



**Northern Virginia NTRAK  
Newsletter**  
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**Northern Virginia NTRAK Officers:**  
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703-525-3686  
Treasurer: Rodney Smith  
703-644-6359  
Superintendent: John Drye  
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February 1996

VOLUME V NUMBER 2

**W The View from Manassas Junction W**

Diesel Horn to Replace Steam Whistle?  
*Brian Brendel*

What an exciting time for our club! And what an honor to serve as president! I would like to thank the Board of Directors for choosing me as president. I hope to serve our members' needs to the best of my abilities while also keeping focused on THE event of the year, RUNNIN' TRAINS '96.

To begin my inaugural column, some thank-yous are in order. On behalf of the BOD and all NVNTRAK members, I extend heartfelt thanks to Charles Greenacre, Dave Greenacre, and Matt Schaefer for the fine jobs they did while representing us these past four years. Without their guidance, our club would have been hard pressed to become what we are today: one of the premier N Scale organizations in the country. It's quite extraordinary that the club has gone from a few guys in a garage in Herndon to a 40-member group in only 5 years. These three fine fellows helped make it happen. Oh, yes, I almost forgot: don't think they are going anywhere soon, as they are all quite busy on the Convention Committee helping make that happen, too.

I'd like to officially welcome our newly elected BOD members: Fred Obermeyer, Chester Freedenthal, and John Drye. John bravely allowed himself to become "Super", just as long as we reassured him that Matt wasn't moving to BGWVA, or anywhere else, and would be here to help him with his new job. Fred in in charge of manufacturer and vendor "stuff" at the convention in the upcoming months, so please be nice to him at the store!! And Chester really doesn't know it yet, but he is one of the "utility infielders" of the BOD, a loose definition of which is: assistant and chief facilitator for EVERYTHING.

To say that the coming year will be interesting is somewhat of an understatement. The convention will take up a lot of our time, but that is not what we are only about. We need to make sure we don't lose sight of why we do this craziness, namely to have FUN. Therefore, a whole series of setups and public slows are being planned; classes and clinics will be given; and new members who join will need encouragement and coaching. We need to continue to do the "club things" which let us get as far as we have: recruit new folks, exchange ideas (internally and externally); and recognize and learn from the tremendous skills our our fellow members. If we can do all this, AND have the ULTIMATE convention ... I'll be divorced, because I'll have been out doing too many "train things". ("...and if the PRESIDENT isn't too busy publicizing the convention, getting brochures printed, sewing skirts, building Kilgour Yards or the West Virginia Central, having

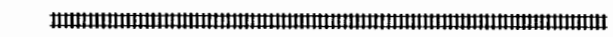
**NVNTRAK Meets BANTRAK**

*by Gil Brauch*

The weekend of January 27-28 saw a remarkable event. NVNTRAK and BANTRAK cooperated in displaying a joint layout at the Scale Train Show in the Cow Palace at the Maryland State Fairgrounds in Timonium, MD. Even though numerous NVNTRAK modules have been involved in cooperative shows before, this show marked the largest number of our modules to be included in such an event.

Fourteen club members brought 26 individual modules (or module equivalents) and 7 club modules to the setup. BANTRAK had a similar number of modules, which resulted in two connected loops filling a 50-foot square. The Red Line was approximately 9.7 miles long! Bernie, Matt and John Cook were a part of the BANTRAK loop, Chester was in the "stem" that connected the two loops, and BANTRAK had two mountain division and one city scene modules in the NVNTRAK loop. To no one's great surprise, everything worked great! We event introduced the Aristo Craft throttles to BANTRAK on the red line. By Sunday afternoon, they were routinely running their long freights with them around the whole Red Line. The sight of a Mallet pulling 104 loaded hoppers was quite a thing to behold!

A more complete report will be prepared for the next issue of the newsletter. Suffice it to say for now that Professor Freedenthal was the hit of the show!



shirts and hats made or going to some mall this weekend, could the PRESIDENT PULEESE take out the trash...")

Finally, about this column: I pulled on the whistle cord and it broke. I tried the horn button on my SD-40 and it stuck. Maybe I just better give my view from trackside where Jake and I just set a spell and watch 'em go...hence the name of this column.

<i>inside this month . . .</i>	
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## Report of the Annual Membership Meeting

NVNTRAK BOD

The Annual Membership meeting on January 21st at the Franconia Governmental Center was well attended. Over 25 of our members were present. Rodney Smith was particularly appreciative of the meeting, since many of our members used the opportunity to pay their dues for 1996 there. The order of business was pretty informal and Charles Greenacre called the meeting to order about 2:15, after we had achieved a quorum.

Rodney reported on the financial status. We have a little over \$2,000 in the bank, but have not yet sent the money to National NTRAK for our memberships. Brian Brendel reported on the availability of hats. He has both the "standard" blue NVNTRAK and the yellow RunniN' Train's '96 hats in stock now at \$10 each. He will be bringing them to all NVNTRAK events until sold out. We are trying to be careful that only club members get these versions of the hats, so we can positively identify our membership in public settings. Different colors and designs will be produced for public sale at the convention.

Gil Brauch reported that our homepage on the Internet's World Wide Web has been receiving a fair amount of traffic. In December 1995 alone, we had an average of over 12 "hits" per day on our main page and just about 7 per day on the convention page. We are cross-referenced in many places and appear prominently in the NMRA's index and other catalogs of pointers. We may have to change service providers in the future, since Volant Corp. has changed their business procedures. The membership will be informed if this takes place.

Matt Schaefer gave a rundown of the setups we have on the books through April. This is going to be a very busy season, it appears. The folks who run the Great American Train Show (GATS) have approached us about doing a layout at their new show at the Baltimore Armory at the end of March. Matt and the BOD are to check this out during the weekend of the Timonium show and come back with a recommendation on it.

Brian and Gil Brauch presented a proposal that NVNTRAK adopt the Fairfax Hospital Women's and Children's Center as our charity to support for 1996. This is the first time we are attempting this. The purpose is to reinforce our not-for-profit status and to establish working relationships outside the model railroading community. We can expect to be involved in a couple of setups a year at the Center in support of this. The club voted to accept the proposal. The BOD will also devise plans so that we can begin sharing donations from public shows with the Center. Chester Freedenthal and Brian will be the lead on this project.

Rodney reported that we have over 80 people registered for the convention already. Only 24 of those are from NVNTRAK, so we have been making lots of progress. There was a real neat ad that Bernard Kempinski designed on page 9 of the Jan/Feb issues of *N Scale Magazine*, which has generated a couple of calls already. By the way, the ad space was donated by Jim Hundman. Support *N Scale Magazine*!! Plans are currently underway to schedule the tours and clinics. What is critically needed is volunteer help from within NVNTRAK. Members are encouraged to contact Rodney, or any other member of the convention coordinating committee to see how they can help.

Election of members of the Board of Directors was the last agenda item. Phil Lebet was re-elected to the board. John Drye, Chester Freedenthal, and Fred Obermeyer were elected as Board Members. They replace Charles Greenacre, David Greenacre, and Matt Schaefer, who had reached term limits. A resolution of thanks was passed by the club for the service that these three gentlemen have given to us. The meeting was over by about 3:30.

At a short meeting following the General Membership Meeting, on January 21st, the Board of Directors of NVNTRAK selected the club officers for the coming year. The new officers are: Brian Brendel, President; Phil Lebet, Secretary; Rodney Smith, Treasurer; John Drye, Superintendent. Gil Brauch, Chester Freedenthal, and Fred Obermeyer will serve as Board Members at Large. Congratulations to the new officers!!!

## R A I L E V E N T S T I M E T A B L E

Feb 3-4	1996 Big Railroad Hobby Show, West Springfield, MA	Mar 23-24	Great Scale Train Show, Timonium, Md.
Feb 17-18	<b>Greenburg Show, Capitol Exposition Center, Chantilly, VA-Setup Foreman: Brian Brendel</b>	Mar 30-31	Great American Train Show, Baltimore, Md.
Feb 18	RunniN Train's Convention Committee - Location and time TBD	Apr 10-14	Industrial SIG Convention, Huntington, WV
Feb 24-25	<b>Southern MD Rail Enthusiast Show, PG Equestrian Center, Upper Marboro, MD - Setup Foreman: Jahn Drye</b>	Apr 12-14	<b>Springfield Mall Center Court, Springfield, VA (tentative) - Setup Foreman: TBD</b>
Mar 19	Monthly setup - Location TBD	Apr 16	RunniN Train's Convention Committee - Location and time TBD
Mar 19	RunniN Train's Convention Committee - Location and time TBD	Apr 25-28	Pittsburgh Limited - Mid Central and MER Joint Convention, Monroeville, PA.
		Aug 15-18	<b>RunniN' Train's 96 Convention - Radisson Mark Center Hotel, Alexandria, VA</b>

(Items listed in boldface indicate NVNTRAK module events)



CABIN CAR

by John Drye

**FEBRUARY SHOWS**

**GREENBURG AT CHANTILLY-** February 17-18 at the Capitol Expo Center near the Chantilly Shopping Center on Willard Road off Route 28. We have a 50' x 30' space, enough for two loops. Setup is 3:00-6:30 PM on Friday and 8:00-11:00 AM Saturday. Public Show from 11:00 AM to 5:00 PM Saturday and 11:00 AM to 4:00 PM Sunday. Setup Foreman is Brian Brendel.

**UPPER MARLBORO, SOUTHERN MD RR-** February 24-25 at the Prince George's Equestrian Center. We have asked for a 30' x 50' space. Setup is 3:00-9:00 PM on Friday and 7:00-10:00 AM Saturday. Public Show from 10:00 AM to 4:00 PM Saturday and Sunday. Setup Foreman is John Drye.

NOTES: Setup at both shows will include a branch off Bernies' Quinamont Module for checkout and testing of modules under construction. If you are interested in doing some testing, please contact John Drye or John Steitz so we can coordinate setup space. Space permitting, we'd like to try two-loop setups at both shows. More space for **RunniN' TraiNs!** At least six at a time, maybe more.

IMPORTANT NOTE: I hope to call everyone with modules to develop the trackplan for the Chantilly and Upper Marlboro Shows. Transitions being what they are, I may well miss someone. If you don't hear from me and you intend to come, PLEASE call to bring me up to date.

**OTHER SHOW POSSIBILITIES**

**MARCH:** There are two possibilities for March Shows:

**GREAT AMERICAN TRAIN SHOW (GATS),**  
BALTIMORE-March 30 and 31 at the 5th Regiment Armory, 219 W. Hoffmam St.

**GREAT SCALE TRAIN SHOW, TIMONIUM-**March 23 and 24 at the Fairgrounds

There are advantages and disadvantages to both options. We need to make a decision by the Chantilly Show. If you have a preference, please let me or another member of the BOD know by then.

**SPRINGFIELD MALL (tentative)-** April 12-14 (Fri-Sun) at Center Court. Schedule will be confirmed in March-another opportunity for prime exposure and advertising for **RunniN' TraiNs 96.** We can set up 9:30 PM Thursday and run with a small crew Friday during work hours, until the rest of the crew arrives. With any luck, snow shouldn't interfere with this one.

**FAIRFAX HOSPITAL-** Date TBD. Brian and Gil have been out searching for more opportunities to achieve our club mission of non-profit education and marketing of N-Scale Model Railroading. They have contacted the Women's and Children's Center of Fairfax Hospital about doing a small setup there. The setups (perhaps several a year) would be for pre-op and post-op children in the hospital and their families. We could also use our public shows (at Springfield Mall, for example) to raise funds for the hospital. This concept was well received by the membership at the January meeting. More

(Continued on page 5)

**RunniN'  
TraiNs IN '96**  
**NTRAK East Convention**

**Convention Corner**

by Rodney Smith

This will be a short note this month because I am incredibly busy. Things are really falling into place. We now have 86 people registered for the convention and 88 rooms reserved at the Radisson. Based on that, I think we have a few registrations still to come.

And the news just keeps getting better and better: Micro Trains has told us that they will be coming. George Johnson from DeLuxe Innovations called me the other day and said his packet is on the way. The hotel is filling up, individual registrations are coming in, and dealer and manufacturer space is filling up fast.

Folks, we have got a winner on the way. But, as I said at the last meeting, we need volunteers. There are plenty of ways to help. We need trip captains for the buses on the layout tours. We will have to have guides to control layout setup, vendors and manufacturers on Wednesday and Sunday nights. Ticket sales and crowd control during the public show will be areas requiring a lot of manpower. Step up and make yourself known to the convention committee and help NVNTRAK put on the best N scale convention people have ever seen.



**New NVNTRAK Club Cars**

by Rodney Smith

I have just mailed off a deposit to George Johnson at DeLuxe Innovations for 250 Northern Virginia NTRAK club cars based on their twin tub gondola. The cars will come in two paint schemes -- a black car with the NVNTRAK logo in yellow and a silver car with the logo in black. They will look similar to DE's CSX and Norfolk Southern scheme cars. At this time cars will be approximately \$6.00 apiece, come with Rapido couplers, and be available in five road numbers.

I currently have orders with deposits of \$1.00 per car for 149 cars from those present at Sunday's meeting. There are approximately 50 cars in each paint scheme still up for grabs but I expect them to go fast. George told me he is in a slack period at the moment and thinks he can turn these cars around quickly. These cars are offered on a first come-first served basis.

If you want in on this order, get your number of cars, desired paint scheme (black or silver), and non-refundable deposit of \$1.00 per car to me soonest.





# THE HOSTLER'S SHACK

by Matt Schaefer

**TIMONIUM** - The Superbowl was Sunday but for me it was in the Cow Palace, Timonium. After it was over I felt like I had played all 4 quarters, but it proved the point to point operation, that handing off the controls would work smoothly, that the junction tower operators and walk-around train crews could pick up their work quickly - and that it would be fun. There was reluctance by some to use the Aristo and take a ride on the Red(ding) but once anyone did it they said the Aristo controls were an improvement in train control and they liked the long run. The Timonium layout was over 300 feet point to point including crossing the 5 middle modules twice.

We talked to members from other clubs like the N J Southern which is bringing at least 45 feet. The Keystone Club estimated they would bring 40 to 50 feet and preferred to be in the big layout realizing point to point was what so many of the members like. I am writing another article for Fitzgerald stressing the point to point as another big feature of the *RunniN' TrainS '96* Convention.

We also proved again that it was fun to have a joint club operation and mix up a few modules between the clubs. In addition we all heard raves from the spectators like "This is the most magnificent thing I have ever seen in my life" and the NTRAK layout alone was worth the \$5 price of admission. We were told that was the largest admissions of any Great Scale Train Show at almost 8,000.

**SPRINGFIELD MALL** - Melissa, Assist Director of Marketing, said there were 42,000 people in the mall Saturday; 29,000 Sunday; 39,000 Monday. Dave G. and Brian were in multitude heaven with their soapboxes. As you know we had a 30% of the modules cancel because of the blizzard, but we still had 120' feet - making a nice 32 module layout. Melissa said we would be invited back in April unless there was an unforeseen major show added to their schedule. Next time we can schedule a Friday, Saturday and Sunday show so we can tear down with the 6 PM Sunday mall closing.

**LOW VOLTAGE** - I didn't explain to everyone, but the voltage on the BANTRAK Red suddenly dropped to 5.5 V maximum at one point as they tried to run 6 or 7 units at a time. BANTRAK built their own Lindsay's - which only put 12 volts in to our receiver - and we normally use an 18V input. So for the convention we must ask for more than 12V for our Aristo receivers — and ask for the short buzzer too.

**THE WHITE WIRE** - Brian sez that some NTRAKers mentioned they want strict adherence to the use of the white wire. On page 79 of the How To Do It Book it says that the white wire is reserved for the three common tracks and we do not want to risk shutting down the mains because somebody tapped into the white line. This really applies to the big layouts like *RunniN' TrainS '96* where the DC is daisy chained around from one power supply to 30 to 60 modules.

*RunniN' TrainS '96* LAYOUT - The layout design is firming up. I am leaning toward including the club modules in

the ballroom system (layout) because we some want to have a solid mountain loop, we probably need a reliable yard like Edd's, I would like to have a New River Subdivision in the big layout and we all probably want to participate. If we have an overflow of modules then we add on the F&A RR (that's the Foyer & Atrium RR). I have distributed some layout sketches showing the Red Line as an incentive to attend *RunniN' TrainS '96*. Your comments are solicited on the layout and we will keep everything flexible as long as possible and not make final decisions until we have to. I think the layout in itself is exciting. In addition to the Aristo Controls and Jim Fitzgerald will write up the layout as a follow-up to the multi loop article last time.

**SUPERINTENDING** - I have put together a notebook for John Drye and was thinking of how far we have come. When I became Super, I got a note book with drawings of a few modules, layouts of about 12x20 for the Reston Community Center and the by-laws. Now we are writing the book on divisions, subdivisions, point to point operations, the fun of walk around radio controls, 6' deep scenery up Laurel Creek and we have plans for more and better. We are flying the professional Brendel banners and skirts. We participated in regional and national conventions and took 120 feet of modules to Timonium. We have the Radisson booked in August for a big bash including a great 60x100 layout with all the latest ideas... What are we going to do next year? Charles says we should all jump on the Superliner and take a trip.

**HUNTINGTON CONVENTION** - Everyone is invited to make reservations with Monroe and I on the Cardinal April 10th to take in the great Industrial SIG's convention April 10 to 14, 1996. We will visit ACF, Ashland Oil, ARMCO, Huntington Steel, take a river cruise past a pile of coal dumpers and take a ride in the Superliner cafe' lounge across WV — which ain't the same as following that white line on the concrete. Note: Make all reservations as early as possible to get the lowest fares, wherever you may go.

**PUBLICITY SHOT** - There was a photograph of Obiechobee at Hunt Valley in Fitzgerald's January newsletter and the better part of Dave was visible in the corner. At our business meeting I didn't want Dave to hear this so did not mention it, but I sent Jim two pictures for the newsletter (one with Dave G's face showing and one without Dave's face) and said use what you think looks better. Well I guess we don't have to wonder which one he liked better! I just wanted to explain why Dave's head was cut off in that picture.

**RUMOR MILL** - The name of the 4th junction module, *Greenacres*, is being changed to *Point of Rocks* and will be sceniced accordingly, I hope. *Point of Rocks* now weighs 50 lbs without scenery. I have built the 3x5 frame for the 5th junction and it weighs only 17 pounds without foam. It will be called Gauley Bridge and will resemble that junction between the NYC and C&O in WV.



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## Snowy Springfield Show

by Gil Brauch

An intrepid band of dedicated ferroequinologists traipsed across the frozen tundra to pursue their avocation on the Martin Luther King Holiday weekend. Springfield Mall's Center Court was the object of their journey, and by 11 am on Saturday, it was filled with the sounds of trains of all types running to and fro.

Fourteen of our members contributed their modules to the setup. They were: David and Charles Greenacre, Bernard Kempinski, Gil Brauch, Fred Obermeyer, Leonard White, Rodney Smith, Brian Brendel, Chester Freedenthal, Edd Braithwood, Ken Allen, John Cook, Matt Schaefer, and John Steitz. The layout was shaped like a giant "S" and had about 4 scale miles of mainline.

Most of the modules were the "old standbys", but Chester did introduce his *BRAC* extension to *Pleasant Valley* for it's first public showing. John Steitz' double crossover served as a staging yard, along with the club's advertising module, at the back of Bernie's *Laurel Creek*. As we were dismantling things on Monday evening (*late Monday evening*), Rodney announced that his *Refinery* module was going into retirement. At one point, Gil frustratingly announced an offering price for his whole setup - trains, modules, home

layout and all. No takers (fortunately). Things like that never last long, do they?

The big event of the weekend belonged to Brian. He and *Cat Corner* just don't seem to get along sometimes. This time he managed not only to accordion a bunch of cars across all of the main lines, but also dump **two**, yes **two!**, of his locomotives into *Cat Corner's* creek. We were lucky that John Cook's wreck train was already at work on the siding for quick recovery. Too bad nobody had a camera handy to record this event for posterity.

The crowds for the show were really enormous. On Saturday, everybody in Northern Virginia who had cabin fever came to the Mall. There were times when they were three deep along some of the edges of the layout. The ropes and stanchions kept "creeping in" and had to be reposted about every half hour. It's amazing how many people (particularly "little people") think trains are like little animals and need "petting" to keep them running along. Obie is now convinced he is going to have to put a Plexiglas protector on the lower loop of *Cedar Creek*. It's just too low and tempting for the "little people".

All in all, despite the long walk in from the loading dock and the late hour of teardown, the show was a great success. We got lots of exposure and handed out a whole bunch of club flyers. Mall management is talking about us coming back in April. What are the odds of a snowstorm after Easter?

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## ⚡ SUPERINTENDENT'S CABIN CAR ⚡

(Continued from page 3)

details as they become available.

A few of you may have noticed that the name on the masthead has changed. I made the mistake of not taking two steps back when volunteers were called for. I've been a club member for less than a year, although I've been a member of other clubs in the past (both wrong scale and fixed location!).

What has struck me most about NVNTRAK is how tolerant everyone is to the diversity in the membership: different railroads and eras; different ideas about setups, scenery and operations. A typical session is pretty varied, with trains from railroads all across the county, from the last 50+ years, traveling through modeled scenery from Virginia to Utah. Some want to use switchlists and operate, while others are happy watching the public watch us **RunniN' TraiNs**.

I've also noticed how hard everyone works while having all this fun. I appreciate all the help and advice I've gotten so far. Matt's shoes will be a challenge to fill, but I'm looking forward to giving it a shot. If I could just talk him into letting me play with the Ouija Board!

### Recuperation Report

Fred Obermeyer reports that Eugene Aldridge is doing "OK" in his recuperation from a fall in December. He still has a while to go in his casts, though. A quick card, phone call, or visit (call ahead please) would still be appreciated. His address and phone number are on the membership list.

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## The Voice From Down Under

by krehmkej@whio.lincoln.ac.nz

Christmas season is, of course, high summer here in New Zealand. That means that schools are closed and everybody is on holiday. Over the holidays, I became a conductor, for real, on the Ferrymead Railway. The conductor is called a "guard" here, and is in charge of all train movements. We wear a vintage New Zealand Rail uniform with black coat, blue trousers, company tie and a cap that could pass for the Air Force service cap.

Mostly we have been running with Vulcan railcars. They are sort of like the early McKeen and Brill cars. These were built in England in 1939. 10 were shipped from England. 9 were sent to the South Island by New Zealand Rail, and one was sent to the bottom of the Atlantic by the German navy. They are powered by a 250 hp Vulcan/Frichs diesel, and have a 6-speed gearbox and pneumatic controls.

There's a driver's cab at either end, and a center vestibule. The guard signals the driver using a bell activated by a push button in the vestibule. These units can m-u, and we do it on occasion. The Vulcan was built to last (obviously) as they were in regular service in the Southern Alps until 1978.

Top speed is over 75 mph, and, being heavy, they ride really well. So, I punch the tourist's tickets and give them a short history as we race down the rails at 20 mph!



# Obie's Corner

**Atlas Model Railroad Company** - GP-7's!!! WOW - Are these a *hot item*!!! Small supply in stock. GN, ATSF, PRR, ACL, Erie. 2nd run due out in Feb 1996. I can't wait.....

## Micro-Trains - Recent Releases

49430	40' Dbl Sheathed Reefer (Edelweiss)	15.70
53050	Centerbeam Flat (Milwaukee)	19.60
65340	Tank Car - GATX (UP)	19.95
20760	40' Single Door Boxcar (SP O'nite)	10.40
56060	33' Twin Hopper (PRR)	11.60
55120	33' Twin Hopper (T&P)	11.60
203062	40' Standard Boxcar (BN)	10.40

**Kato** - Steam engines in stock and ready to roll. NYC, ATSF, SP. Others to follow soon.

## Wm. K. Walthers -

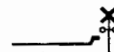
Cushion coil cars. NS, BN, ATSF, UP, CSX, Conrail.  
Composite gondolas - CB&Q, Wabash, SAL, RI, Milwaukee.

## ConCor -

New McGinnis Set is out and is nice looking. This is the New Haven set.

Also has released the DL-109 in Southern Railway and a Hudson in Southern Crescent. We have both in stock now.

A lot of other new stuff on the shelf. Stop by and check it out!!



## Where's That Connector Track????

*by Alan Griggs*

The short sectional track pieces used for connecting NTRAK modules always seem to get lost in the bottom of my tool box. Fastening them together with rubber bands works fine for about one setup - before I break the rubber band or lose it. Then I stumbled onto a better idea.

The ACCO brand metal paper fasteners designed for the standard 2 3/4 inch spaced holes hold the sectional tracks in nice tight packs of ten or more and last nearly forever. For some reason they are much harder to lose than rubber bands. You can use the fasteners with or without their clamping strip - but the clamping strip is easy and neater.

To use the fasteners just put the "legs" through the ties of the sectional track pieces and stack them up. Then, just fold over the top ends of the legs to hold them together. I really works neat!

For the record, I do not own any ACCO stock.

## A Note of Thanks

*NVNTRAK BOD*

As of this issue, editorship of the newsletter passes to Gil Brauch from Jackie White. Jackie volunteered to step in as editor at a time when we were experiencing some organizational "growing pains". It is largely through her efforts that the newsletter survived as a viable means of communicating with the membership. While she was editor, the newsletter took on its current format, which transformed it from a bulletin-style mimeo sheet to the attractive, informative communications vehicle you enjoy today.

On behalf of all the membership, the Board of Directors extends our sincere thanks to Jackie. We wish her well in her new job, and to her and Leonard and their family peace and joy in their new home. A token of our collective appreciation will be presented to Jackie on behalf of the club by the BOD, but we are sure she would appreciate hearing from you. you can drop her a personal note of thanks at:

317 Jasper Place  
Alexandria, VA 22303



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 payable in January. Send check: Treasurer, Northern Virginia N-TRAK, P.O. Box 1951, Herndon, Virginia 22070.

Submissions should be sent to the editor, Gil Brauch, 6111 Lorcom Ct. Springfield, VA 22152, by electronic mail to [gbrauch@lmi.org](mailto:gbrauch@lmi.org), or faxed to 703-917-7482 (and clearly marked for Gil Brauch on the cover sheet).

Please send articles for the March 1996 newsletter by February 22, 1996. Thanks.

## NOTICE:

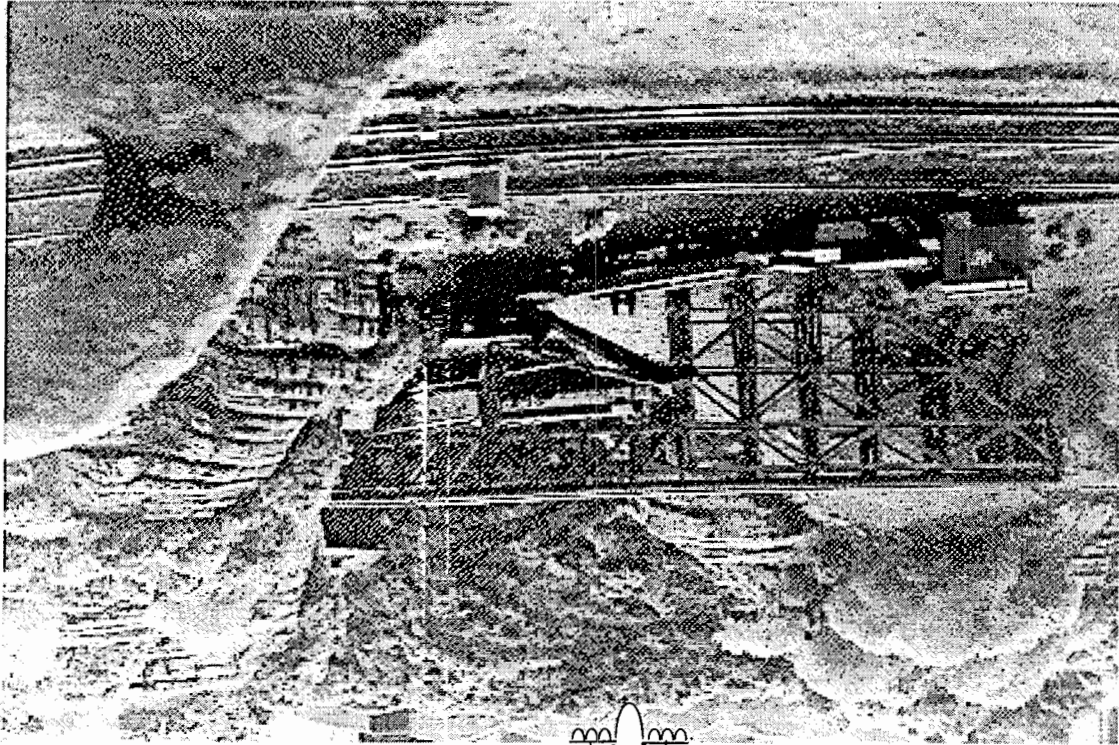
The current membership list for NVNTRAK has been enclosed in this mailing to all NVNTRAK members. In keeping with our club policy, membership lists are not distributed to other than full members. The only exception is NTRAK, which gets mailing information necessary for their membership records.



NORTHERN VIRGINIA NTRAK  
Membership Roster

JAN '96

Last Name	First Name	Address	City, State	Zip	Home Phone	Work Phone	Mbr. Type
Aldridge	Eugene	5331 Taney Ave., Apt. #101	Alexandria, VA	22304	703-212-7640		F1996
Allen	Kenneth R.	2204 N. Pickett St. #201	Alexandria, VA	22304	703-751-3830		F1996
Alfred	J.S.	11707 Indian Ridge Rd.	Reston, VA	22091	703-860-3343	703-787-7300	F1996
Alfred	Jim	11707 Indian Ridge Rd	Reston, VA	22091	703-860-3343	202-272-0424	F1996
Austin	Dennis	314 Argus Pl.	Sherling, VA	22170	703-444-7198	202-501-1523	F1996
Berger	Richard	4303 Marquis Pl.	Woodbridge, VA	22192	703-590-9893	301-240-9183	F1996
Bragunier	David L.	2123 Oakland St.	Arlington, VA	22207	703-525-3626	202-416-8144	F1996
Braunh	Edd	2017 Wetherfield Ct.	Reston, VA	22091-3602	703-860-2899		F1996
Braunh	Gil	6111 Lorcom Ct.	Springfield, VA	22152	703-566-7985		F1996
Brendel	Brian	10503 Manor View	Manassas, VA	22110	703-257-0493	703-820-2345	F1996
Brown	George E.	PO Box 472	Oxon Hill, MD	20750	301-423-7355	301-772-5003	F1996
Budens	Robert	5345 Taney Avenue, #201	Alexandria, VA	22304-5920	703-823-6717	703-308-2960	F1996
Chibarro	Matthew	2203 Carter Mill Way	Brookville, MD	20833		301-217-4792	F1996
Coates	Ron	5765 Rexford Ct.	Springfield, VA	22152	703-912-3119		F1996
Cook	John	15913 Bramer Dr.	Dumfries, VA	22026	703-670-9700		F1996
Daves	John	9521 Poplar Leaf Ct.	Farfax, VA	22031		202-324-2387	F1996
Drye	David B.	8316 Tobin Rd #T2	Annandale, VA	22003	703-698-7148	703-931-3500	F1996
Durden	John	7702 Trammel Rd	Annandale, VA	22003	703-560-1706	202-273-6363	F1996
Fischer	Mark	11759 N. Shore Dr	Reston, VA	22090			F1996
Freedenthal	Chester	7449 Brighthouse Ct.	Alexandria, VA	22310-3835	703-922-3778	703-274-4018	F1996
Forsh	Ron	302 Sunnybrook Terrace Rd.	Gaitersburg, MD	20877	301-975-0193	301-946-8808	F1996
Gaetano	Douglas P.	7538 Alleghany Rd.	Manassas, VA	22111	703-335-1934	703-293-4100	F1996
Gervais	Albert	2705 Keystone Ln. #203	Vienna, VA	22180	703-560-7027		F1996
Giddens	John C.	6702 Greenview Ln.	Springfield, VA	22152	703-451-2832	202-863-3192	F1996
Graulau	Victor	7525 Lee Hwy.	Falls Church, VA	22042	703-560-0824	703-903-0824	F1996
Greenacre	Charles	11565 Woodhollow Ct.	Reston, VA	22091	703-620-4588		F1996
Greenacre	David	11565 Woodhollow Ct.	Stafford, VA	22091	703-620-4588		F1996
Griggs	William A.	830 Hope Rd.	Alexandria, VA	22554	703-659-0819	703-720-4470	F1996
Harrison	Thomas P.	107 St. Stephens Rd.	London, VA	22304-1726	703-370-6519	703-370-2234	F1996
Hawker	Tony	8009 Cardiff St.	Montgomery Village, MD	20879	301-869-3726	301-670-0381	F1996
Helzapfel	Keith	9332 Frostburg Way	Alexandria, VA	22314	703-960-7949	703-549-6763	F1996
Huffman	Clay	105 N. Union St. #224	Alexandria, VA	22311	703-922-9137	703-845-6929	F1996
Kempinski	Bernard	1801 North Beaufregard St.	Christchurch, New Zealand				F1996
Krehmke	James W.	9 Brittan St.	Falls Church, VA	22046	703-532-0128	703-553-9700	F1996
Krekel	Lyman	614 Knollwood Dr.	Arlington, VA	22210	703-525-3686	202-387-4011	F1996
Lebel	Phil	P. O. Box 10681	Alexandria, VA	22309-1226	703-360-2313	703-360-2313	F1996
Matthews	Peter	4416 Longworte Sq.	Nokesville, VA	22132			F1996
McQuade	Sam	4367 Sunset Ct.	Burke, VA	22075	703-764-9690	703-695-1010	F1996
NLgent	Dave	5303 Jerrell Ct.	Alexandria, VA	22310	703-971-1590	703-922-8845	F1996
Obermeyer	Fred	6012 Leewood Dr.	Woodbridge, VA	22193	703-878-1225	202-366-6311	F1996
Rutherford	Bill	5436 Lomax Way	Annandale, VA	22003	703-978-2946		F1996
Schaefler	Matt	4301 Starr Jordan Dr.	Woodbridge, VA	22191	703-490-4048		F1996
Smith Jr.	Robert L.	13806 Bolls Ave	Springfield, VA	22152	703-644-6359	202-479-1878	F1996
Smith	Rodney L.	6401 Gregory Ct.	Alexandria, VA	22302	703-845-0695	202-778-0163	F1996
Steltz	John	3325 Valley Drive	Oxon Hill, MD	20745	301-630-7565	301-630-7565	F1996
Stewart	Montroe	4908 Woodland Blvd.	Falls Church, VA	22044		703-247-1842	F1996
Tandoc	Tom	507 Roosevelt #C420	Alexandria, VA	22304-4905	703-370-9682		F1996
White	Leonard	137 Jasper Pl.	Woodbridge, VA	22192		703-455-4000	F1996
Zapi	Robert J.	4355 Chamford Ln.	Manassas, VA	22110-3118	703-361-2504		F1996
Zutter	Carl	7921 Clifton St.	Manassas, VA	22110	703-369-5092	703-369-5902	F1996
Zutter	Steve	8567 King Carter St.	Manassas, VA	22110			F1996

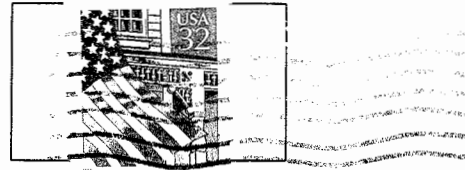


**Anybody seen Brian around here?**

Feb '96



P.O. Box 1951  
Herndon, VA  
22070



Edd Braithwood  
2017 Wethersfield Ct.  
Reston, VA 22091-3602  
Exp 1/97

