



Northern Virginia NTRAK
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W The View from Manassas Junction W

by Brian Brendel

How to be Famous ... or infamous

The Chantilly show was a rousing success. I heard many positive comments which echoed what we already know about N scale: economy of space, plausible scenery, realistically long trains, and the list goes on. I heard from the chairman of the Manassas Railfest, who was flabbergasted by our large layout and promised to make much more space available to the club for that event. I heard how nice our skirts looked, and how well the new throttles worked. I heard questions from the public on a wide range of topics, and I heard answers which were right on the money. Except for one — about money.

Someone told a member of the public about the “over a thousand” dollars tied up in their modules. Schreeeh! Hold it a second. Brakes in emergency. “Too expensive...” I heard the folks who asked the question say as they walked away shaking their heads. Converts to N scale? I don’t think so.

Why do we hold public shows? For me, the number one reason is FUN. Individually, we get to play with (er, operate) our trains, show off our work and promote our hobby. For the club, the potential is to gain new members. More members means more folks in OUR SCALE, which eventually translates into more and varied products on the market. We need to be careful about who we boast to about all the money we spent. If we are not careful, we’ll scare off the folks who maybe can’t spend so much: the beginners.

At public shows in particular, we need to accentuate the positive when a “newbie” asks about N scale. Tell them they could build an uncomplicated module for around \$60, that good running LifeLike engines can be had for \$25, and that Atlas freight cars sell for about \$4 — and on sale, sometimes cheaper than that. John Cook has a favorite analogy: “Costs about the same as golf, and you’ve got a LOT more to show for it at the end of the year.” Downplaying the costs is not being dishonest or unrealistic; some folks just like a little reassurance before the start something new.

We need to be prepare for even more “new guys” and questions. We’ve seen more folks at more shows in the past three months than ever before: 5,000 at Chantilly; 8,000 at Timonium; 40,000 through the doors at Springfield Mall. These figures are staggering. But so is the fact that we may start to have the news media cover our events up to, and especially at, the convention. And you know how those guys love sound bites.....

In short, we need to concentrate on making our hobby look

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And The Winner Is....

by the RunniN’ TraiNs ‘96 Convention Committee

The entries are in, the judging is completed, and the negotiating is finished. WE HAVE A WINNER!! And the winner is....

our RunniN’ TraiNs ‘96 Convention Car!!

Yes, that’s right. Our convention car is a true winner. After considering all of the alternatives available, we have decided upon a Micro-Trains Series 20000, 40’ Standard, Single Door Box Car. Roofwalks will be included, but not mounted.

The car will be Bright Yellow with a silver roof (much the same as the club cars Gil Brauch does for us now). There will be two logos on the car. The convention logo, to the right of the door, will be black with a big, Bright Red “N”. To the left of the door will be a Rock Island Blue map of Virginia, with the Virginia tourism logo “Virginia is for Lovers” (complete with a Bright Red heart) and an equally Bright Red star in the vicinity of Alexandria. Of course, the normal dimensional data and end reporting marks will be included. By the way, the car is numbered NVX 81596 to commemorate NVNTRAK as the sponsoring club and 8/15/96 as the starting date for the convention.

Credit for the design is shared between Jim Allred and Gil Brauch. Each will receive a car for their efforts. We’ll let them fight it out for production copies #1 and #2. Thanks guys!

We expect to run 300 of the cars, so you had better get your paid reservations in early for this one. We already have over 100 registrations for the convention and it is entirely conceivable that they will be sold out even before the convention starts. Sale price is \$20.00. Reservations require prepayment in full.

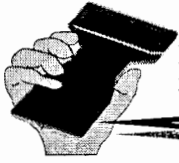
Color reproduction is beyond our means in the newsletter, but you will find a black and white artist’s rendering of the car on page 6.

inside this month . . .

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Full Radio Control has Arrived!!

by Gil Brauch

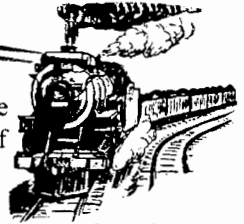


The Greenberg Show at Chantilly was a great success for NVNTRAK, not only because we had good participation, lots of spectators, and a lot of fun just RunniN' TraiNs, but also because we were able to go full radio control. Through special arrangement with Star Hobbies of Annapolis, one of the largest Aristo-Craft dealers in the area, we were able to purchase six additional Aristo-Craft Train Engineer (TM) throttles.

The price was so good that even

Obie recommended that we go for it!

The throttles are of the new design, which incorporates quite a few improvements over the older versions. Both versions are completely compatible, which we soon learned the hard way. We now have nine Train Engineer radio controlled throttles. From an operational perspective, that allows us to double-block all three main lines *plus* the mountain division - and still have one left over to use as we see fit. As we begin more of the multiple loop layouts, this flexibility will become increasingly important to us.



In brief, since each of the remote transmitters can be coded to control two different track receivers, the theoretical maximum number of receivers we can now use is 18. Even though we won't need that many for our club operations, we will need a substantial number of receivers for the N Scale East Convention, *RunniN' TraiNs '96*, if we are going to run five interconnected loops with radio control on most. One significant advantage of the new Train Engineer sets is that the receivers and transmitters can be coded to each other without setting dip switches or opening cases.

Speaking of cases, Brian has acquired a nice carrying case for the new throttles. Included in that case will be a set of instructions on how to set up and code the receiver/transmitter pairs. It would do well if each of us became very familiar with these instructions for two reasons. First, this will be the primary means of control for NVNTRAK in the future at most all of our setups. Second, come the convention, each of us - as members of the host club - are going to be expected to be "expert" in troubleshooting minor glitches that are bound to occur with operation of the big layout. The more we all know, the more fun everyone will have.



At the next setup, take the opportunity to spend some time "at the throttle" and learn about the capabilities and characteristics of the system. You may be so impressed that you will join the ranks of those who have them for their home layouts (real or imagined).

Pictures and logo used in this article are copyright by Aristo-Craft Trains.

RAIL EVENTS TIMETABLE

Mar 16 Potomac Division NMRA Mini-Convention, Senior Citizens' Center, Rockville, MD
 Mar 18 Convention Committee Meeting - 7 pm - Rodney Smith's House
Mar 23-24 Great Scale Train Show, MD State Fairgrounds, Timonium MD - Setup Foreman: John Drye
Mar 30-31 Great American Train Show, The Armory, Baltimore, MD - Setup Foreman: Brian Brendel
 Apr 10-14 Industrial SIG Convention, Huntington, WV
 Apr 12-14 **Monthly Setup - Springfield Mall Center Court, Springfield, VA - Setup Foreman: John Drye**

Apr 14 Gaithersburg, MD - Setup Foreman: Keith Holzapfel
 Apr 25-28 Pittsburgh Limited - Mid Central and MER NMRA Joint Convention, Monroeville, PA.
May 19 Monthly Setup - Prince of Peace Lutheran Church, Springfield, VA - 2-6 pm
 Aug 15-18 **RunniN' TraiNs 96 Convention - Radisson Mark Center Hotel, Alexandria, VA**

(Items listed in boldface indicate NVNTRAK module events)



CABIN CAR

by John Drye

One of the things I intend to do with this column is improve the dissemination of information about our shows and setups. By doing this, I hope to hold down some of the confusion about when setup starts and when shows end. One thing that needs to be done, however, is to set a final clampdown time for each setup. If you are scheduled to participate and are not there by "clampdown", we are going to have to proceed without you. We almost missed opening time at Chantilly (although weather was a factor for some), and don't want to risk having that happen. We need to have trains up and running by the time doors open for public shows. With all this in mind, here is what we have for the next two months.

MARCH SHOWS

SCALE SHOW AT TIMONIUM - March 23 and 24 in the Cow Palace at the Fairgrounds. We will be setting up with BANTRAK again. Folks from BANTRAK were extremely positive about how much they enjoyed the joint show with NVNTRAK in January. We have a 30' x 40' space, enough for two loops. Setup is 3:00 to 6:30 PM on Friday and 8:00 to 10:00 AM Saturday. *Clampdown is 8:30 AM Saturday.* Public Show from 10:00 AM to 5:00 PM Saturday and 10:00 AM to 4:00 PM Sunday. Setup Foreman is John Drye.

GREAT AMERICAN TRAIN SHOW (GATS), BALTIMORE - March 30 and 31 at the 5th Regiment Armory, 219 W. Hoffman St. and We will plan a small setup, led by our intrepid president, to "show the flag". If you are willing to volunteer for this one, please contact Brian. Setup is 3:00-9:00 PM on Friday and 7:00-10:00 AM Saturday. *Clampdown is 8:00 AM Saturday.* Public Show from 10:00 AM to 4:00 PM Saturday and Sunday. Setup Foreman is Brian Brendel.

OTHER SHOWS

SPRINGFIELD MALL - April 12-14 (Fri-Sun) at Center Court. Time schedule will be confirmed in March. This is 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, the snow shouldn't interfere with this one.

GREENBELT- GAITHERSBURG MODEL RAILROAD SOCIETY - April 14 (Sunday only) at American Legion Post #136, 6900 Greenbelt Rd. Greenbelt, MD. Setup is 6:00-9:00 AM on Sunday. Public Show from 9:00 AM to 3:00 PM. *Clampdown is 7:30 AM.*

SETUP POLICY and STANDARDS

Since we have quite a few new modules, with more on the way, the BOD plans to review Club Rules and Regulations concerning modules and equipment during March. Areas covered will include: module performance (clearances, electrical, trackage), equipment performance (weighting,

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

Convention Corner

by Rodney Smith

And the news just keeps getting better and better...

At six months out the convention is in excellent shape. We are ahead of almost all of our initial projections and assumptions for this time. I spoke with Helen Baker of the Radisson hotel and we have approximately 400 room nights which exceeds our room night requirements by 100. That translates to over 100 individual reservations at the hotel and Helen is telling me that if anyone wishes to stay at the hotel during the time of the convention, they had better get their reservations in soon. We are filling up the Radisson and we still have six months to go.

Obie has been doing a marvelous job at selling dealer tables. The Terrace Room, our largest dealer space with room for 70 tables, is full and we are now selling space in the smaller conference rooms on the second floor. Manufacturers are signing in, with Micro-Trains providing the big surprise. You may not realize how big a coup it is to have Micro-Trains at our convention, but no one can remember Micro-Trains ever attending an NTRAK convention that was not held in conjunction with the NMRA convention. Its a long way from Rogue River, Oregon to Alexandria, VA — but we have them. We signed up a representative of Aristocraft, the maker of our radio throttles, at the Chantilly Greenburg show. Their representative, Star Hobby, has volunteered to provide us with several of the add-on electronic modules to test during the convention. Maybe we can get them to put on a clinic or teach them a few things. Digitrax is coming and will be conducting clinics on DCC. Robert Hundman, of *N Scale Magazine*, is coming and will be teaching how to get published in his or other model railroad publications. George Johnsen, of DeLuxe Innovations, will be present and has promised me two clinics. These clinics plus many more are sure to make the convention a don't-miss event.

Read the larger article on the convention car for all the details, but suffice it to say that we have what we believe to be a winning and collectable car in the works. We already have 80+ orders so don't wait too long to put in your order.

Even though I am an NMRA member, it was my intent to prove that NTRAK and N-Scale doesn't need to satellite off of NMRA to have a successful convention and I think we have done that. The clinics, tours and special events at the convention are going to be second to none. We have been able to pull in masters of the art of model railroading such as John Armstrong and Paul Dolcos. We are drawing in the big

(Continued on page 5)





by Matt Schaefer

THE BIG LAYOUT: The status of the convention layout an operations is that everything is firming up; the shape, the controls, the wiring and the testing. At this time we have enough modules to have a decent layout even if we have to use our own modules to fill out the 83x120' ballroom.

PUBLICITY: Jim FitzGerald will put another article of mine on our layout in his March newsletter and an old article on yards in the May *N Scale*. We should pick some more procrastinators from that. Bernie will have a plug on the layout with an article on the whole convention as mentioned elsewhere in this newsletter. I think we need to plan in all areas for contingencies like 200 registrations in the last two months and keep our options open as much as possible.

RED LINE ROUTE: This route will be about 25 miles long including the Shenandoah Cut Off Division, which is the return that completes the grand circuit. Both the BANTRAK and the N. Raleigh club are bringing a Division each of about 35 modules; S. Hampton Rhodes is bringing 10 modules; and N. J. Southern is bringing most of the Eastern Peninsula Division with 12 modules - so far. Other clubs like Long Island, Keystone and DARN have not gotten

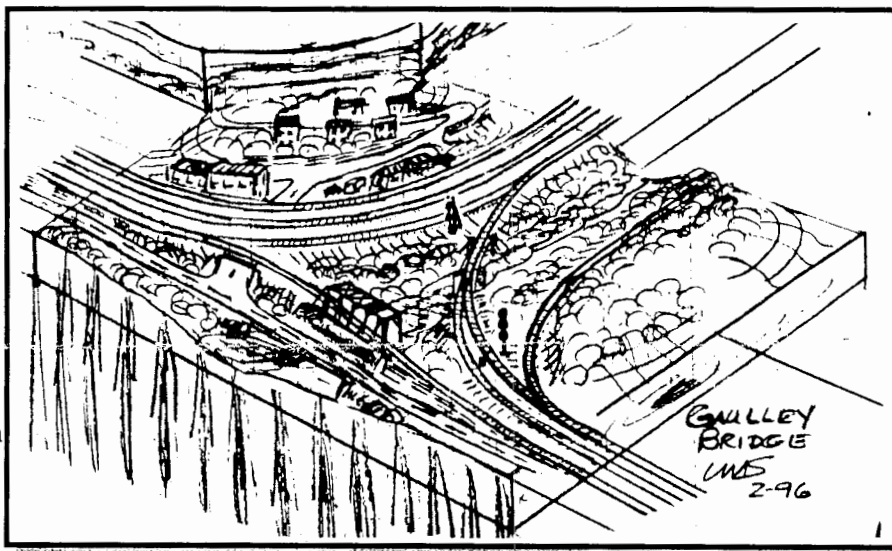
firm commitments from their members yet. I'm dedicated to a layout and Red Line Route that will be easy to operate, reliable and fun. Were taking a big step up in technology and it will be the talk around all the hostlers shacks and sand houses and other bull sessions. At this point there is no doubt in my mind that it will work fine — BUT we must adhere to some guidelines, which we are developing.

JUNCTIONS: We now have 3 junctions — Obiechobee Swamp, Point o' Rocks; and Bernie's QN Tower — which can be used in testing the loop operations. Charles, Dave and I expect to have a 4th junction, Gauley Bridge Junction, finished within a month (*ED: See sketch*). Obie is going to build two more, making a total of 6 junctions. Also the DARN club has offered their 3 junctions that are a part of their famous "Diamond Mill" if we need them. I have received requests for my junction plans. One request said: "The junctions offer a whole new world for NTRAK modules". Another said: "Thanks for a great contribution to the hobby". I might add with the Aristos we are adding a

whole new world for N operations and NTRAK.

Right now, however, we need club members to adopt pairs of junctions and to help with the scenery if they can. How about some of you guys out there who don't have a module of your own yet helping out with this? I can carry 6 junctions nested and stacked in my van BUT not with the New River Gorge in there! Junctions have many uses and we can use plenty of them to provide set up yards, branches to modules being worked on and corners whenever we need them.

IDEAS BEGET IDEAS: Gil has come up with yet another improvement for operations with the Aristo controls that we will test out as soon as we can. The idea is to have the enginemen use the same throttle around all the Red Line Route and just change codes in the transmitters "on the fly" for each block as they encounter them. The point is that ideas pollinate more ideas and in NVNTRAK ideas are blossoming out all over. Maybe this idea will spawn another idea ... that's evolution at work.



During the Chantilly show I successfully tested a simpler slowing block made specifically for use with junctions. Then John Steitz had some good ideas on how to improve those controls. I have been working with Mike Dunn of New Jersey Southern for months and they are bringing over 62' of modules. We have

finally worked ideas together and they have agreed to patch our Aristos into their Red, which they will also be using heavily for local movements. They also will give our through trains priority over their division. They have just bought and are testing their first Aristo and we need to exchange results. My goal, like everyone else's, is to have everything simplified and in place so we can just sit back at the convention and let

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COMING NEXT MONTH

Special Convention Issue

Read all about the plans and progress for events and happenings at the convention.

Clinics	RUNNING	Tours
Vendors	TRAINS IN '96	Layouts
Contests	N Scale East Convention	Auctions

See it first in your NVNTRAK Newsletter!



The Convention in Print

by Bernard Kempinski

During this past month, I submitted an article to *N Scale Magazine* which covers the N Scale East Convention, *RunniN' TraiNs '96*. Current plans, which have been coordinated with the magazine's staff, are to have the article appear in the next issue, which will be the May-June one. In addition to the article's text, I submitted 20 photos, 7 of which were enhanced with photoshop and printed to slides. I also made a list of tours and clinics that were to be added to the article. The intent is to have a spread similar to what Long Beach had in *N Scale Magazine's* March-April issue. I think that our photos are better than theirs and we should have some neat graphics associated with the main layout. The bottom line is that our spread will be as least as good as theirs, if not better!

In addition to the *N Scale* coverage, we understand that a picture of John Cook's module will appear in Trackside Photos in the July issue of *Model Railroader*, along with a caption that talks about the convention. If we are lucky, they will even include some of our graphics to catch the reader's eye.

Finally, and not to promise too much, but we think that we will be seeing some NVNTRAK photography in *Railmodel Journal* in the near future. The specifics on that one are a bit sketchy at this time. All in all, it looks like NVNTRAK will be noticed by a lot of folks before we're finished. Keep your eyes peeled. You never know where we will show up next!

Now we need some more pictures. If you have a model of module that you want to show to the rest of the hobby, please give me a call to set up a photo shoot.

Calling All Flyers!

NVNTRAK is in the process of updating the club flyers that we distribute at public shows. The updating includes changing to a tri-fold format to fit the holders we have acquired for use in area hobby shops. If you have a "stash" of the older blue flyers, please call Brian for disposition instructions.

Convention Corner

(Continued from page 3)

names in N-scale manufacturing and have the interest of the major model railroading publications. *RunniN' TraiNs '96* has the potential to be a watershed event in N-scale model railroading and NTRAK.

The next convention committee meeting will be held Monday, March 18th at 7 pm at my house. The main order of business will be identifying and sorting out the tasks remaining between now and the convention.

SUPERINTENDENT'S CABIN CAR

(Continued from page 3)

flanges, couplers), setup and takedown schedule and activity, module ideas (crossovers, yards, switching), and tower operations (to prepare for the convention's multi-loop setup). The object is not to become burdensome, but just to help us make sure that things will "run right" at our public shows.

If you have any ideas or suggestions on policy and standards, please let the BOD know. We don't want to fix what ain't broke. As a wise NTRAKER once said: "The best rules are the ones that are adhered to voluntarily, because they make sense." For instance, one current rule that we could improve our performance on is as follows:

"Rule 2. Housekeeping. Each member shall be responsible for maintaining a clean work area during Club meetings and activities. Each member is also responsible for general cleanup after Club meetings and activities."

Presenting a "neat face" not only shows up good to the public, it also increases our enjoyment by lowering frustration levels as we try to find a place to do things while the trains are running "free and clear". Give me a call and let me know what you think. See you in Timonium!

The View from Manassas Junction

(Continued from page 1)

attractive, fun and "professional" (loose translation: "cool"). In addition to how we talk about it to the general public, how it looks to them is important, too. If we keep the layout areas clean and uncluttered (including the tables inside the layout — with me as the chief violator, included), run dependable trains with minimum of breakaways (test them at home or before the layout opens to the public, if possible), and treat each other and the public with courtesy and respect, we will go a long way toward meeting this objective.

Remember, company's coming in just six months ... and they're bringing *video cameras!*

Welcome New Member

(A new feature that will run regularly)

Northern Virginia NTRAK extends a hearty welcome to **Brad Knowlton**, our newest member, who joined at the Chantilly Greenberg show. Welcome to the club, Brad.



**Shenandoah Subdivision
of the
West Virginia Central Railroad**

(...or How My Wife Picked Out An Unfinished Basement
With A House Over It)

by *Brian Brendel*

The Shenandoah Subdivision is my fifth train layout — not including modules — and is without question the most fun of all to build and play with (I mean, er, um,) *operate*. Start with that unfinished basement, and add generous portions of lumber, drywall, electrical, plumbing, and (eventually) carpeting. Sprinkle in a dash of paint, drywall mud, and caulk. Garnish with two hundred feet of mainline track, two hidden staging yards and a 12' module facing the wall, and serve. For dessert, offer the flashing railroad warning lights or the wall painted to represent the side of a Southern Crescent passenger car. And to think ... I can blame most of this on my wife.

Colleen wanted to move closer to her work than the million-miles-away our home in West Virginia was, where we had lived for 3 years. As an incentive, she offered to find us a house (back on Earth) with a big unfinished basement ... thinking, I am sure, that he'd NEVER finish it. Well,... I did!

The result is something which has grown WAY beyond my control, but not as out of control as Monroe's layout. The

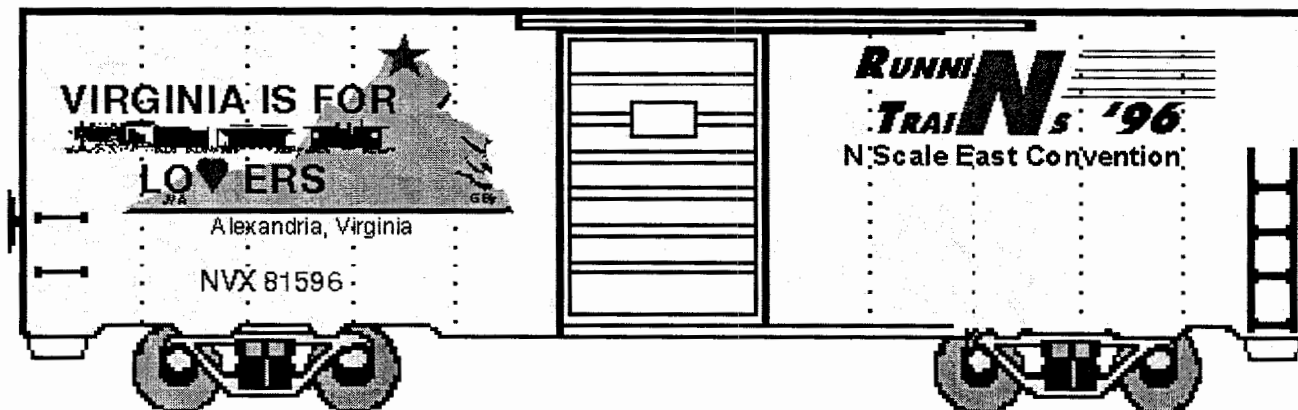
W.V.C. is a mythical railroad that runs from Bond, WV to Harrisonburg, VA. This presents an opportunity for big-time mountain railroading and pretty scenery. Bernard Kempinski and Matt Schaefer very graciously offered to help me with backdrop painting. (M&B: many thanks ... remarkable ... Wait'll you guys see it!!) Benchwork and sub-roadbed are done; electrical is an ongoing project; scenery is progressing nicely; and at least I can run a train ... somewhere.

I used the giant "shelf braces" from Kalmbach's *Building Model RR Benchwork*, which allows easy storage under the layout. Benchwork height varies from about 42" to 54". I used mostly extruded polystyrene pink foam to provide sub-roadbed, which gives an opportunity for easy below-grade or elevated scenery. Lighting valences, front and back boards are all 1/8" Masonite, curved around the corners.

Modules are now, and will be in the future, a very important aspect of the subdivision. The 12' Shenandoah Junction — sometimes called the "flyover 'T'", is facing the wall and has a replacement section of scenery to allow it to differ from the Junctions' big mountains. There is a non-standard module connected to Shenandoah which will have a large industry. There are also plans for a future "Guest Module" hookup in the crew lounge area (presently the playroom that Jake doesn't play in yet).

I figure by the time I'm 50, I'll be done. (*Ed: HA! That's what we all think!*) Just in time for my wife to go look for another basement.

RunniN' TrainS '96 Convention Car



**Don't delay - Order yours today!!!!
\$20.00 prepaid will hold one for you.
Contact John Cook - (703) 670-9700
or jcook@ida.org**



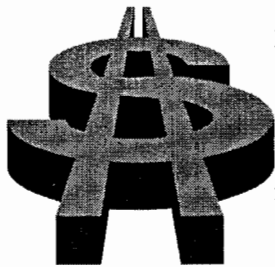
Treasurer's Report

by Rodney Smith

It's been a busy Winter with lots of snow, lots of things happening in the club, and time to bring you up to date.

Club car order: I spoke with DeLuxe Innovation's George Johnsen on the 17th. He told me that the artwork we sent was fine for their purposes and all he needed to do was thicken the lines some before he made his pads. He was in the process of printing the Burlington Northern series and as soon as that was done we were next. I was promised delivery by the end of March. The black cars are sold out and I currently have orders for all but 26 of the silver cars. I don't have deposits yet for all cars that have been ordered. If you have ordered cars but have not given me your deposit of \$1 per car by the time the cars arrive, I will delete your order and add those to the remaining cars on a first come - first served basis at the next scheduled meeting of the club. There, that should be

incentive for you to make sure I have your money. I will not track you down.



National NTRAK newsletter: I have mailed out a check to Jim Fitzgerald for \$235 for 100% newsletter subscriptions for all 47 full members of the club. Jim said he would have no trouble extending the

subscriptions of those already subscribing. If you wind up with two copies of the newsletter, please send the second mailing label back to NTRAK explaining that you have received a dual subscription. Some of you whose subscription expired in January, like me, may miss an issue. I'm sorry for any inconvenience this causes but it is a result of the timing of our annual dues payments.

Additional Club benefits: The club bought six new Aristocraft throttles at the Chantilly Greenberg's show. These throttles, along with the three we already have, will give us much greater flexibility in future NTRAK set ups. It may take us a while to work the kinks out but once we do we will have a powerful capability. Northern Virginia NTRAK is leading the way with this new and innovative technology. If you are working on a new module or are just about to start one, let John Drye know. The club provides the skirts for all modules and we need a little advance notice to get one prepared for your module.

Obie's Store discount: Chuck Obermeyer has asked me to pass on to the membership that you must notify him you are a club member before he starts to ring up your purchases. With so many new members in the club, he can't know all of us and is having a problem with people not identifying themselves as club members until after he has rung up their purchases. This causes him to have to write up an over ring and is happening enough to be a problem. Do Chuck and yourself a favor, have your club card out for Chuck to see before he rings you up, or no discount. Let's keep Obie's Trains happy. Fred and Chuck are our good friends.

The Hostler's Shack

(Continued from page 4)

things roll. Good luck!!!

THREE LOOPS: We do need to test a layout with 3 Divisions, hopefully in the Springfield Mall setup in April, which can be any layout with 4 or more junctions. The operation is a little different whenever we have more than two junctions and one tower operator. This also can be simulated with just a third junction and a small peninsula with one of our many end loop modules.

LAYOUT CAR: I think it would be neat to have a car for the Red Line Route with a simple big RLR logo and a Santa Fe style route map on the side of a 50' box car. The map would be some representation of the concept of the convention layout. Also add a small Radio Control and the lightening symbol. Is there any interest in this project?

As you can see, I have been busy coordinating with other clubs and updating the '96 layout, refining operations, writing lessons learned and articles for publications, building slowing blocks, building EP#2 stanchion and working on several module designs like Prince and Rocks.

CLINICS: We are in good shape for clinics at this time. However, I would need members to share orientation clinics on Northern VA and DC railfanning, home layouts, tours, sightseeing and in-house activities. Each part could run about 15 minutes. So when the weather is nice take some slides at you favorite spots in Manassas, through Alexandria, to DC and Union Station and add them the orientation. Get all your goodies together ahead of time so as not lose any time during the convention looking for slides and stuff.

BINGO AT TIMONIUM : Greenburg had their largest opening show ever with 4,967 in attendance. **BINGO!** Edison, NJ has continuing Greenburg shows of 6,500. I was impressed with so many panicky spectators running up saying: "Please help me, N is great, just tell me what engine to buy to get started". I wonder what the total number of "hits" like that we took? **BINGO!** I also think: "What if we had *not* been there"!! We were the only N scale exhibit, whereas HO modular exhibits are getting plentiful as dirt. "You had to be there" - and we *had* to be there.

"WE MAKE EXCITEMENT - *NVNTRAK*"

Check This Out!!!

Our own Monroe Stewart has hit the national print media again! Page 19 of the March 1995 *NMRA Bulletin* has a nice write-up about Monroe on the occasion of this earning the rank of Master Model Railroader #220. Congratulations Monroe!



Obie's Corner

Atlas Model Railroad Company - All new Atlas release cars will have a 5 digit number instead of 4 digits. This will help identify the new releases. They also promise new road numbers and new graphics on re-releases.

Railway Design Associates - has released the N-Scale version of Stuart's Draft General Store Kit #208. This is the newest edition to their American Classics Series of building kits. Each kit features precolored injection molded styrene parts. Instruction, diagrams and painting and weather tips are also included.

GHQ - WOW! Here it is at last!

Road Master Series - These are three separate kits for the Peterbuilt 359 tractor and (yes!) the trailer, and a D8H bulldozer. Coming soon to a hobby shop near you! Start saving now - the three kits will total about \$80.

LifeLike - Their SD-9s are in a rowboat somewhere between China and the Gulf of Mexico (or is it

Panama.....?)! They are now 3 months late. Somebody get a tugboat and bring 'em in!

We've got a lot of **NEW STUFF** on the shelf. Stop by and check these out!

Micro-Trains - Recent Releases

	3-pack PFE 40' Steel Side Ice Reefer	56.85
34050	50' Standard Double Door Boxcar(SP)	10.40
20306-3	40' Standard Boxcar (BN)	10.40
93030	3 Bay ACF Centerflow Hopper (NYC)	19.95
23230	50' Boxcar (UP Challenger)	15.65

MicroScale Decals

60-21	PRR Hood Diesels, Red & Delux/White Letters
60-91	Erie Steam Locos
60-533	Wisconsin Central Diesels - GP-38/35, SD-45
60-638	Santa Fe 45/48/53-foot Containers & Chassis
60-933	NYC General Service Pass. Cars (1939-1968)
60-934	Maine Central Locos - Harvest Gold ('74-'85)
60-4157	BN Trinity 67' Composite Boxcars
60-4159	Yellow Freight Lines Tractors and Trailers ('75)
60-4160	SP 50' Speed Lettering Boxcars (1995)



Email Paradise

by Gil Brauch

We haven't done this for a while, so I guess it's time to update the EMail addresses of our members. Here is the listing that is included in our club's homepage:

Gil Brauch	gbrauch@lmi.org
Robert Budens	rbudens@uspto.gov
John Cook	jcook@ida.org
David Davies	71232.1234@compuserve.com
John Drye	jdrye@spa.com
Chester Freudenthal	Chester_Freudenthal@alexandria-emh1.army.mil
Dave Greenacre	Dave_Greenacre@cpqm.saic.com
Keith Holzapfel	keith@daly.com
Bernard Kempinski	bkempins@ida.org
Jim Krehmke	71670.3631@compuserve.com
Pete Matthews	pete22309@aol.com
Bill Rutherford	brutherford@postmaster2.dot.gov
Rodney Smith	rodneys@nmaa.org
John Steitz	steitzj@guvax.acc.georgetown.edu
Tom Tandoc	tandoc@beno.css.gov
Leonard White	102757.1041@compuserve.com

If you have an Email address and would like to have it listed here or on the homepage, send me a message to gbrauch@lmi.org. If you send a copy to Rodney Smith (rodneys@nmaa.org), I'll bet he'll include it - along with the rest - on our next membership roster. Happy surfin'!!!

It's A Cinch!

by Keith Holzapfel

Having a tough time finding Cinch Connectors for your module? Need to upgrade your connectors from the open-faced chassis mount style that gives us so much trouble to the covered plug style that is compatible with NTRAK standards? Did you miss out on getting some connectors from me at our last couple of setups? Search and worry no more. I have sold my stock of Cinch connectors to NVNTRAK, who is making them available to club members.

Obtaining them is as simple as giving Brian Brendel a call at (703) 257-0493. He will reserve sets for you and will arrange for a mutually convenient exchange place and time.

You better act soon, though! It takes four pair for a plain module and five pair for one with a mountain division. So, 35 pairs won't last long! Now let's see ... is it wide prong to the front or.....???????

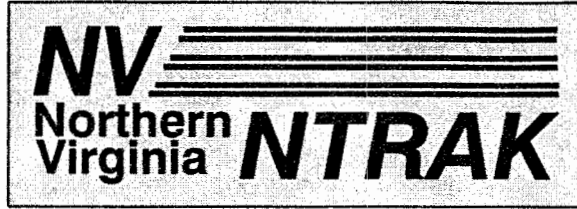
The Northern Virginia N-TRAK Newsletter is produced for and by the members of Northern Virginia N-TRAK. Membership is \$30/year or a Newsletter subscription for continental USA residents is just \$10/year payable in January. Send check: Treasurer, Northern Virginia N-TRAK, P.O. Box 1951, Herndon, Virginia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

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

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



NVNTRAK's WWW HomePage Moves!



If you have been looking for our NVNTRAK home page on the World Wide Web in the usual places, you will find that it's not there any more. During the month of February, we switched service providers. As a result, we have a new address on the WWW. Net surfers can now find our pages at:

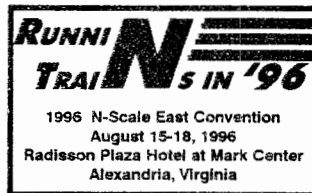
<http://columbia.digiweb.com/~nvntrak/index.htm>

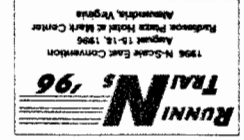
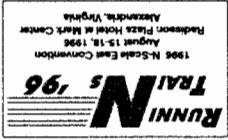
The new address for the Convention Homepage is:

<http://columbia.digiweb.com/~nvntrak/conv96.htm>

This new location gives us a lot more space to store our files in (25 megs instead of only 1 or 2) and appears to be giving us faster response. The increased storage space means that we can make more information about our club and its activities available to the public. In order to do that, however, we need input from the club members. If you have any good NVNTRAK photos, please share them with Gil Brauch. If you can scan them as 24-bit .GIF pictures, so much the better, but he will take them any way he can get them. Just bear in mind, no amount of digital manipulation can turn a bad or mediocre picture into a good one. So, please send good shots so that we present our best "face" to the public.

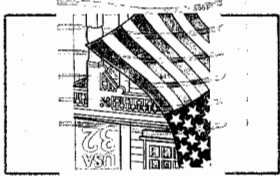
Gil also asks that as you access and enjoy the pages, you give him a call or send him an EMail message if you have any difficulties or see any "glitches" in the pages. Gil's EMail address is: gbrauch@lmi.org.





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

P. O. Box 1951
Herdon, VA
22070



Mar '96

WE'VE MOVED!!!!

(Well, electronically, anyway)

The NVNTRAK Homepage on the WWW is now at a new location. Reset your browsers to:

<http://columbia.digiweb.com/~nvntrak/>

See story inside for more details.