAIL EXCURSIONS

Highlights of Club Events Over the Last Quarter

2005 started off with a lot of activities. As you read earlier, club members traveled to Baltimore, Maryland to the B&O Museum and then to the Big E Show in Massachusetts.

PWMRC also put on a large modular layout display at the Great Scale Model Train Show in mid January. As usual, this was a packed show with hundreds of vendors and plenty of layouts. Attendance at this show was well over 15,000 people. PWMRC set up an impressive 30 x 52 "U" shaped layout. Trains ran wonderfully throughout the day and many members came home with heavy shopping bags of goodies and lighter wallets!



PWMRC's layout at the GSMTS.

Photo by R. Rodriguez

Two impressive layouts at the show were from North Carolina and Maryland. The Sipping and Switching Society of North Carolina assembled an impressive 30 x 90 foot HO layout. The layout featured both mainline and local tracks, with highly detailed scenery and structures. Most impressive of all was that the layout was assembled by 8 members and all modules were perfectly aligned and used no sectional track to bridge the gaps between the modules!



A 16 foot concrete viaduct on the Sipping and Switching Society layout.

Photo by R. Rodriguez

The second layout was recently featured in Model Railroad and was provided by the Four County Society of Model Engineers. Again, another impressive layout with scenery and detailed structures. Four Counties set scenery standards for each model so that a combination of modules blend together to form a long scene.



An impressive waterfall and steel truss bridge on the Four Counties' layout.

Photo by R. Rodriguez

The modeling and layout displays by both of these clubs were enjoyable to view.

In March we attended the Bunker Hill Train Club Show in Clearbook, Virginia. PWMRC assembled a 20 x 20 layout for that show.



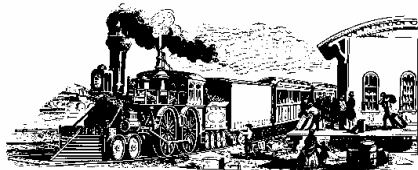
A steam train passes by Jim Fletcher's modules.

Photo by J. Connal

In April we returned to Saunders Middle School for the 7th annual BSA Troop 964 Train Show (see separate article). The weekend was filled with running trains and educating the public in the hobby of model railroading.

Unfortunately the annual Manassas Railway Festival in June has been cancelled due to a lack of sponsors. We will really miss that event. We will return to Timonium in mid April for the Great Scale Model Train Show, followed by the Quantico Train Station Grand Re-opening Ceremony, and then our tentative appearance at the Martinsburg Rail Days Festival in July.

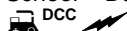
Well, that wraps it up for Spring. See you next Issue! ☼



THE TIME TABLE


April 2-3 (Saturday – Sunday)

BSA Troop 964 Annual Train Show – Saunders Middle School – Dale City, Virginia (Friday Setup Mandatory)



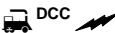
April 12 (Tuesday)

Club Meeting –

Lake Ridge, Virginia 

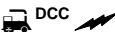
April 26 (Tuesday)

Club Meeting – Quantico Train Station

550 Railroad Avenue, Quantico, Va. 

April 27 (Wednesday) 5:00 to 9:00 pm

Quantico Grand Reopening Ceremony

Quantico Train Station, Quantico, Va. 

May 10 (Tuesday) (Club Elections)

Club Meeting –

Manassas (near Dale City), Virginia

May 24 (Tuesday)

Club Ops Session –

Manassas, Virginia

June 14 (Tuesday)

Club Meeting –
Manassas, Virginia

June 25 – 26 (Saturday – Sunday)

Club Trip – Great Scale Model Train Show, Timonium, Maryland. Carpool or on your own.

June 28 (Tuesday)

Club Work Session – Quantico

July 12 (Tuesday)

Club Meeting – TBA or at Quantico

July 16 – 18 (Friday – Sunday)

Martinsburg Rail Days, Martinsburg, West Virginia



July 26 (Tuesday)

Club Work Session - Quantico

August 9 (Tuesday)

Club Meeting – TBA or at Quantico

August 23 (Tuesday)

Club Work Session – Quantico

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.

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