

NORTHERN VIRGINIA

NTRAK

Northern Virginia NTRAK

P.O. Box 1951 Herndon, VA 22070

Northern Virginia NTRAK Officers: President: Dennis Austin 703-444-7198 Secretary: Phil LeBett 703-525-3686 Treasurer: Rodney Smith 703-644-6359

November 1994

Volume III, No. 11

LANDMARK SHOW ON!



UPCOMING EVENTS

- October 29-30** - Our layout at Greenberg Train Show and business meeting with the building or location yet to be determined
- November 4-6** - NMRA Fall Funvention, Ramada Inn, Hagerstown, Maryland
- November 13-14** - Our layout at Lions Club Train Show, Rockville, Maryland
- November 19-20** - Our layout at Landmark Train Show
- November 24** - Thanksgiving, railroad shut down to avoid time and a half pay.
- December 3-4** - Greenburg Show, Timonium, Md.
- December** - Christmas Party - to be scheduled.
- January 15** - First meeting at Prince of Peace, Rolling Road.

RERAILER by Gil Brauch

Something seems to have happened to us as a club as we highballed down the high iron, seemingly riding a wave of popularity and interest during the past year. When we issued ourselves our train orders two years ago, we agreed that we didn't want to get all bogged down in rules and regulations. All we wanted to do was to get together to run trains. Then we discovered MALL SHOWS!!! What a great opportunity to set up for a whole weekend and run really loooooong trains on really BIG layouts in an atmosphere that really showed off our best efforts to a whole lot of people. Neat stuff!

Over these past couple of months, however, the lineside monitors have been sending some indications that we may have some dragging equipment riding the ties instead of the rails. Maybe it's time that we paid heed to the dragging equipment indicators and try to rerail ourselves. The purpose of this article is to suggest that we dedicate ourselves in the coming year to putting the fun back into NV NTRAKing. One of the ways to do that is to put some stability into our schedule of setups so that we have some that are primarily for us. There are two keys to success here. The first is simplicity. All it takes for a club setup is four corners, three throttles (four if you want to run the Mountain Division), and the three spacer sections. If these elements are there, then we can set up almost any combination of modules that might happen to show up (within limits). The second key to success is consistency. We need to have a place and time for a regular monthly setup, regardless of what else is going on. We now have enough members and modules to handle this, even if there is a public show that we commit to on a regular monthly setup weekend. Some of us might not want to do the show for a whole weekend, but would still be able to participate in the club setup. This shouldn't happen too often, though.

Several members of your Board of Directors discussed these subjects after our September meeting and agreed that something must be done. One suggestion is to re-establish the practice of meeting every third Sunday for a club setup and hold to it. The Superintendent will make sure that we have the corners, throttles and spacers. I have arranged with Prince of Peace Lutheran Church (near the intersection of Rolling Road and Old Keene Mill Road in Springfield) that we can use their Fellowship Hall from 1:30 PM until 7 PM every third Sunday beginning in January at least through June, when we will reevaluate the schedule. The idea is that we will design the layout "on the fly" as people show up. Anyone who is there by 2 PM gets into the setup - that's when we "clamp down" and hook up". By 2:30 PM we should be running trains and can keep them running until 6 PM or so, when we start the packing up process. If only one person brings a 4' module, then the layout is that module, four corners and the spacers. If 20 modules show up, then we "clamp down" at 2 PM and have a good running session. There is also plenty of room in the Fellowship Hall for us to help each other with building modules or other clinic-type projects, but that's the subject of a whole other article. (Continued page 2)

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So what do we do about public shows? One approach is to actively seek out and try to regularly schedule a public show, say on the first weekend of each month. That entails some advanced planning and working with potential display sites, but shouldn't be that hard to do. There probably would be times that a public show would fall on a third weekend. However, we are big enough now that we can handle a medium sized public show and still accommodate a regular club setup at the same time. All it takes is a little planning. Besides, there have been times when the space allocated by the display site won't accommodate all of us. Having the regular setup will allow the others who are interested in running trains to do so. Frankly, only November seems to have presented a challenge in that regard so far.

So, what happens now? Think about the above proposal and take the time to talk to one of the members of the Board of Directors about what you think. In addition to dealing with the "administrative" of running the club's business functions, the Board is charged with serving the membership so that we can RUN TRAINS!!!! That's what NTRAKing is all about anyway. So, give it some thought and give your favorite Board Member a call or talk to him at the next setup (we have three between Oct. 30 and Nov. 20) about what else we can do to get back to highballing on the high iron. ♦

Treasurer's Quarterly Report

by Rodney Smith

This has been a busy three months. I thought it would be a good idea to go over some major changes to the club since August. If you missed the August and October meetings, you missed a lot. First, we received an excellent presentation on incorporation by John Cook at the August meeting. As a result, we voted in some changes to the by-laws to bring us in compliance with Virginia law on corporations. A significant change is that we will no longer be able to offer associate memberships after December. Virginia law allows only one class of membership. However, we are exploring the possibility of offering subscriptions to the newsletter, at cost, for all former associate members and other interested parties. Further information on this will be presented in the December newsletter.

The membership voted to pursue incorporation at the August meeting. John Cook and I have been working this issue with the greatly appreciated assistance of John's daughter, Gini. In fact, she has done all the hard work of researching the law and preparing the paperwork. My part has been to make a few phone calls, write the check, sign the letter and lick the stamp. We need to make sure that we find an appropriate way to thank her for her efforts. I anticipate that we will have a response from the State Corporation Commission before the Greenberg's show at the end of this month.

We also voted in a change to the by-laws that would have raised the annual dues to \$40.00 and included membership in NMRA. We were responding to a rumor that clubs with 100% NMRA membership could apply for inexpensive insurance through NMRA. This rumor proved false and we quickly rescinded that change by a unanimous vote at the October meeting.

The most important change to the by-laws decided at the August

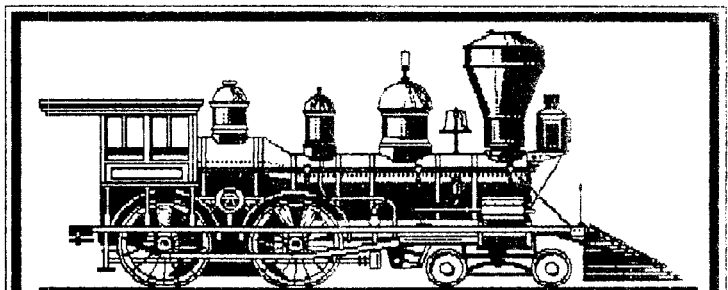
meeting was to reduce the quorum requirement from 51% to 25% of the active membership. This action was necessary due to the frequent inability to gain a quorum at business meetings under the old rules. Hopefully, this new rule will make it easier to conduct business at business meetings and leave the operating sessions for running trains. (AS IT SHOULD BE!)

The main topic of discussion at the October meeting was the 1996 convention. I presented a strawman convention concept to the membership to make sure we all understood what it was we were deciding on. The briefing served as a vehicle to encourage a great deal of discussion which resulted in a unanimous vote in favor of NV NTRAK hosting the 1996 East Coast Convention in August 1996. For those of you not present, I will provide a summary of the results of our discussions.

Our initial budget analysis shows that it is possible to host the convention in this area and operate in the black. Our major current uncertainty is the cost of the convention facility and room cost for attendees. We currently have three hotels that look like they will meet our needs at a reasonable price. We have requested best-and-final offers from all three and the board of directors will meet to decide on a site before the end of October.

We have yet to form a formal convention committee. This has to be our next order of business. All positions are currently open and we need volunteers. The positions of chairman, personnel subcommittee chief (manpower), publicity subcommittee chief (advertising), outside activities subcommittee chief (layout tours, prototype tours, etc.), inside activities subcommittee chief (the big layout, auction, clinics, store, etc.), commercial relations subcommittee chief (vendors and manufacturers), comptroller, and administrative subcommittee chief (registration, correspondence, etc.) are open. We have plenty of jobs for Indians as well as chiefs. Contact Matt Schaefer (703) 978-2946 or myself (703) 644-6359 for details and to volunteer. We also need to come up with a snappy name and logo for the convention. We're open to suggestions.

After we form the committee we need to firm up the schedule and assign responsibilities. This convention can be a lot of fun, but it will also be a lot of work. If we will all pitch in whenever and wherever we can, this convention has the potential to be a large success for NTRAK and our club. ♦



The Northern Virginia NTRAK Newsletter is produced for and by the members of Northern Virginia NTRAK. Submissions should be sent to the editor, Jackie White, 137 Jasper Place, Alexandria, VA 22304, by electronic mail to PNUM72A@Prodigy.com or faxed to 703-370-4871 (call first).

Greenberg Clinic
by Charles Greenacre

Several members of the board of the Club decided that clinic we will put on at the Greenberg's show at Upper Marlboro will be a clinic on how easy it is to build a module.

I will be bringing a basic 2 foot by 4 foot module with legs. The module will be divided into four 1 foot sections. The first section will use Plexiglas as a base instead of plywood. This will allow everyone to see the wiring, the clamps, and the construction underneath. The second section will concentrate on ballasting and painting rails. (The first section will have cork and track only). The third section will show the levels of blue Styrofoam to make up a hill, and the use of brown paint as earth tone. The fourth and final section will be completed scenery with ground foam and trees. I will provide the blue foam and paint. Gil Brauch has indicated that he will provide the remaining scenery details. David Greenacre will do the electrical work.

If we complete this module during the show, we might try and insert it into the layout. It will be a club module and will be used at future shows to attract new members. Various members of the club have heard comments from the public that our modules are beautiful, and they couldn't attempt to make anything like what we do. These comments are becoming more and more frequent as members complete their modules and we don't show many modules still under construction.

At a future date, we plan to create a handout that describes our Ntrak standards, construction steps, and scenery steps. With the modules as an example and the handout, we will be educating the public on how

Club Happenings
by Fred Obermeyer

Summer Round Up was left out of last two Newsletters while the editor was on vacation or at Denny's Restaurant.

August brought out many new things to be seen in the Club. Two 6 foot modules for Keith were made and seen recently at the Franconia meeting in October. Two 4 foot modules escaped the Store and were last seen in the trunk of Bob Buden's Lincoln. The Sheriff escaped with the goodies and ran to Fredericksburg with two 4 foot modules. At Obie's garage the 5th 3 foot corner module pushed its way up from under the floor and was worked on by Phil, Fred and Leonard. Incorporated in it at present is the track and a cutout for the Heljan Turntable with a motor. These modules are moving a long quickly. Pete Matthew's modules are looking very interesting and I hope we see them soon. Summer is gone so all our indoor activities must begin. Does anyone have an inside set up place yet? ♦

Rumor Bin...

RUN IN THE BEST OF CIRCLES - N-TRAK !!!

Obie's Home Pike Exploded over a 3-day weekend. We think that the Oil Refinery was salvaged by Sedam and his troops. All cars and layout are completely gone. South Alexandria is rumored to take its Place. Stay Tooned. . . . Anyone seeing Sedam running around is to report to the RF & P Headquarters immediately.

The Module Design and Technology Facility disguised as a horse tack room has been installed next to the superintendents shack. An adjoining parking lot for 8 cars has been blacktopped ready for business.

Monroe Stewart has received another honor by being appointed the Convention Chairman for the NMRA, MER region. Because of his experience and dedication Monroe will oversee the planning of all the MER conventions. I do believe our club has a need for people of that caliber! Monroe is completing his liberty ship which is begging for a big rail/port facilities as mentioned last month.

Bernie's seaport work was held up while he completed another under the bed layout for the young'uns and had the flood damage repaired - except damage to Monroe's Bottom.

Last winter P. Holt invited the club to visit his fine operating and detailed layout which is a must see for any convention in the area. He mentioned again to Monroe that the club is invited over and to bring trains - so lets put that on the docket for January or February and take some good slides.

The 1995 N-scale Collectors Convention will be held in Baltimore in 1995. ♦

Notes on Coming Events
by Matt Schaefer

RESERVING MODULE SPACE - To get your module(s) in a show call me at (703) 978-2946 by the Wednesday evening before the shows. This minimizes the last minute changes in plans that we get with earlier planning.

GREENBURG TRAIN SHOW - Well they've done it to us again, sold another 3 tables by putting them up against one end of our layout. Joe Armacost said something about having a negative cash flow for that area but mentioned we were the last to confirm our space so that is our fault. Joe also said if he gave the trade show for our '96 convention he "probably" could let the convention attendees in free! - Big deal. Ralph Grutzmacher and Harry Bellaflower of the Baltimore Club plan to come down and help us set up.

LIONS CLUB TRAIN SHOW - Friday the Rockville Senior Citizens Center will be open for set up from 6 PM till lock up at 9 PM. Saturday 12th the door will open about 7 AM and the show runs from 10 AM till 4 PM and Sunday the 13th from 12 noon till 4 PM tear down. We will probably be in the same room as last year.

LANDMARK SHOW - The Landmark Show and the Springfield Mall shows are both contingent on us having insurance. My insurance agent has authority from the Erie Insurance Co to write a \$1,000,000 rider for our club for \$75 a show. Obie coordinated with the Mall Manager and says we will have the same place in front of Ruby Tuesdays. It will be good to have some shows in our own area again! Set up will start when the mall closes at 9:30 PM on Friday 18 November. Saturday and Sunday we can make arrangements to get in before the 10 and 11 AM opening times. Sunday the mall is open 11 to 6 PM tear down.

INSURANCE - Keener Ins Agency plans insurance for us in two phases. Because their insurance companies have no experience in module RR shows the first phase would be to write a binder for about \$75 for each weekend show. After a period of 6 months and/or several shows an annual policy would be considered with an estimated premium of \$400 for about 12 shows a year. The insurance is for \$1,000,000 for liability only and is not for the trains. The conditions are that the extension cords would be taped down across any public aisle and a circuit breaker and ground fault protection would be used. In my letter to the agent I sent a picture of some of the members behind the layout at Ruby's - I hope they do not call off the deal when they see these guys!

NV N-TRAK CLUB IN ATLANTA - We have a group that would like to take a subdivision (row) of our snappy looking NV modules with signs announcing our '96 convention. Members should also volunteer to put on clinics which can include my slides of our interesting modules and home layouts. Soon we need to talk up the preliminary plans for the "Atlanta Subdivision" and the signs. ♦

The '96 Convention Costs
by Matt Schaefer

I would like to thank all those that have shown interest and are helping with the '96 convention. I was surprised at the lack of discussion on the cost aspect which just shows the enthusiasm and maybe trust of the members. Or maybe it shows something else, anyway Bernie will do another cost study including \$65 and \$80 rooms and triple check things. I have just received another proposal worthy of consideration from a Fredricksburg hotel but Monroe points out we must analyze the hotel competition in that area that has some very inexpensive hotels.

The cost studies on the convention are a little dicey when they include lots of parameters as I did. I knew we probably wouldn't have time for discussion of the cost details so that is why I handed out copies at the meeting. Everyone really need to know the risks and rewards going in. Studying the sliding scales reveals some startling hotel formulas. For instance to go from 399 to 450 room-nights reduces a hotel's charges \$4K. This is at the rate of \$78 rebate per room for each of those 50 rooms sold. If you go from 399 to 400 you reduce the charges \$2K -by buying one room. In another hotel the brackets are in jumps of \$4K or more for one less room.

So the club needs to watch these brackets and figure when to hold 'em and when to buy more rooms to cut overall costs. I still expect overall profits for the specified hotels to be in the ranges listed. I encourage a detailed analysis and refinement of these cost studies - and I'll be glad to get back to my Module Design Facility and running trains.

I am continuously adding to my 6 pages of detailed notes for the convention. These are is my caulking to keep some of these details from falling through the cracks - when we get to it. All these projects insurance, hotel proposals, etc. are slow. We make 10 calls and 2 trips and 2 to 3 months later we might get something! ♦

Show at DC Public Library
by Charles Greenacre

Recently, I was in contact with Eric White at the Washington, D.C. public library located at 901 G Street, N.W. near the Metro Center. They are interested in having a one to six week show of our modules. Are we interested?

They had contacted the Great Train Store in Union Station to create a layout in the library's open space in the main hall. The store considered the idea, but backed out, and gave the library my name. The show would start as soon as the Landmark show and run through the end of the year, or any time period in-between .

I described to Eric how we protect our layout with rope and skirting. He suggested that they could help us affix acrylic panels to the front of our modules. They do that for other displays.

I told Eric that I would inform the membership and get back to him. I also told him that I would put him in touch with other modular clubs, G, O, & HO, in the area. Please let me know at the Upper Marlboro show if we are interested. ♦

THE ASHVILLE SPECIAL

...And then out of the Piedmont you will hit the mountains. You do not hit them squarely, they just come to you. Field and fold and hill and hollow, clay road, the rock-bright clamors of mountain water. You feel upon your neck the hot, the thrilling, the immensely intimate, the strange and most familiar breath of the terrific locomotive. You go twisting up the grades and snake around curves the grinding screech. How near, how homely, how common and strange, how utterly familiar - the great bulk of the Blue Ridge bears imminent upon and compels you. You can put your hand out of the slow toiling train and touch it. And all life is near, as common as your breath, as strange as time. - by Thomas Clayton Wolfe riding #15 up the loops to Ashville.

THE 1994 ASHVILLE SPECIAL

by Matt Schaefer

As I rode the Ashville special Sunday October 16 I too was moved to write but more on the cinder sniffer level.

We leave Greensboro at AM sharp, in the dark and return at 10 PM. We have 14 shiny tuscan red cars, 4 newly refurbished State of NC cars, 750 anxious riders and probably 25 sacks of memorabilia for sale in the baggage car ... and we'll make 400 miles before the day is done. Under a deep blue October sky and peak fall colors we roll up the wide Catawba River, chased by everything, cars, boats and even a seaplane. As we slowed for the long flimsy Catawba bridge, the seaplane landed, the pilot jumped out on the pontoon and gave us the big Carolina wave and 100's waved back from our train...that's Southern hospitality. As we rolled across the piedmont the folks lined up along the highways, rolled out of factories and fields standing as if at attention to capture forever those fleeting seconds. Some old timers saluted with hand on heart. Always chase cars popping up, a red Mercedes convertible, cars and vans with videos sticking windows ...

The train was full of lovers, lovers of trains and lovers of train lovers... the couples, together hanging out the vestibule doors, hair flying in the soft breeze, a dozen roses in the baggage car for the dedicated spouses, a nice touch. Smokers in the vestibule polluting that wonderful sulfur aroma from 611, lots of old folks and young folks, Melissa a small fry that could barely see over the bottom half of the dutch door as she pointing out cans and "muck" in the ditch, telling me all about pollution. I didn't see it that way as I was looking for those great modeling touches.

The Piedmont has an amazing amount of industry. We see lots of furniture factories, cuts through red Carolina clay and Kudzu vines, bright green pastures, lots of small RR yards and junctions stuck up and down "hollars" here and there, typical SRR stations like Manassas, rock fences, flimsy bridges of the Ashville Division and always backgrounds of blue ridges.

It was a good run for 611 pulling two jeeps that just kicked in when we got serious about making some time. They could really accelerate 18 cars, a combined horsepower of 10,000! The track has a sawtooth profile, up and down but mostly up to Ashville. No time for run-bys on this schedule. But on some grades we would just let 611 pull the whole thing and just listen to the exhaust talk for mile after mile...just like they did for Mr. Wolfe and many others before the diesels, and the boys with the videos would all roll out to record that beautiful stack talk, and the cinders would rain down and you would ease back in the door till they didn't hit you in the face.

Overall we made about the same time as the 1950's schedules which made all the station stops, we made none but piddled along on some grades with the heavier consist. Out of Old Fort you start up the 14

mile grade, the diesels cut in blowing the bright yellow leaves up off the surrounding trees, then you see the cinder fill of our line 100 ft above us the upper loop. We twist around 180 degrees till we pass that spot again but now on the high fill and we see the track below then twist another 180 degrees back and bore through 6 tunnels in 2 miles. That is what Mr. Wolfe was telling us about, that's what we came for - and ideas for N-TRAK. Maybe, just maybe I can get another loop high above my New River Subdivision.

After the loops and Crestmont we pull two more ridges up and drifted down into Baltimore Village at Ashville. I hurry to Hardy's, they did not know 750 riders were coming for lunch in the village, what's new? I see SRR #722 a green consolidated sitting under a shed, I took movies of 722 in the 1960's and there she is.

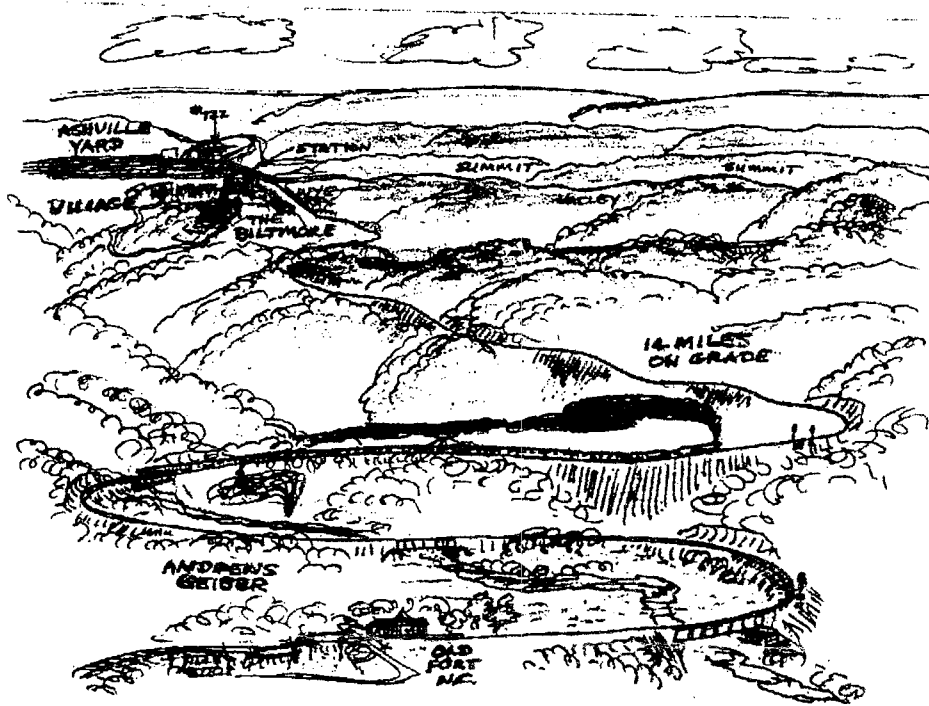
After two hours for coaling and greasing we pulled east at 4:10 PM up the long grade, the blue skies are great for pictures, Polaroid filter used to maximize colors, I'm approaching exposure 36 now as we drift down through the loops, dynamic brakes wining. Finally Melissa had her goggles off and caught a cinder. There was a line at the train doctor, searching for 611 cinders in eyes. I go for my free supper, free to first person out of 750 that ordered a ticket for the train, a nice touch.

Receding rails shine gold in the dusk, yellow markers twinkling on the rear of Mr. Jensen's observation car, breeze is still soft, lovers in the doors, train lovers too. Track north out of Salisbury is super smooth and fast, try to check speed, can't locate enough mileposts in the twilight, a southbound AMTRAK to Charlotte passes just 2 feet away with a big roar, a streak of window lights and she's gone. Our trailing clouds of black smoke play with the bright October moon, headlight shines on the trees ahead looking for the next high green, then the next, and sparkling town and farm lights always rolling by. Before we know it we slow for Greensboro, faces covered with soot, I duck inside, everyone stares, some say "Look at thaaat faaace". Yes it was a great ride through the southland.

Next week 611 makes trips out of Ashville, 611's last trip before overhaul. Its unknown when she will run again, I can't make Ashville again - New River train runs then out of Huntington but I will never forget the loops and the Ashville Special. ♦



**Idealized Sketch of the Loops above Old Fort.
How do you model this on modules?**



Obie's Corner

New Products Arriving This Fall.....

Dear Modelers:

A lot of new products are coming your way from JMC this year so keep posted.

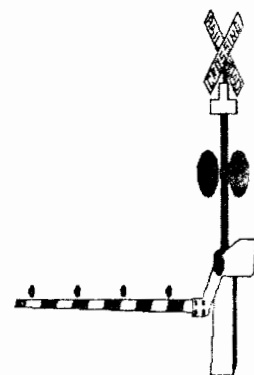
CON-COR N-SCALE HUSKY STACK CARS NOVEMBER RELEASE

Trailer Train w/APL Containers \$16.98
 Trailer Train w/Black & White LTR White container \$16.98
 Undecorated \$16.98

Special Note:

The railroads have been experimenting with this type of car for many years now. In many major rail hubs, entire yards are being built to accommodate the thousands of containers & Trailers that arrive and depart every year over the rails.

Containers Take A Ride: 2-Per pack
 AMERICAN PRESIDENTIAL LINES
 CSX UNDECORATED 48' & 53' ALL ABOVE ROADS



CON-COR

Big Steam Coming Back

Con-Cor is announcing the production of an all-new run of popular 2-8-8-2 N-scale mallet! These large locomotives are among the biggest ever built by the railroads and were often seen pulling long strings of coal hoppers as well as long mixed freights. This run of mallets will feature up-grades to improve operation and pulling power.

Due out in January 1995:

List Prices:

03201-A	Undecorated	\$259.00
03201-B	Santa Fe	\$259.00
03201-C	Pennsylvania	\$259.00
03201-D	Norfolk & Western	\$259.00
03201-F	Union Pacific	\$289.00



NEW ATLAS RELEASES

B&O Piggyback	with 40' trailer, black flat with white lettering	\$7.95
Genesee & Wyoming	3-Bay Covered Hopper Orange Car	\$6.50
U.P. Flat Car	Box car, red, white and black lettering	\$6.50
Missouri Pacific	2-Bay Centerflow	\$8.50
3-Pack Mo-Pac		\$27.25

" Limited Edition" Set Baltimore & Ohio " National Limited.
 The B & O dates back to when railroads were just getting started . The B & O is one of the most well known & popular railroads today ! Now part of CSX Corporation the B & O had its own identity and famous "named" passenger trains traversing the Northeast to and from our nation capital. One of those famous trains was th " National Limited" .

Put into service in 1925 it was a First-Class train and on board you could take a shower and get a manicure ! The Con-Cor " Limited Edition " set celebrating this set is also "First-Class"and will include first use of the DL-109 diesels after a long absence from market. Followed by a passenger consist that matches the Two-Tone paint scheme of the diesels and you have a wonderful collectors item or a striking set for the layout!

Due This December 1994 Item # 008516\$ 249.98

Passenger Cars
Con-Cor Smooth sides
New Runs

List \$103.84 (8pk.)

Erie Lackawana- Smooth Side, B&O Smooth Side, Great Northern, Nickel Plate Road, S.P. Daylight

N-Scale Super liner Phase IV, 5 pack \$69.98

Coming Soon.

Kato G.E. C 30-7
When? I don't know

90.00-95.00 retail
 Undecorated

Sante Fe 8017 & 8028
 Burlington Northern 5516 & 5558
 Conrail 6600 & 6602 CSX 7007 & 7012
 N.S. 8031 & 8050
 U.P. 2411 & 2419

ANOTHER NOTE FOR THE J-3A HUDSON

I was recently talking to Harry at JMC and Conway was on his way over to China to investigate some delay problems along with some new products I'm sure of

J-3-A \$179.98 retail
 Undecorated

Sante Fe, N.Y.C., PA, Burlington

Deluxe Innovations

110 Ton Twin Tub Coal Hoppers
 Singles 9.25 3-Pkgs. 27.50 6-pk 54.95
 Undecorated — N.S. Conrail CSX B.N.

Bachmann — Lost Shipment

Maybe they lost the Container in that Hurricane back in August or something and had to start over, any day now the SD-40's and F-7's will be here I Hope ! Lets hope its not after Christmas .

Auto Racks Coming Soon:

Norfolk Southern, Rio Grande, Santa Fe,
 Conrail, Soo, C.N.

TRU-SWEET TANK CAR RE-RUN DUE SOON

N-SCALE FUNNEL FLOW TANK CAR 10.49. EA.

FINE SCALE

NEW!! PFE R50-1 13.95
 48' WELL CAR 15.75

AUTO RACKS

COTTON BELT-TUSOH RED CAR-WHITE & YELLOW LTR \$14.98
 B & O CHESSIE - YELLOW CAR -BLUE/BLACK/ WHITE \$14.98
 GRAND TRUNK - BLUE & YELLOW CAR - BLACK/ YELLOW \$14.98

**New Buildings Announced by
 The Cambria City Iron Works Series**

Series # 2 On The Way

Shortly you will be treated to four all-new kits in N-Scale to add to your existing Cambria City Iron works series ! These four new kits will include all the quality and workmanship found in the original kits! You will be able to add the Electric Sub-Station, a beautiful kit featuring two transformers, dist. carriages and a fence. Keeping things warm will be the boiler House, a two story brick structure with a large chimney. Finally you can ship all the goods manufactured at the plant through the Shipping & Receiving Building.

A re-release for people like Keith and Obie who got short changed on enough powered A-Units.

Delivery expected in December, Keith, OK!! HA! HA!!

Latest run P-A-1's

Great Northern Empire Builder A-B-A Sets or singles available Powered A-Dummy-B-Dummy-A.

Daylight Paint Scheme A-B-A

Erie Lackawanna A-B-A

Nickle Plate A-B-A (I don't recall that one being done?)

