



Northern Virginia NTRAK
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The President's Whistle

by Charles Greenacre

Last month I titled my column "Blowing off Steam", and I was told that readers were waiting for the other shoe to drop, so to speak. I'm sorry to make people think I was about to "blow my stack" at someone or at some incident. So now, I am going to "toot my horn".

I was recently reading the bylaws of our club-yes, we do have a set and we are working on getting an updated copy to all members, including new members. What struck me was our purpose "...of promoting and practicing the hobby of N Scale model railroading." Hmm! What have we done recently to fulfill these? And what are we doing in the future?

We have had monthly sessions to run trains, to help new members with ideas, and to test new modules to see if they are in compliance with the NTrak standards. We have had public shows at Landmark and Springfield malls, at the Fairfax County Fair, and at Manassas Rail Days. (What more could we ask for, to run trains in a depot as real trains run by outside.) We have entertained school children as well as educated them about various railroad professions.

We will continue to have our monthly setups through October. We are working on mall shows again for this fall and winter. We are sponsoring a national convention on N Scale model railroading, whose theme is "running trains". We certainly have been and will be fulfilling the purpose of our club. However, the board members are open to suggestions from members about other ideas that meet the purpose of our club. Let's hear your ideas.

Next month's setup, Sunday, September 17, is intended to be a photo session. So, bring everything for your module. The goal is to publish some photographs of our modules in a trade magazine-probably in some "trackside photos" column. However, I am laying the law down on our photographers. They can stop one train on one of the three main lines for a photograph, but no more than one train. It would certainly be nice if the camera could be aimed, focused, and the f/stop and shutter set before any train is stopped. All of us want to run trains-so the photographers will have to cooperate with those on the throttles. Finally, the intent of this session is not for scened modules only. If your module isn't finished with scenery, bring it anyway! If your module is scened, spruce up the ballast, dust off the buildings, put some ground foam on the bare spots, etc. Will we have so many modules at this setup-that we run out of room in the hall? Lights! Camera!! Action!!!

Also, at next months setup, we hope to unveil the two new club T modules.

Bernie's module probably have scenery to the Nth degree, knowing his abilities. Matt's design is going from pillar to post as various people work on it. It will be operational, but scenery may not be there yet. With these two modules, we will need six corner modules to function. However, we can run twice as many trains at our club setups. With the number of members

we have, it's impossible to allow everyone to run a train at our Sunday setups. With two loops going, more members should have a chance to participate. With the yard modules under construction (John, Ken, and Charles, when are we going to see these modules???), we can stage more trains on yard tracks. Thanks to Edd, Rodney, and Obie, who have built and brought yard modules.

I don't want to be thought of as a grouch or a scrooge, but there are standards that NTrak modules must adhere to. The one I am most concerned about is the electrical AC standard. Several modules (probably those that are from the eighties or before when there was a different AC standard) have the old style electrical box wired like it would be in a house. For most of our events that's not a problem. However, a fire marshall could tell us that module doesn't meet county standards or hasn't been approved, and could legally force that module out of the show until it meets county standards. I'm sure Obie can tell us that electrical standards vary from county to county, but no county has standards on temporary wiring. So those of you with electrical boxes, please remove them, and go out and buy a heavy duty grounded extension cord.

Future public club activities include MER convention Sept 29-30 in Fiuma Valley, Maryland; Greenberg's Show Oct 28-29 in Upper Marlboro, Maryland; Rockville Lions Club, Nov 11 & 12 (date to be confirmed); and a tentative Landmark Mall show Nov 18-19. There are also other activities that small groups of club members could attend. Brian has information on Shepardstown, Bealeton, and Clifton events. Finally, if you think you could round up a few members and four corners for your favorite event or location, start making plans and coordinate with our club superintendent to make sure the club corners are available.

Those of you that haven't registered with the convention, we would appreciate your registration. We do have expensive ads to run in the trade press (early next year) and they want to be paid (this fall) before they run the advertisements. Those of you who have registered, THANKS!

See ya running trains!

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ATLAS N SCALE PRODUCT ANNOUNCEMENT

August 22, 1995

The classic RS-3's and RS-11's will soon be available in very limited quantities, so order yours today! These locos with exceptional details, powerful and quiet 5-pole motor, directional lighting and a Kato drive will arrive at your local hobby shop soon.

N ALCO RS-3's

Item#	Roadname	Road#	Paint Scheme
4200	Undecorated		
42014	Canadian Pacific	8436	Gray & Maroon
42015	Canadian Pacific	8441	Gray & Maroon
42016	Erie	929	Black & Yellow
42017	Erie	1012	Black & Yellow
42018	Pennsylvania	8482	Brunswick Green
42019	Pennsylvania	8825	Brunswick Green

N ALCO RS-11's

Item#	Roadname	Road#	Paint Scheme
4260	Undecorated		
42601	Del. and Hudson	5001	Blue & Gray Lightning Stripe
42602	Del. and Hudson	5005	Blue & Gray Lightning Stripe
42603	Maine Central	801	Harvest Gold
42604	Maine Central	802	Harvest Gold
42605	Northern Pacific	910	Black & Yellow
42606	Northern Pacific	911	Black & Yellow
42607	Southern Pacific	2908	Bloody Nose (Gray & Red)
42608	Southern Pacific	2918	Bloody Nose (Gray & Red)

If you have any questions, please drop me a line. BTW, photos will not appear on our site for another few weeks (I don't have the pre-production samples to photograph yet).

F.Y.I. - The second run of FGE Boxcars should be arriving at your local hobby shop as we speak. Get 'em while you can!

-Joy, Atlas Model Railroad Co.

RAIL EVENTS TIMETABLE

Sep 9 -10	Fredericksburg Rail Fest, Train show and prototype display. (No NV NTrak setup).	Sep 30-Oct 1	Brunswick Railroad Days
Sep 10	Shepherdstown WV, Regional Train Show and Sale, Shepherdstown Fire Hall (No NV NTrak setup)	Oct 14-15	Great Scale Train Show-Timonium
Sep 11	RunniN TraiNs Convention Committee, Prince of Peace Lutheran Church - 7 p.m.	Oct 14	Setup at Prince of Peace Lutheran Church, Springfield, VA - 1 p.m.
Sep 17	Bealton Train Show at Hugo's Skate World, Route 17 (No NV NTrak setup).	Oct 28-29	Greenberg Show-Upper Marlboro - Setup Foreman: Charles Greenacre
Sep 17	Setup at Prince of Peace Lutheran Church, Springfield, Va - 1 p.m.	Oct 28-29	Great American Train Show-Richmond
Sep 28-29	MER 50th Anniversary Convention, Hunt Valley, MD - Setup Foreman: Matt Schaefer	Nov 2-5	Great Lakes Region NTRAK Convention, Louisville, KY - Setup Foreman: Brian Brendel
		Nov 11-12	Rockville Lions Club Train Show - Setup Foreman: David Greenacre
		Nov 18-19	Landmark Mall
		Dec 17	Setup Foreman: TBD
			No NVNTrak setup-Christmas Party



A Report from "Down Under"

by Gil Brauch

While surfing the Internet a couple of months ago, it occurred to me that Jim Krehmke might still have his account on CompuServe, so I gave it a try. Lo and behold, he's still there!! I am sure he would appreciate hearing from those of us who have EMail access from time to time. For those who may have lost it, here is his address:

71670.3631@CompuServe.com.

For those who are limited to "snail mail" (otherwise known as USPS), his address is:

9 Brittan St, Christchurch, New Zealand.

Before he left the US, Jim lived the rail buff's dream, he spent a whole lot of time just railfanning. Here's his EMail note to me about his activities just before leaving the States for New Zealand:

" ... Been taking an extended railfanning trip. Worked the BN main from Alliance through NE extensively, and got a cab demo in an SD70M. Nice. No ammeters. Computer takes care of all. Went to Gillette, WY and visited the AMAX BelAyr mine. Impressive Continuous trains roll through at .3mph loading. Mine trucks hold 240 tons a load, and the shovel bucket holds 65 cu yd at a scoop! Let me know if anybody's interested, and I'll send pix.

"From Oregon, I took the AMTRAK Coast Starlight to LA, and the local to DelMar (San Diego) where I am now. Yesterday visited the N scale layout at Balboa park. Huge, with all hand laid track. Impressive, but the detail work doesn't compare to some of what NVNTRAK has to offer..."

Jim departed the US on or about July 5th and is now in New Zealand. Several of us on the INTERNET have heard from him since. Here's his latest from early August:

"...Last weekend was an opportunity for our first train ride since arriving in New Zealand. We took a steam hauled excursion to Arthur's pass.

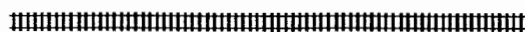
"The last several weeks have been stormy, so the peaks were spectacularly snow capped. Arthur's pass is the lowest (2500 ft.) crossing of the Southern Alps. The ascent from Christchurch passes through 19 tunnels and several spectacular viaducts as it follows the gorge of the Waimakariri river. At Arthur's pass, the line enters the 8-mile Otira tunnel (electrified). The village at Arthur's pass had just received a snowfall, and, with the brilliant sunshine, we were able to enjoy a picnic in the snow in shirtsleeves!

"The excursion train was hauled by a streamlined mountain class locomotive, the J1211. This locomotive is privately owned by the Manline Steam Trust. The streamlining is remarkably similar to that applied by the (Late) Southern Pacific to many of its mountain and northern class locomotives, most notably the 4449. This engine was in mainline service here until 1971, and has many features in common with late US steam, with the notable exception being no automatic stoker! Yes, it's hand-fired. Seems New Zealand Rail as a government operation, also believed in full employment. The fireman must have been a bit rusty, as the engine ran low (150lb) on steam during the ascent. The tender is quite small, a problem, of course, when there are few servicing facilities. The Trust has constructed an ingenious auxiliary tender. It's built from a 50 foot tank car, with space at one end for several "skips" (large buckets) of coal. There's a hydraulic crane to allow these to be dumped into the tender.

"Putting things into scale, this locomotive weighs 110 tons.

Though narrow gauge, it's very well proportioned, with only the crew giving a hint of its true proportions. There were 15 coaches in the train, including a buffet and head end power car. The coaches are all wooden, ex-suburban service cars. The appearance is not unlike Bachmann's "old timers" truss rods and all.

"Modeling ideas abound, but NTRAK would be difficult, unless there would be a way to hide the yellow and blue lines..." He is keeping his EMail open. Drop him a note!



Lookin' For A (Temporary) Home

by Gil Brauch

Our monthly setup host, Prince of Peace Lutheran Church, will be undergoing some interior renovations this winter. NVNTRAK will have to find another place to do our monthly setups until these renovations are complete. One idea is to work hard at finding malls that will bring us in on the third weekend of the month, so we can substitute a mall show for the monthly setup. We will need to do this during the months of January, February, March, and April 1996.

In order to do this, we need to start now in finding the malls that would like to have us in and getting on their schedules. The club membership is asked to help in this by giving to any member of the board of directors any contacts they may have or can develop at a regional mall. We already have contacts for Landmark and Springfield Malls and we know that we can "fit" in those two places. Any other malls would have to be scouted out for suitable locations to accommodate our size and other operational requirements before making a serious overture to the mall's management.

Those of you having specific recommendations, please contact a member of the board and help us arrange a visit. The public exposure we get from these shows always brings in a new member or two. They will all contribute greatly to publicizing our convention to the local folks also. So, start looking and asking around. The sooner we can get this done, the smoother our schedule for the winter will be.



THOUGHTS ON MULTI-CLUB LAYOUTS

by Brian Brendel

While Colleen and Jake slept on the long drive home from Atlanta, I got to thinking about what we as a club had learned from our participation in the "big layout" at the National Train Show. I decided that the common theme revolved around a most important concept: STANDARDS.

Put quite simply, standards are what allow us to NTRAK, and standards set NTRAK apart from other train clubs and modular groups. The very fact that NTRAKers from around the country can hook together successfully into large layouts is attributed solely to following national standards set for in the NTRAK manual.

In Atlanta, we learned that not every club adheres to standards. It showed in the overall performance of the layout. Several of the modules had never been in an NTRAK setup before. Several others had S-curves which prevented long-wheelbased rolling stock from operating smoothly. Still others had short overhead tunnels that stymied double-stacks. Non-standard turnouts posed problems. Even NV NTRAK created a hassle with our non-standard inside corner module, Foggy Bottom. It created an 18 inch radius on the Red line (minimum standard is 24 inches) which prevented several very long trains from running successfully.

Although these glitches didn't ruin all our fun, it did cause little headaches and create some food for thought. We found

out that little glitches which cause bigger problems get remembered by everyone else. Last year in Orlando, super-elevation (non-standard) on Cat Creek (formerly M&K Junction) caused several long trains to daisy-chain (derail) on that curve. We had fixed that problem after our return (and even changed the module's name) but a few NTRAKers from other clubs remembered the "big wrecks".

What should we do to prevent potential layout problems? For our club setups as well as the RunniN TrainS '96 convention, following the NTRAK standards to the letter is the best bet. Insist that problem tracked be replaced. Make sure tunnels and bridges meet the NEW NTRAK CLEARANCE STANDARDS. Ensure that both AC and DC wiring is up to snuff. Fix warps and dings in benchwork. And, most important, seek advice from successful module builders about plans and construction of new modules to head off potential problems.

HO clubs have no National modular standard. At the Atlanta show they were resigned to having small modular layouts (there were 8 individual layouts) that could not be interconnected. Adherence to standards allows us to run prototypically long trains successfully, and do so time and again.

The standards are our strength. We need to follow them closely.

LOOKING BACK DOWN THE TRACKS

by Matt Schaefer

Bernie said we should go railfanning in Richmond where I worked for the C&O in all three yards, the headquarters and in Main St the station. That reminded me of earlier escapades when we would hang out on the ACL (belt line) bridge that crossed the James. It had ballast on poured concrete arch spans like at Fredricksburg with balconies or pulpits where you could duck those beautiful E-6's headed to Florida. They would come down the grade and hit that bridge flying. But what a rush when those steamers went by within 5 feet in the night and about blew you away with noise and wind.

NEWS FLASH !!

NVNTRAK Board of Directors

The NVNTRAK Board of Directors met on September 3rd at Gil Brauch's house. We discussed many topics, mostly dealing with planning club activities in the coming months that lead up to the 1996 N Scale East Convention. The results of that planning are reflected in the *Rail Events Timetable* on page 2 and the *Upcoming Setup Opportunities* list on this page.

We made two other major decisions. The first is that the club will maintain a small stock of NTRAK "How To" books for resale to the members. The other is that we are including automatic membership in NTRAK and individual module skirts as a benefit of membership in NVNTRAK *at no increase in dues*. More information and details to be provided at the September setup. See you there!

UPCOMING SETUP OPPORTUNITIES

- ⇒ Sept 28-29, MER Convention at Hunt Valley, Md. (Not Timonium as we previously listed.) - Setup Foreman: Matt Schaefer
- ⇒ Oct 14-15, Great Scale Train Show, Timonium, Md.
- ⇒ Oct 28-29, Greenburg Show, Upper Marlboro - Setup Foreman: Charles Greenacre
- ⇒ Oct 28-29, Great Amer Train Show, Richmond, Va.
- ⇒ Oct 29-30, Mid Central Region, NMRA, Dayton, O. Hotel \$54
- ⇒ Nov 2-5, Great Lakes Region N-TRAK Convention, Louisville, Ky, Setup Foreman: Brian Brendel
- ⇒ Nov 11-12, Rockville Lions Club, Setup Foreman: David Greenacre
- ⇒ Nov 18-19, Landmark Mall - Setup Foreman: TBD
- ⇒ Jan (TBD), 1996, Landmark Mall - Setup Foreman: TBD
- ⇒ Feb (TBD), 1996, Springfield Mall - Setup Foreman: TBD
- ⇒ Mar (TBD), 1996, Worldgate Center - Setup Foreman: Edd Braithwood
- ⇒ Mar 30-31, 1996, Great Amer Trains, Baltimore, Md.
- ⇒ Apr 25-28, 1996 Spring MER, Monroeville, PA.
- ⇒ Aug 15-18, 1996, 1966 N Scale East Convention
- ⇒ Fall 1996, MER Convention, Pittsburgh

Please contact Matt Schaefer if interested in participating in any of the above shows.



FROM THE SUPERINTENDENT'S BUSINESS CAR
by Matt Schaefer

HUNT VALLEY - Jim FitzGerald's newsletter is due out the first of September announcing the "50th" MER Convention N-TRAK layout Sept 29 and 30. I wish all announcements were out earlier but the convention was very late getting organized. Set up is Friday morning at Hunt Valley with clamp up around noon and **teardown will be about 3:30** Saturday so the ballroom can be set up for the banquet. Traditionally at MER conventions the mood turns into a social hour Saturday at 6 PM and then the banquet. Then Sunday is like a sports rally trying to see how many trains you can see and how many home and club layouts and you can take in (find) on the way home. So everybody has left the hotel by noon Sunday with much to do besides run modules.

Everybody should know by now the convention chairman says that all N-TRAK volunteers will get their registration checks returned. This is not for general publication therefore the convention flyers and NMRA bulletins do not mention these benefits. We have to talk it up ourselves and draw a crowd. So far we have about 38 modules (116') signed up including QN and MIT and have room for 50+ more! Leonard reminds me the cut off of the hotel discount is Sept 7th.

Also I have signed up to give a clinic on "The New River SD" and I encourage others to volunteer in any task to help and for the experience. I have extra forms with a list of tasks. I hear the President of the NMRA will also be in the ballroom with his vendor table for book sales. Bob Charles is concerned about the falling NMRA membership. Let me know of your experiences at the convention, good and bad because we are doing all we can to support the MER.

NEW RIVER SUB - Bernie has created a monster and everybody is jumping on the bandwagon! We are going to have to limit who gets into the New River project. Now John Plant wants to build a Hinton yard 14' long and sticking out at a 45 degree angle! We are elated to hear that much

enthusiasm from 200 miles away. NOTE: C.W. Cabin at the west end of Hinton is where one H-8 (2-6-6-6) blew up. Wouldn't that make one fine diorama if someone has an H-8 to blow up?

TIDEWATER DIVISION - For the flatlanders and swamp rats that are tired of hearing about the New Rive here is an idea for you all, the Tidewater Division of NV N-TRAK that includes Obiechobee Swamp, MIT, LeHarve and other fine modules. See sketch. The features of the Obiechobee T design were to have a minimum size like 3x5 have a square frame and eliminate cork and homosote to simplify construction. Reaching from the rear is no longer an issue with radio controls. The swamp reduces the trees and that cost.

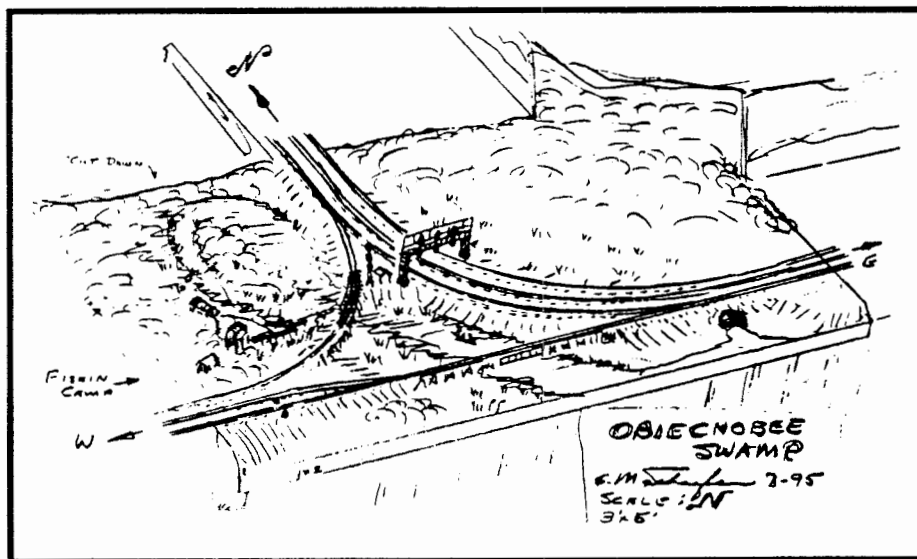
You could design modules without passion - but what's the point?

FALL AND WINTER MEETINGS - See our list of upcoming events on the front page. Gil has asked members to research and finalize mall shows for the winter season. These days more and more NV people are exposed to railroading through the Metro and VRExpress. Our shows in the malls are a great way to reach the general public that may be looking for something to do with their spare time - and we've got the answer.

I have contacted the Springfield Mall and will finalize a winter quarter show later. I am also calling Tysons, Fair Oaks and Pentagon City were not interested and said they are renting the peddler pushcarts which are taking up all the space. Obie is checking Landmark. Members are needed to research other malls in their areas like Manassas and Montgomery Mall.

If some members would like to go to Richmond Oct 28-29 and Baltimore Mar 30-31, 96 let me know. I am interested in the Great American Train Show for the visibility and as they pay \$25 for clinics and have layout awards of \$400, \$300, \$200, \$100, etc. Both towns are interesting rail hubs and great places to hang out.

WANTED FOR MER's 50th - The MER conventions have been lacking old time train operations so we can try a revival. Bernie may have his new QN industrial switching district contest. At a seminar in the last MER convention a request



came from the floor for a new layout for dispatching and operating seminars. this could be conducted on N-TRAK right-of-way. Do we or the MER have one of those operator types that can organize a switch list for a way freight based on the "Blue Line Railroad". It just takes someone to just do it.

CONVENTION RAILROADS - All N-TRAKers would like to be in on the worlds largest layouts. The maximum number of 4' modules I can get in the Radisson ballroom is 221.5 at this point plus a second 55 in the Foyer Railroad, maybe connected by carfloat. Valley Forge claimed a layout of 252, 4' modules or 1006 linear feet. Tell everyone we are looking around for 270 good modules for '96!

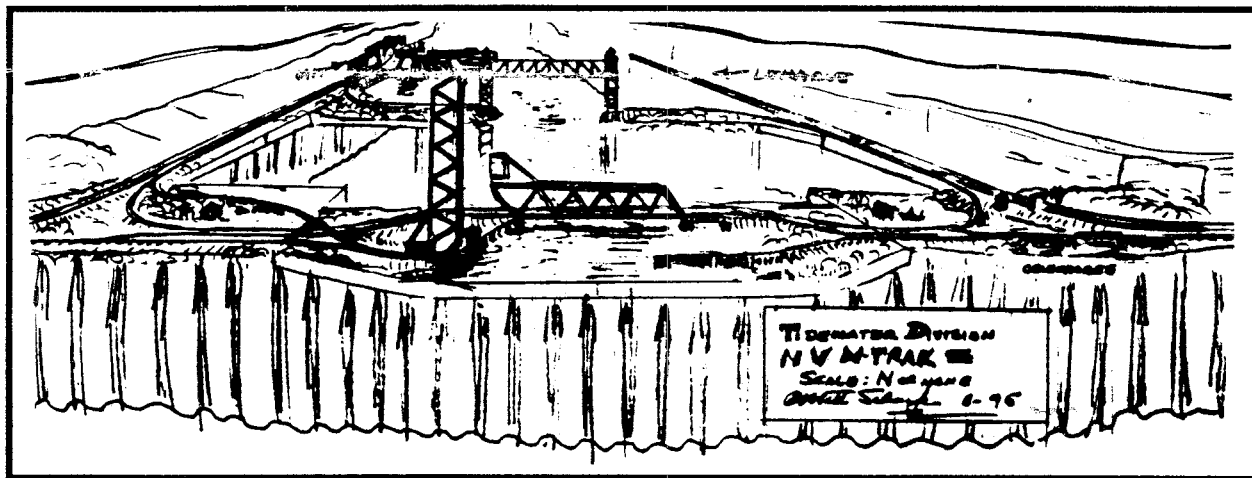
PROOF OF CONCEPT - The 221 module layout was developed after a "sidebar" discussion that operator space could be cut down from 8' to 4 feet. Radio controls help immensely. The plan also reduces the internal aisle width between the loops from 14 to 10' and maintains 10' clear all around the room as before. At our next operating meeting we should try a 4' operator space and 10 feet in front of the modules and of course test all T modules we plan to take to Hunt Valley.

COMPANY STORES OFFICER - Do we have a member that will coordinate the monthly meeting at the Prince of Peace Church to insure that we have a power supply, controllers, 4 module corners and that the bridge modules will all be there? I would appreciate the improvement in coordination. The other modules are not coordinated for these meetings, we just clamp up what members drag in by 2 PM.

THE N-TRAK ORGANIZATION - I put the BANTRAK and Long Is. newsletters out in a loose leaf folder at setups for all members that can read. In his August Newsletter Bob Gatland, NE Regional Director, says N-TRAK is close to being a corporation and will make "a significant impact on the NMRA" whatever that means and left the rest to your imagination. BANTRAK's Newsletter says they are now 100% N-TRAK as is the NNJN-TRAK. Our club does not support add on requirements to do and join things as it restricts growth of our organization. However anyone not a member of N-TRAK or the Pot Div of NMRA should consider joining at only \$5 and \$2/yr. It shows solidarity with our fellow organizations.

CLUB INVESTMENTS - The club may want to consider investing in the NS Alexandria to Manassas line. It is for sale. Leveraged with just 51% ownership we could invite all the steam excursion trains to come to the '96 East Convention and run out of Alex to the Manassas wye and back....comments?

- Get more out of your conventions,
volunteer for N-TRAK and other activities. -



Have you registered for RunniN' TrainS '96 yet?

We need to have NVNTRAK registrations at 100%. If you register now, it's only \$45. It will be \$55 after January 1st. More importantly, we need the support of all club members, both physically and financially. Use the form on the inside of the back cover and register now! It's not too soon to start helping out.

RUNNING TRAINs IN '96 NTRAK East Convention

Convention Corner
by Rodney Smith

Wow! Where do I begin? Things have really been hopping with the convention. It has really taken off and it just keeps getting better every day. Here are just a few things that have happened since my last convention corner.

The Albuquerque convention in July really opened my eyes. Although it was a little below the scale of what we are doing it was still a good trip. I got lots of ideas and tips to use for ours. I had a long chat with their convention chairman and he filled me in on where all the minefields were. Fortunately, we were already steering well clear of them. I also had the opportunity to shmooze with all the train people and made some good contacts with clubs, individuals, dealers, and manufacturers. We should see many of the more well-known manufacturers and dealers at our convention, as a result.

I rode out and back to Albuquerque on AMTRAK. If you have never done it, I strongly recommend you do so before Congress takes it away. My wife and I thoroughly enjoyed ourselves on the trip and look forward for the opportunity to do it again some time. If you can spare the travel time, the cost is not that much more than airfare and a lot more relaxing. The first class service that comes with a sleeper is fabulous and the only way to fly.

The Atlanta NMRA convention came next, in July, with a full squad of NV NTRAKers in attendance. Our modules, know-how, and matching outfits were a big hit. To put it simply, we wowed 'em. We made contact with every NTRAK club, manufacturer and dealer in N-scale at the show and sold many of them on coming to our convention. We are already seeing the fruits of this effort and my smaller effort out West in the form of inquiries and dealer registration forms. We passed out several hundred flyers and registration forms and we are already seeing them come in. At the time of this writing we have 24 registrations (13 are from 6 other NTRAK clubs) and at least 8 hotel reservations. Not bad for a year out.

Based on interest expressed at the two conventions we expect to see Atlas, Deluxe Innovations, Digitrax, Lifelike, Rio Grande Hobbies, The Freight Yards, InterMountain Railway Company, Precision Masters, Mainline Modelers, Neals N Gauging Trains, Prestige Model Supply, Concor, The Tool Man, and possibly Micro Trains and Kato (and may more). In addition we have offers to present clinics from Jim Fitzgerald, Digitrax, Deluxe Innovations and Bob Hundman of N Scale Magazine. Like I said things are really taking off.

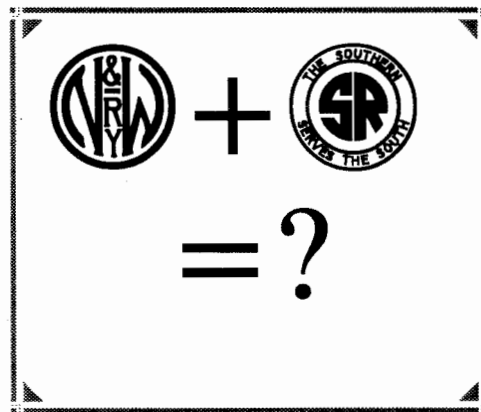
On a note closer to home -- we have two T-modules under construction at the moment that will allow us to set up multiple loops and other things. One, based on Quinnimont WV is

under construction in Bernie's garage and another, based on a Florida wetland theme is sitting in my basement. Bernie has his well under way, the one in my basement will be turned back to Matt for scenicking as soon as I get the legs mounted. If you want to help or learn scenery techniques, give Matt a call.

What's next? We still have long way to go and are far from being comfortable. Now that we have gotten such a favorable response, we don't worry as much, but it will be a busy 12 months until this time next year. We still need club members to register for the convention (we would like to get 100%). We need your active assistance. This can be in the form of volunteering for convention tasks, providing suggestions for things you would like to see at the convention, or just spreading word about the convention to local hobbyists, hobby stores, and any railroad hobby related organizations you may know of. We need to get local word of mouth working for us. We want to get you as fired up and enthusiastic as we are. Even though we can see a light at the end of the tunnel, it will be a while before we can stop worrying that it may be a train coming from the other way.

Part of the September set-up will be used for photographing our modules for future articles in N-Scale and other railroad hobby magazines. Bring all your scenery goodies and weathered running stock. Make sure your modules are show-ready. If you happen to have any photo floods and light stands, we could use them. If you want bragging rights with your railroad friends have your modules looking spiffy. By the way, ask Gil and John about their modules being immortalized in an upcoming major Model railroad publication. Check out or plug in the Sept-Oct N-Scale Magazine. Look hard it is small. As you can tell from above, a bigger plug is on the way.

The next convention committee meeting will be at Prince of Peace Church at 7 p.m., Monday, September 11. All are cordially invited to attend. The topic of discussion will be developing a strawman schedule for convention activities. All subcommittee heads should bring their tentative schedules of events for coordination and deconfliction.





Obie's Corner

What's New?

Two more N-scale buildings have been added to Life-Like's product line, an all brick engine house and an accessory-filled freight station.

Life-Like has come up with a new N-scale high nose GP-38 diesel with an upgraded motor proven powerful enough to pull up to 65 cars without missing a beat. The units will retail for \$33 and come in some of the public's favorite paint schemes: Santa Fe, BN, N&W, U.P., Southern, & Conrail.

Atlas Model Railroad Company

Because of high demand for the company's n-scale PS-2-2 & Bay covered hopper, Atlas has released additional road names, including the Central of Georgia, W.P. W.C., the cars range in price for \$8.75 to \$8.95 depending on line picked.

GHQ.

Many N-Scale modelers have piggyback cars in their consists, but how many have piggyback loading facilities? Now GHQ is offering a Hi Jack translift straddle crane (\$79.95 retail) to use on any piggyback facility. The model, a fine-scale equivalent of the most common, heavy-duty intermodal cars in use across America is composed of 50 precision pewter castings and super-detailed brass etchings of gratings, ladders, and safety cages. The unit also comes with decals.

Atlas New Cars FGE

33671 Chessie System
33681 Conrail
33691 FGE - C&O
33701 FGE - PA
33711 FGE - Western Maryland
33721 Penn Central
33731 Providence & Worcester
33741 The Rock
33751 Union Pacific

Pola - N-Scale City townhouse with a center walkway passage to the rear of the building

L/L - FA-2 (train set coming soon)

MDC - TTX, Greenbrier and Burlington Northern \$9.75 a 12 pack \$111.00

Micro-Trains

23220 \$14.15 Great Northern 40' Box Car
70006 \$19.60 Centex Bulkhead Flat Car
77010 \$22.90 MP 50' Box Car
60311 \$10.40 PA 40' Box Car
70050 \$14.15 51' Mechanical Box Car -- Northern Pacific



The Northern Virginia N-TRAK Newsletter is produced for and by the members of Northern Virginia N-TRAK. Membership is \$30/year or a Newsletter subscription for continental USA residents is just \$10/year for twelve issues. Send check: Treasurer, Northern Virginia N-TRAK, P.O. Box 1951, Herndon, Virginia 22070.

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Please send articles for the October 1995 Newsletter by September 21, 1995. Thanks.

