

The Northern Virginia NTRAK Newsletter is produced for and by the members of Northern Virginia NTRAK. Submissions should be sent to the editor, Bernard Kempinski, 6056 Estates Drive, Alexandria, VA 22310 or by electronic mail to bkempins@ida.org.

UPCOMING EVENTS

- Oct 2nd 1PM, Club meeting at Franconia Government Center.
- Oct 29 & 30- Our layout at Greenburg Show, Upper Marlboro
- Nov 4to6- NMRA Fall FUNVENTION, Ramada Inn.Hagerstown, Md.
- Nov 13 & 14- Our layout at Lions Club Train Show, Rockville
- Nov 19 & 20- Our layout at Landmark Train Show.
- Dec 2 & 3, The Club is invited to the Gathersburg Train Show

**FROM THE SUPERINTENDENT'S OFFICE CAR
SITTING ON THE FAIRFAX SIDING
by Matt Schaefer**

MEETING OCT 2ND, 1994 - A business meeting starting at 3 PM will address the following subjects 1) the '96 convention or nonuse of roberts rules, 3) status of fall shows, 4) incorporation of the club and 4) liability insurance. Bring your modules at 1PM for running and testing. Tear down will be about 5 PM.

GREENBURG SHOW, UPPER MARBORO - The advanced party should arrive before the rush hour traffic at the Prince Georges Equestrian Center and mark off the layout space. Hopefully all modules can be there by 7:30. From washington area take I-95 to exit 11A, take 4 South (Penn Ave), follow route 4 for seven miles to the Upper Marlboro exit, turn right at stop sign, the Equestrian Center will be visible from route 4 on the right. Sign up at the Oct 2nd meeting or call Matt (978-2946) by Wednesday Oct 27th if you have a change in plans.

UPDATE ON THE '96 CONVENTION - Rodney and I have made outlines of the actions that need to be done to conduct a convention. At the Fredricksburg Train Show I handed out a list of tasks, a list of hotels and a list of hotel space required. Everybody should be familiar with that info and I hope everyone found some tasks that they would like to work on.

We are now at a point where we need others to take on responsibilities for activities. Some member's have already mentioned some areas they want to work on and they were listed along side some tasks. Everybody is coming up with ideas on the convention for example Leonard and Obie are starting to gather data on special cars and this will lead right

into a committee for the convention cars. I've heard that Gil has ideas for T shirts and I know Brian and John can whip out some polo shirts and signs. Many others are helping with hotels and those plans are looking better all the time but we are still open to better offers if somebody has some.

Next up should be a meeting with the club October 2nd, the first Sunday in October. One part of the meeting would be a structured presentation and discussion by Rodney of the overall plans for the convention. Rodney and I are brainstorming actions and expenses and combining ideas to get the best approach. Monroe, Rodney and I are now convinced that we can put on a darn good convention and we do not see much risk and we see a lot of upside potential.

The presentations will cover in detail the actions that have been taken, the immediate decisions that need to be made, the hotels that have been picked as the best candidates, schedules, a time line of cash flows, the risks and the rewards, a list of tasks and a list of committees to accomplish these tasks. The decisions that need to be made by the club are - if they want to sponsor the '96 convention and if they want to provide the seed money estimated to be about \$500. Volunteers will be asked to sign up to take responsibility for a tasks and follow up as needed until the task is completed. The convention will require a lot of our time as the time for the convention gets closer so any volunteers must plan to contribute the required time and effort. If it appears that there is not adequate individual support inside the club, other clubs will be considered for co-sponsoring or for franchises to handle portions of the convention such as rail tours. We have already received offers from other clubs such as the Potomac Division to help financially and with manpower.

For the club business portion of the meeting it is suggested that the club try not using Robert Rules because of the confusion and frustration with many of the members. It is suggested that the issues be plainly listed on large butcher paper so that leader of the discussion can keep everybody focused on the subjects and so that new proposals from the floor do not get lost.

The members that can contribute to the convention will then participate in subsequent meetings where the convention committee will be selected and convention business only will be handled.... We are in a brain storming phase and all suggestions are welcome but don't wait till after the convention to come out with all your good ideas!

LIMITS - The Fredricksburg show demonstrated we could run N-TRAK in a coal mine with diesels blowing smoke, with almost no electricity and with lighting bug lights! But as superintendent over train shows it is probably my job to mention a few things that could have been done better. I was already sensitized after seeing a similar situation in

Portland where the 3 day National N-TRAK Convention layout was reduced to 24 modules "because of vendor demand for table space" and yet just N-TRAK was given two (2) ballrooms and lots of other meeting rooms by the NMRA.

The last straw in Fredricksburg was when I heard 1 our space was moved back at the last minute "because of high vendor demand for tables". Briefly some of the other things that could have been done better were 1) that the area was not hosed out because the fire department was called away before they got to our back room, 2) that our layout space was changed in the last week and we did not have time to reinspect the new area, 3) electrical outlets were not ready at set up time and we were running on empty at 103 volts, 4) we will never know the nature of the heavy dust (lead residue, mouse droppings or what all) and it was rough on the tonsils, 5) we had a diesel smoking just out the door and 6) Obie said we received nothing for our dusty effort last year, not even a thank you note.

I was there for set up and we had the most stuff, the biggest job and put in more work and man hours than anybody else in the show. We are not there for profit and are due common courtesies.

What can we do? As superintendent it would be nice if I could inspect all sights at the last minute but as the number of shows increase and get futher away I cannot cover them all. I appreciate others directing some of the "far out" shows. It looks like this one just slipped through the crack. We just have to watch show sights closer and resist last minute changes that are not part of the deal.

Members should remember if the conditions are bad or unsafe any or all members can always pull out, N-TRAK is are very flexible. By the same token a group of members can give a smaller show when the whole club cannot be there like the Manassas show. One neat thing is that you can reduce N-TRAK down to a few modules and still have N-TRAK.

HEIGHT TO TOP OF RAIL - There have been questions on where to measure the height of the modules. The trains run on the top of the rail so the top has got to be the bottom line. To the top of the cork would be eyeballed about 3/16" lower depending on the type of track (regular or "low profile"). But I do not see a problem maybe 1/4" inch one way or the other as long as the joints are smooth. It was pointed out during the set up that we do not have the ski jumps we used to. Also we do not have to put certain modules with each other so the trains will run. The basis of N-TRAK is that you can go anywhere and connect on to anyone.

CAUTION ON THE AMRA - I mentioned the Association of Module Railroaders, AMRA, last month and want to mention again that it is not a SIG of the NMRA and their first convention called "The Roll of the Dice Special" sounds far out.

THE KINGWOOD NORTHERN

Passenger service was initiated on Sat Aug 7th between Kingwood and Tunnelton, WV. This isn't the NE corridor or AMTRAK - just diesel powered through passenger trains! Rail fare is \$10 for adults and \$5 for children under 13. The 10.7 mile line climbs 415 feet to the summit at 2200 feet and back down 430 feet to Tunnelton using a switchback. If you're going this way consider the Kingwood Northern! Oh,

one more thing, they laid some of the track on Kingwood city property and there is big a political problem there.

C&O STEAM ENGINE FACILITIES

See layout of the yard at Handley WV on the Kanawha River. This was the west end of the run for the 2-6-6-6 Alleghany Class H-8's, simple expansion articulates. The turntable could handle their 115' wheelbase over tender. This is where the H-8's started their run back to Clifton Forge on the C&O's easy 0.6% ruling grade eastbound across the Alleghanies. From Clifton Forge, Va. the loaded hoppers could theoretically coast all the way down the James R. to Fulton Yard, Richmond! The westbound grade, maybe 1.5%, was not as easy - but the hoppers were empty.

See Layout of Handley Yard on Page 3

Handley Yard was also used for holding cars for the mine shifters. Most of the mines on the Kanawha are now closed, the branch lines up Cabin Creek, Paint Creek and many others are now abandoned and Handley Yard has been torn out. Note how many buildings and tool sheds it takes to support such an engine facility.

The railroads had good plan drawings for fire prevention and insurance purposes. These and other track plans are available from the C&O Historical Society, Clifton Forge, Va and the Baltimore RR Museum. Also see page 84 of the Sept 1994 Model Railroader for beautiful drawings and details on the modeling of the C&O steam engine facility at Hinton, WV.

RUMOR BIN

by Gandy Dancer

The New River Subdivision superintendent has convinced the chairwoman of the board to expand the New River real estate holdings. The first phase of acquisition and construction will be a 20'x10' module workshop and storage facility cleverly disguised as a tea house including lighting and air conditioning. Planning is also underway for a new helix to allow operations on multiple stacks of modules in the shed. "The grade will only be 14 percent. We'll be able to run two 100 car trains when I'm done," our gallant superintendent bragged after a few libations at the local pub.

Flood damage repairs to the Franconia extension have been completed and work resumes on the expanded Chase Marine Terminal and Coal Facility. Rumor has it that the Hooch Junction Railroad is acquiring real estate next to the Chase Marine terminal area in order to build its own port facilities. If completed the LeHarve-Hooch Junction-Chase Marine Terminals complex will be the biggest N Scale rail/port facilities on the east coast.

Photos of NV NTrak's Shenadoah and MK Junction at the Orlando show are included in Jim Fitzgerald's latest newsletter. He also says, "Many of the modules that this young club have built feature Appalachian scenery that blends nicely." Way to go guys.

FOR SALE:

Following completion of the Table Rock branch line renovation, the Assistant General Superintendent for Construction, Kearney and BlackHills Railroad offers the following surplus construction supplies for liquidation:

- Shinohara turnouts, #4 and #6, RH and LH.
- RIX turnout machines
- RIX low profile turnout machine mountings
- Railcraft flex track
- Roadbed
- Tunnel portals
- Retaining walls

All supplies are in unused condition. Direct all enquiries to J. Krehmke, Assistant General Superintendent for Construction at (703) 719-6187, or via internet to 71670.3631@compuserve.com.

THE EAST BROAD TOP NEEDS HELP

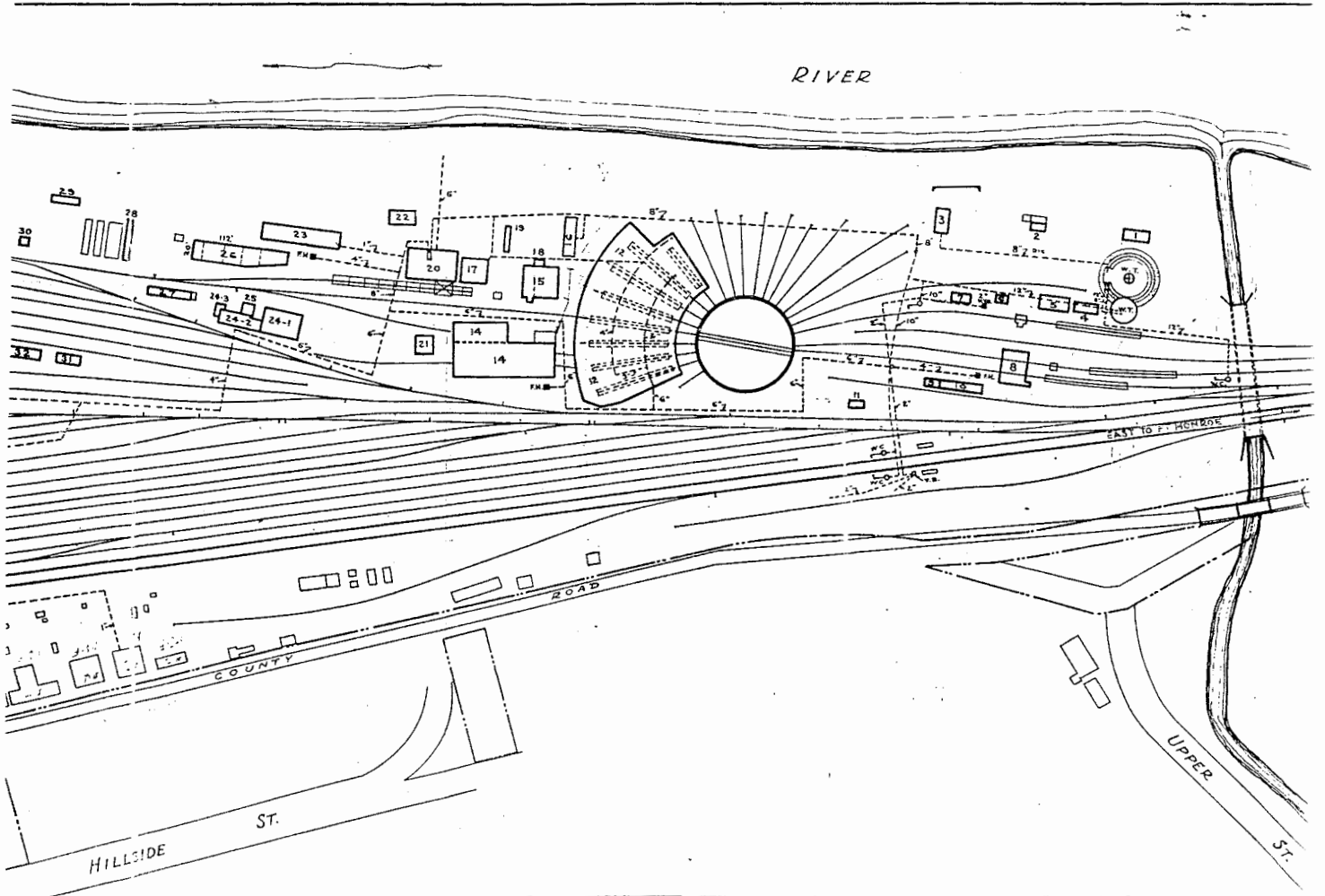
This may be the last year for the EBT RR! The National Historic Landmark, a 120 year old treasure complete with 30 mile mainline intact, 4 original narrow gauge locos operable, roundhouse and belt driven shops, was recently authorized a \$30 million redevelopment budget to reopen the

entire line. HOWEVER, with many other projects budgeted, there is no guarentee that the funds will be made available. In the meantime, the owners of the RR have stated that they can no longer afford to carry the losses for the RR. This means that if this budget does not come through, in all probability the EBT will be closed. The future of this remarkable example of our railroad heritage is in our hands. Please take a momment and express your opinion. WRITE NOW! Forward your letters to:

Governor Robert P. Casey
Capitol Building, Room 225
Harrisburg, PA 17120

DOES NORFOLK SOUTHERN HAVE A POWER SHORTAGE

For the last couple of weeks several CP and leased GATX engines have been used by NS from their Van Dorn yard. This is one of the first times I spotted CP engines at Voan Dorn in the last couple of years. The CP units are really battered and faded, but the GATX unit looks like a Union Pacific with GATX instead of UP on the side. Get your cameras out if you want shots of the infrequent visitors to Van Dorn.



OBIE'S CORNER

News and Gossip from the Hobby Industry

Atlas: New Items . Yea ! Long Lost But not forgotten the Famous RS-3 will be released this fall in the following Road Names:

Undec

B.N. 4068 B.N. 4082 (Yes with 2-numbers each -O'Boy)

C.N. 3032 C.N. 3039

N.H. 553 N.H. 555

CNW 1614 CNW 1617

And Yes For Gil the Southern # 2037 & 2043 He waited long enough for this one.

MDC They will be releasing new Thrall stand-alone cars in the following road names (Cost T. B. A.):

TTX

Greenbriar

B.N.

TTX-Old style

Undec.

Fine N-Scale Products

50' PFE Wood Ice Reefer 9.07

125' Gunderson Stand Alone Kit 10.24

Kato USA New G.E. C-30-7 Engine will be available Fall 94

ATSF 8017 & 8028

B.N. 5516 & 5558

ConNail oops!~ 6600 & 5502

CSX 7007 & 7012

N.S. 8031 & 8050

U.P. 2411 & 2419

Kato is releasing a 2-6-0 steam engine to arrive shortly It will be a Japanese type.