



Northern Virginia NTRAK Newsletter

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JUNE 1996

VOLUME V NUMBER 6

W The View from Manassas Junction W

by Brian Brendel

The Shenandoah Subdivision got serious help on May 5 as many NVNTRAK members descended my basement stairs, formed work parties, and commenced a-buildin', a-paintin', and — most importantly — a-socializin'. I certainly appreciate all the help, and I think the convention attendees will certainly notice the difference.

There were scenery crews painting, ballasting, and foliage-clustering everything in sight, as if pink and blue Styrofoam had been outlawed. Electrical crews stretched new bus wires and the gandy dancers laid a beginning to the new Romney Yard, which is the North end staging yard for the railroad (holds four trains of forty cars each.)

The "sky boys" added 24 feet of skyboard, nearly completing the sky all the way around the room. The MOW paint crew painted the bridges over Rough Run, and added rust — but missed covering some graffiti that found its way onto one of the girders on the steel trestle, (...and much to my wife Colleen's delight, I might add, since the graffiti sez "BB&CB"). We even had a bridge construction crew surveying possibilities for the Mile-Long Bridge.

Everybody had a great time, had some barbecue, and hopefully learned something for use on their own module or layout. Like Bernie says: "I love experimenting on other people's layouts. That way, I know how I want to do things on MY layout. And, if you mess up..."

For anyone that might be interested, I'm holding another "pitch-in party" on Saturday, June 15. Directions to my house: I66 West to 234 South, Manassas. Drive past Manassas Mall, turn right on Godwin Drive - past Popeye's. Continue over RR tracks (former SOU Harrisonburg Branch, now NS "Branch" Line) and past Lockheed plant. Bear left at fork, cross Nokesville Rd. Continue over double NS main tracks, past a traffic light and through 4-way stop. Make first right onto Waterford Drive. Second right is Manor View Place, 10503 on the right in the cul-de-sac.

If you're coming from Woodbridge, the Prince William Parkway is complete right to Manassas. It is fast and direct. Call me for directions.

Thanks again, Railroad Crew!!

All the members of Northern Virginia NTRAK join together in expressing our condolences to Chester Freedenthal and his family upon the death of Chester's father this past month. Our thoughts and prayers are with you during this time.

Weathering Rolling Stock

By John "Grunge" Drye with Bill Rutherford

A number of folks have asked us about the techniques we use to reduce the value of our Micro-Trains collections (*Ed Note: Also called 'weathering' in some circles*). It's easiest to "ruin" a car soon after you buy it, before it becomes outrageously expensive, then never, never look at a collectors listing.

The first step is to take a look at prototype cars, to see how nature ruins the railroad's collections. If you model the modern era, all you need to do is to continue to photograph the train after the engines pass. If you model an older era, there is a tremendous variety of published material with good color pictures of dirty, rusted, dented, stained and grungy rolling stock. Just what we're looking for. The pictures provide a feel for the variety in weathering on the prototype, as well as giving a starting point for weathering specific cars. Pick a prototype car to try to match.

There are as many weathering techniques as there are colors of dirt. Two of the most popular are painting with washes and drybrushes (lots of thinned paint and just a little paint, respectively) and dusting with artist's chalks. You can also use an airbrush. This month, we'll describe the first technique.

Since most factory paint jobs are "shiny", Dullcote® the car before you start to allow the weathering paint to grip. For a typical grungy boxcar, start with a wash of dirty brown. Find a color that matches dirt. A medium, greyish brown is a good place to start. Try the military colors section in a general hobby store or PollyS® Rail Brown at Obie's.

It's easiest to use a thin wash initially, then use a second coat if the car is still too clean. Grab a large brush and dip it into the paint and gob the paint into a container filled with water (water based paints are much easier to work with). The

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Welcome to the Great Northern Cascade Railway

by Pete Matthews

(Another of a continuing series of home layout descriptions)

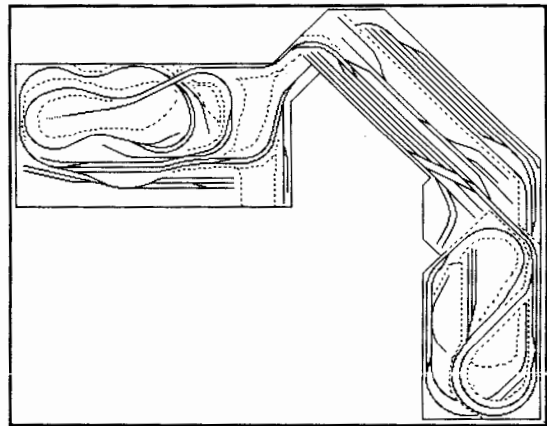
The Great Northern Cascade Railway, the GNC, is an N Scale model railroad based loosely on the Burlington Northern's Wenatchee-Oroville Branch in north central Washington and southern British Columbia. It features a 75' mainline loop on a lazy-L-shaped 14.5' x 11.5' layout. The period modeled is fall 1973, shortly after the merger that created the Burlington Northern out of the Great Northern, Northern Pacific, Chicago, Burlington, & Quincy, and Spokane, Portland, & Seattle railroads (Frisco and Colorado & Southern would be added later). Amtrak is also only a couple years old and still runs its "technicolor" trains consisting of equipment from several railroads. With an assumed through connection to Canadian Pacific, motive power on the layout consists of native GNC as well as CP and BN with several fallen-flag GN and NP units.

History - Real and Imagined

Prior to the 1910s, the Great Northern Railway reached the productive Okanogan Valley fruit farms around Oroville, Washington only by a winding, slow-speed route that snaked back and forth along the Canadian border from Spokane. Finally, by 1912, a direct route along the Columbia and Okanogan rivers was carved and blasted out of the massive granite cliffs lining the Columbia between Wenatchee and Brewster. GN extended the route to reach the gold mines along the Similkameen River, ultimately joining the Canadian Pacific at Princeton, BC. Passenger service continued through the 1950s but was discontinued when US Highway 97 opened for all-weather travel. The line remains profitable right up to the present, although the line to Princeton was eventually terminated at Keremeos, BC, in the 1960s.

The history of GNC diverges with the above history after the 1971 Burlington Northern merger. We assumed that the BN was not interested in the expense of maintaining this route, so it petitioned the Interstate Commerce Commission for its abandonment. Businessmen up and down the Columbia and Okanogan valleys quickly found financing and purchased the line, naming it the Great Northern Cascade Railway. They also completed the line's connections past Osoyoos Lake to Okanogan Falls, British Columbia, where it meets the Canadian Pacific Railroad coming down from Penticton. The Similkameen branch terminated at Hedley, BC, and was reorganized as the Oroville & Hedley Railroad, a wholly-owned subsidiary of the GNC.

The GNC's principal shipments are agricultural products (mostly fruit but also wheat), light industrial goods, sand, gravel, crushed rock, monument and building stone, and cement products. Earth materials are mostly available from the former gold workings at Hedley via the O&HR and provide steady traffic to the cement products plant at Entiat. Other traffic includes some old passenger cars painted in the new GNC scheme and used for occasional special runs along the GNC. Amtrak also runs weekend trains to the resort areas north of Okanogan Falls, British Columbia, during the peak tourist seasons of summer and winter (water and snow skiing, respectively, as well as hiking, fishing, and hunting).



Layout History

Over Christmas break in 1983, the GNC began as a 3.5' x 6' layout in Champaign, Illinois. The trackplan combined Layout N-108 of Atlas "Nine N-Scale Layouts You Can Build" with Plan 59 in Kalmbach's "N Scale Model Railroad Track

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RAIL EVENTS TIMETABLE

June 1	Manassas Rail Fest - Downtown Manassas, VA - all day- Setup Foreman: John Drye	July 15-21	NMRA National Convention - Long Beach, CA
June 7-9	Fairfax County Fair - Fairfax Governmental Center - Setup Foreman: Brian Brendel	July 15-18	NTRAK West Convention - Long Beach, CA
June 15	Shenandoah Subdivision Work Day - Brian Brendel's House - 1 pm	July 21	Monthly Setup - Prince of Peace Lutheran Church, Springfield, VA - 1-7 pm
June 16	Monthly Setup - Prince of Peace Lutheran Church, Springfield, VA - 1-7 pm	July 21	Convention Committee Meeting - Prince of Peace Lutheran Church, Springfield, VA-7 pm
June 16	Convention Committee Meeting - Prince of Peace Lutheran Church, Springfield, VA-7 pm	Aug 15-18	RunniN' TrainS 96 Convention - Radisson Hotel at Mark Center, Alexandria, VA
June 20-23	N Scale Collector Convention - Denver, CO		(Items listed in boldface indicate NVNTRAK module events)

FROM THE SUPERINTENDENT'S
CABIN CAR
by John Drye

Back to our usual hectic schedule. We have three setups this month, at the Manassas Rail Fest, Fairfax Fair, and the Church.

The Manassas Rail Fest is the first weekend in June (actually the first day in June). We will be setting up across from the Manassas Station, in a 30 foot by 30 foot tent. Brian tells me that it's a perfect location, halfway between the trains (prototype) and the food. It's a short setup, Saturday only, but a great spot to do some railfanning. This is a smaller than usual space, so we're limited in the number of modules that will fit. Even if your module isn't in the setup, come out to run and watch trains.

We'll follow the Manassas setup by moving east about 15 miles to Fairfax City. We'll setup at the Government Center in downtown Fairfax. The setup is in a new location, the cafeteria. That is the reason for the limited running hours. However, the exposure to thousands of county residents is a much-needed thing so that we can get a good turnout at the public Train Show and Sale at the



Convention. Brian will be the Foreman. I'll be AWOL, unfortunately, working for the competition at the Alexandria Waterfront Festival. Good Luck.

Finally, we'll be back at the Church on the 16th. We may have set a record last month for new modules at a single setup. We'll probably break it at least twice to get all the new junction modules ready for the Convention. Once again, we'll set up as many loops as we can and try to work out the loop-to-loop procedures.

JUNE SETUPS

MANASSAS RAIL FEST- June 1 across from the Manassas Station. Setup is 7 to 9 am Saturday. Public show from 10 am to 5 pm Saturday. Setup Foreman is John Drye. Clampdown is 9 am.

FAIRFAX FAIR- June 7-9 at the Government Center in Fairfax City. Setup is 3-9 pm on Friday. Clampdown is 8 pm Friday. Public Show from 10 am - 4 pm Saturday and Sunday. Setup Foreman is Brian Brendel. Make sure you get a parking pass before you come!

PRINCE OF PEACE LUTHERAN CHURCH - June 16 - 1 to 7 pm. Bring your Dad, or have your kids bring their Dad. Next to last chance to practice multiple loops. This one will actually be at our usual time and place. Clampdown is 2 pm.

JULY SETUPS

PRINCE OF PEACE LUTHERAN CHURCH - July 21 - 1 to 7 pm. Clampdown is 2 pm.

RUNNING TRAINs '96 N Scale East Convention

Convention Corner by Rodney Smith

Tick, Tick, Tick, the clock winds down as the date for the best N Scale convention draws closer. I'll keep this one short because I'm busy.

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

LifeLike has informed us that they will be coming to the convention. Yet one more major manufacturer that will make the convention that much better. Nothing official, but there have been hints that we may see a major product announcement at the convention.

Norfolk Southern, CSX and ConRail have all announced they will have a presence at the convention and have asked us what we want them to bring. Some of you have had the opportunity to make some suggestions at last month's meeting. We'll just have to see what comes rolling into Ivy City Yard in August--It could be new and big, or old and ornate, or maybe all of the above.

More registrations keep coming in and tour and convention car sales are hot. We now are at 181 full registrations and more coming in everyday. Tours are booking fast with Monroe's combination open house and barbeque leading the way, followed by the layout tour to John Armstrong's and Pliny Holt's layouts, and the Ivy City Prototype tour. Sign up early or you'll be standing on the curb watching the buses pull out. We have 86 convention cars paid for, with orders for 122 more. These will be a hot collector's item -- once again, order early.

At last month's meeting we put out a call for volunteers and many of you answered the call. We still need a lot more if everyone is to enjoy the convention, guests and NVNTRAKers alike. As I said at the meeting, if all of us pitch in we truly will make our guests feel welcome and ensure that all of us have a chance to take part in the events of the convention also. Many hands make light work. Contact anyone on the convention committee or myself if you want to volunteer.

Welcome New Member

Northern Virginia NTRAK extends a hearty welcome to **Jeffery Peck**, our newest member, who joined during the past month. Welcome to the club! We look forward to getting to know you better in the coming months.



THE HOSTLER'S SHACK



by Matt Schaefer

RUBBER MEETS ROAD - Around the shack there is an expression "this is where the rubber meets the road". That's Monroe's slogan and now as *Runnin' Train's '96* is approaching it is like we have been sailing around and now we are lined up on the runway coming in at 160 MPH. Do we have everybody lined up on the runway? Aug 14th we hit the ground running with a full load. I can hear it now, *this is where the rubber meets the road!*

VOLUNTEERS - Many positions have been filled. Don Jackson of Lake of the Woods has taken the position of Chairman of the Clinic Committee and Carl and Steve Zutter have taken Chairmanship of the Contest Committee. George Brown and Alan Griggs have taken positions on the NVNTRAK Security Force. It is great to see all this expertise come together and see all the activities.

MAY MEETING - At our May meeting Brian was modeling our new color coordinated summer outfits and the

tracks and models of his house, his school, etc. That totals to another 32+ feet of new modules coming down the line.

RUNNIN' TRAINS '96 HOURS - there was even talk about running trains continuously through the 4 days of the convention. Of course there will be different trains and crews. We have some night owls that can start the midnight runs and others to check on their progress and their early arrival in Alexandria.

It is great to see the developments as we approach the touch down. We have advertised that our convention will have many innovations and we are see a long list of features surfacing: 27 clinicians, 100's of vendor's tables, great tours, 280+ modules, all on the Red Line Route with walk around throttles for everybody, and a loooong list of feature modules including the centerfold model in the "Model Railroader", John Cook's *Possum Point*.

SCENERY - I have been experimenting with scenery on Alan Grigg's module. Remember it? The track is Jim Krehmke's art work and I do not know who else worked on it. Alan wanted a mountain division which I added by using a



long sleeve fall outfits. John Steitz is making a schedule that will insure there is plenty of manpower available for all the tasks. Pete even gave a 20 minute clinic on measuring curves and Steve and I now feel well qualified in that field.

MODULES - We hope to have room so that all members can have some modules in the convention layout. There were lots of new modules at the meeting including George Brown's new 12 foot intermodal yard, Dave Davies' new 12 foot switching yard, John Steitz' throat of solid diamonds and crossovers, Lyman's 8 foot *Burlington* with crossover to all

pile of foam and drywall plaster. I was thinking eastern scenery but it turned out looking like The Painted Desert. Close enough.

The track plan is similar to Ribbon Cliff but with the two single tracks and the primary scenery on the back side (see sketch). Like Clark's Mill, this can be turned backwards or the back viewed from across the pit like QN. This gives double the spectator and operator view angles. To facilitate finished scenery all the way around the ends, the mountain

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division is run out on trestles on each end, another experiment with results not yet in.

ANTICIPATION - There have been challenges and lots of work in getting everything set up right for the convention and it is just starting. But if you think it isn't worth it just look through the registrations we have gotten and see all the diagrams of modules folks are bringing from all over the US, Canada and even one from Europe. And then there are the notes around the sides asking about bringing family and asking about the tours. There are inquiries from Potomac, MD as well as Lower Plenty near Melbourne, Australia. You can read the anticipation between the lines on all the registration forms to give all of us the highest motivation to make this the best convention we can. Monroe is getting his layout ready by sending 30 locomotives out to get DCC receivers installed!



E-Mail Addresses

Here are the current EMail addresses for our on-line members. If you have a correction or an EMail address to add, send a message to gbrauch@lmi.org asking to be added to the list. This same message will be used as permission to add your name to the list of addresses on the WWW Homepage also. Currently listed addresses are:

- | | |
|---------------------|--|
| 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 Freedenthal | Chester_Freedenthal@alexandria-emh1.army.mil |
| Victor Graulau | 102506.577@compuserve.com |
| Charles Greenacre | cgreenacre@deltek.com |
| Dave Greenacre | Dave_Greenacre@cpqm.saic.com |
| Tony Hawker | thawker@erols.com |
| Bernard Kempinski | bkempins@ida.org |
| Jim Krehmke | 71670.3631@CompuServe.com |
| Lyman Krekel | lkrekel@stratsight.com |
| Pete Matthews | pete22309@aol.com |
| Bill Rutherford | brutherford@postmaster2.dot.gov |
| John Steitz | steitzj@gunet.georgetown.edu |
| Robert Smith | Smitty1@erols.com |
| Rodney Smith | smithrl@erols.com |
| Tom Tandoc | tandoc@beno.css.gov |
| Leonard White | 102757.1041@compuserve.com |

It's been a while since we talked about cyberspace and a lot has been happening on the Internet. If you don't have a computer with a modem and subscribe to an on-line service, you need read no further. But if you do occasionally "surf the net", here are some sites that you may not have heard about yet. Different software packages operate with their own unique characteristics, so I won't be telling you how to get access, just where to go (... and it's not often I get to tell anyone where to go these days!!!)

One way to get information off the Internet is by reading newsgroups on the Usenet. Your service provider should have a mail server that will allow you to get to the mainstay newsgroup of our hobby, *rec.models.railroad*. Another way that I have found to be very efficient in reading newsgroups is to use my WWW browser (which is Netscape) and the Altavista Search Engine. Just go to <http://altavista.digital.com/> and go the "Advanced Search" feature. If you fill in the criteria with *newsgroups: rec.models.railroad* and also fill in a date range in the two bottom blocks, you will be presented with a very efficient listing of all the messages in the newsgroup for the selected days. It is very easy then to scan the message headings, click on the one you want to read, read it, then go back to the list to find the next one that looks promising. You can go through a whole week's worth of messages in a very short time this way.



If you want to become a member of an on-line N Scale discussion group (and you have EMail, of course), just send a message to majordomo@lists.stanford.edu with a blank subject line and *subscribe n-scale* as the message text. I just joined this group, so don't have much experience on the nature and quality of the discussions here. The major service providers (AOL, CompuServe, etc.) have chat groups that you can join and their own bulletin boards that deal with model railroading also.

As for the WWW itself, the number of on-line resources is growing daily. There doesn't seem to be a good way to keep up with the constant additions. Some are announced on *rec.models.railroad*, others seem to just appear out of nowhere!! There are a couple of very good indexes maintained by individuals out there, though. One of the most comprehensive I have found is Chris Coleman's **WEBVILLE AND HYPERTEXT RAILROAD COMPANY** which is found at: <http://www.he.tdl.com/~colemanc/webville.html>. He has a whole bunch of links to other railroad related sites. Also real big is **D. S. Dawdy's Cyberspace World Railroad Page**, found at: <http://www.mcs.com/~dsdawdy/cyberoad.html>. There is a fair degree of overlap between the two, of course, but each

Virtual Railroading ...

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has it's own unique features.

If you are looking for the NMRA, they are at: <http://www.nmra.org/>. This is the introductory page to a whole chain of pages, maintained by NMRA volunteers and hosted on servers all across the country. The NTRAK pages that belong to this set begin at: <http://www.vnet.net/users/paulrover/ntrak.html>. For the non-internet subscribers, I will be using some of the history of NTRAK information in future NVNTRAK Newsletters.

There are quite a few NTRAK and N Scale clubs and organizations who now have WWW pages. Just a few of them I have come across are as follows:

The N - Trak Swiss Division Home Page at:

http://www.imrt.mavt.ethz.ch/~ginsburg/N-Trak/ntrak_home.html

DARN N-TRAK at:

<http://dept.physics.upenn.edu/~www/shop/darn.html>

The Sun'N'Sand NTRAK Page at:

<http://www.getnet.com/~dickg/ntrak/sunsand.html>

Belmont Shore Home Page at:

<http://www.primenet.com/~schifer/bsl.html>

BANTRAK at:

<http://www.baltimore.net/bantrak/>

That's enough of them for now, although there are a lot more out there. Let's deal with model railroad manufacturers and dealers. This is the list that has really skyrocketed in the last couple of months! We begin with the first to hit cyberspace, **Atlas**, which is located at: <http://www.atlasrr.com/atlasrr/>. They have some good pictures of their products.

Two other major distributor / manufacturers are on line.

They are **JMC/ConCor** at:

<http://tucson.com/concor/> (they call this the "Grand Central Railway Station of Cyberspace"); and **Walthers**, which is located at:

<http://www.walthers.com/> (which they call "The Model Railroad Mall")

MicroTrains just recently joint the WWW with a very colorful site, which is found at:

<http://www.micro-trains.com/>. Maybe our convention car will be pictured here some day.

MicroScale Decals just jumped aboard this past month. Their pages purport to list all the decal sets in their inventory. Sure beats buying a catalog. Try them out at: <http://olmkt.com/microscale/micro.html>

And the lists go on, and on, and on..... We haven't even explored the railfan and railroad corporate pages. Maybe next time. Just a teaser, though. Try out the pages at: <http://cac.psu.edu/~jha105/photos/alexandria/alexandria.html> for a real treat!



Weathering Rolling Stock

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wash should be the consistency of chicken soup. Flow the thinned paint over the car, brushing vertically. The vertical brushstrokes simulate the effect of rainfall on the sides and roof. Wait for the paint to dry (this IS an exciting hobby). Several cars can be weathered at once, so the first one will be dry by the time the last one is finished. If the car still looks too clean compared to the prototype, apply a second wash.

After the washes have dried, use the "drybrush" technique to highlight lighter colored areas on the car, such as roofwalks or ladders. Find a color that approximately matches the original color on the car (before you ruined it). Mix about 50:50 with white. Use a wide, flat brush. Take just a little paint on the end of the brush and wipe nearly all of it off on a cloth. Lightly brush the paint across the roofwalk (or ribs, if there isn't a roofwalk), ladders and any raised surface that catches light. Don't overdo it. The idea is to trick the eye into believing that the lighter colored areas are catching the light.

This is the fun part. The drybrush technique can also be used to represent scratches and dents by using aluminum paint brushed horizontally, rust stains by using rust (PollyS® makes a good color) brushed vertically, and chemical, cement or grain spills by using yellow, white or tan vertically.

Look at the trucks on some prototype cars. They are usually a grungy, rusty brown or dark grey. Drybrushing the trucks is one of the easiest ways to make a car look more realistic. The dark black plastic used on most models is a stark color seldom found in nature.

We'll talk about chalks next time.

If you do make the mistake of looking up the value of that car you just ruined, it helps to repeat "I'm a modeler, not a collector, I'm a modeler, not a collector".

"Peace-Full" Setups Resume

by Charles Greenacre

The Prince of Peace Lutheran Church welcomed us back as normal place for monthly setups, and we had a record breaking number of new modules. Congratulations to those who brought their new modules for testing and debugging. We did find several problems, but that's what these monthly setups are for.

John Steitz had two new modules, a four foot bridge module, (it will be handy to have to replace that module that doesn't show at some future setup), and *Potomac Junction*, which will accompany his *Potomac Interlocking*. If you thought *Potomac Interlocking* had a lot of switches, wait till you see *Potomac Junction*.

The Zutter's brought two modules that will be *Prince*, to fit between Matt's *New River Gorge* and Bernie's *Quinnimont* modules. The scenery currently can be described as plywood desert, which doesn't fit the New River gorge theme. Did I

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Welcome to the Great Northern Cascade.....

(Continued from page 2)

Plans" serving as Oroville yard. The benchwork and tracklaying were completed within a few weeks. Scenicking continues to this day. One design requirement was that the layout had to be made wholly stowable, a necessity since we lived in a 560-square-foot, married student apartment.

On moving to Dallas in the summer of 1985, the GNC acquired more room and therefore experienced a period of rapid growth. Impromptu modification was the hallmark of this period. All in all, there were two major enlargements, each followed by a major modification of the trackplan schematic. The ultimate scheme was a U-shaped, 8.5' x 9.5' layout featuring a 66' continuous loop, a reversing cutoff, a wye, and a branch to a mine. Space was still a premium so the Murphy-bed benchwork was again used.

During this time, we acquired our first Macintosh computer and installed our first car-forwarding scheme. The computer also helped mock up structures. We designed, printed, and assembled several paper-over-cardstock buildings.

In 1987, the GNC went into storage when we moved to Edsall Road in Alexandria, Virginia, on what was supposed to be a one-year temporary assignment. To keep in touch with model railroading, we built a small urban switching layout, the Great Northern Cascade's Edsall Road Division. Simple to build, its trackplan offered several operating challenges.

The current version of the GNC took shape in the fall of 1988 when it turned out that we would become permanent Virginians rather than return to Texas. We found a house with a suitably large room and set about designing the new GNC. One stipulation was that the remaining portions of the original railroad had to be incorporated into the new scheme. With that in mind, we sacrificed all else and set about building new sections and interconnections. Only the Dallas Murphy bed and the Edsall Road benchwork survive. The layout you see today, modified only slightly since its completion in early 1989, includes a 75' mainline loop with four passing sidings, numerous spurs, several holding tracks, a proper, albeit compressed, classification yard, a small industrial yard, and a reversing loop.

Operations

The GNC is operated as a point-to-point railroad, but the trackplan includes a through connection permitting continuous running as well. We have included the towns of Okanogan Falls, Oroville, Omak, Chelan, Entiat, and North Wenatchee

Junction with staging tracks representing Wenatchee, Penticton, and Appleyard. In the larger concept, this is a bridging route between the Burlington Northern and Canadian Pacific. Those roads supply the inbound, outbound, and through traffic. Both BN and CP have end-to-end junctions with the GNC where they set out and pick up cars to be delivered to points along the GNC or passed through to the other end. In addition, the Oroville & Hedley Railroad has daily runs to its interchange with the GNC at Oroville.

A typical day on the GNC sees interchanges of traffic with the CP and BN, classification at both Oroville and Chelan, with delivery of inbound freight by local switchers or way-freights. At least three interchanges a day occur with BN and CP as well as one with the O&HR. Track warrants permit mainline movement or trains with local towers governing movements at Chelan and Oroville. Normal traffic can occupy a crew of four for about three hours.

The major source of traffic on-line is shipments to and from the elevators and fruit warehouses north of Chelan and the large cement products plant in Entiat. Several smaller industries along the line account for another third of traffic. The remaining daily traffic is through-freight movements between CP and BN. Most operating sessions represent weekday operations and thus we don't often see any of the railfan or Amtrak trains on the layout (although, once in a while...).

To generate freight traffic, the GNC uses a simplified freight-forwarding system that allows for prototypical freight car movements, but at the same time keeps most of the administrative details (read "paperwork") to a minimum. In its simplest form, a car-order slip is placed in the pocket of a car card to produce a waybill linking that car with a specific industry on or off the layout. Pre-printed car-order slips correspond to a list of on-line industries which shows what car types each industry can receive along with its siding capacity. Mating the pre-printed car-order slips with car cards generates waybills for each session. By using two or more car-orders per car card, multiple-leg movements can be generated. (Each car card also has a default "home routing" order printed on it so empty cars can be properly routed after all car orders are exhausted.) Each car order determines one leg of car movement. During a given session, a every car on the layout (about 60-70 counting arrivals and departures) will complete one leg of its movement.

Operating sessions most Fridays. Call and come on over!



Obie's Corner

Atlas Model Railroad Company - Front Runner, Trailers & Tractor Cab are coming in June. Six road numbers per scheme. Die-cast body, body mounted couplers (convertible to M.T. #1049), UIC style truck frames and 16 separately applied detail parts. See *N-Scale* May-June back cover inside for more details.

ConCor - Thanks for your advertisement of our *RunniN' TrainS '96* Convention on page # 12 of *The Train-O-Gram News*, June 1996. WOW! This was Hot News! Lots of ConCor stuff is hitting the street! Extended cabooses, woodside cabooses, containers, husky stacks, passenger cars, heavyweight passenger sets. It's been 8 years since I have seen the Shrouded Babies. In stock now

Shrouded Hudson

3061 N Santa Fe Blue Goose	189.98
3051 N N.Y.C. Commodore Vanderbilt	189.98
3076 N N & W Norfolk & Western	189.98

Life Like - SD-7 arrived and is very nicely done. B & O, S.P., EMD, & Milwaukee Rd. all now in stock.

Micro-Trains - Recent Releases

46340	50' Gondola (Alaska)	11.15
86020	33' Hopper (NKP)	11.60
100020	36' Caboose (M.P.)	15.35
21230	40' Box (BCR)	15.85
255512	50' Box (CSX)	12.65
20236	40' Box (N.P.)	14.15
2040	40' Box (P&LE)	9.65
34190	50' Box (M.P.)	11.15



Club Car Update

by Rodney Smith

Just in case you wondered the status of the club car order and weren't at last month's meeting--I received EMail from deLuxe Innovation's George Johnsen on May 13th asking what we wanted printed on the club car's box. Brian and I cogitated on this and came up with: "*These cars commemorate the fifth anniversary of the charter of Northern Virginia NTRAK. Northern Virginia NTRAK exists to promote the hobby of MODULAR N-scale model railroading.*"

I was contacted on May 20th by George and told that the artwork was ready for approval. The artwork was faxed to us and it looks good. I reviewed the artwork for the two color schemes we ordered and for a white on black scheme that DE thought also looked good (hint! hint!). I approved the two original schemes and told them not to lose the artwork for the white on black scheme, just in case.

The fax says the cars are assembled, painted in the base colors and ready for final printing. The artwork shows five separate numbers for each color combination. (That's ten individual numbers for those that have trouble with math!) The numbers on the artwork are 199501 through 199510.

I spoke with Craig Ross, General Manager for DE on May 21st and he told me our cars would be printed as soon as a printer opened up. They were currently printing BN cars and we would be next. He wouldn't give me a definite date but said we'd have them before the convention.

If you want to get in on this order -- black is sold out and I have only eight of the silver left. The first ones to get me their deposit of one dollar per car get them. Call before you send me any money.



Peaceful Setups ...

(Continued from page 6)

hear a promise that it would be complete for the next monthly setup? (Who should talk--the mythical *LeHarve* modules did not appear).

Dave Davies brought his *WB, Brunswick, and East Brunswick* modules representing his *Chesapeake Southern* railroad. This is about twelve feet of yards.

Ron Forsh brought his intermodal yard facility. This, like Obie's *Van Dorn Yard*, is a set of modules using a corner module.

Lyman Krekel brought a fully scenicked and operational pair of modules representing *Burlington*. He grew up in Burlington, ask him about his schools, and his girlfriend's house. Please don't get him in trouble with his wife!

Matt Chibbaro brought his *Boulder Junction/Pacific Union* module. It had been to a set up before, but this time it is fully scenicked. (Now, I'm going to have to do something with my saw mill on *Reid's Corner*---grin!

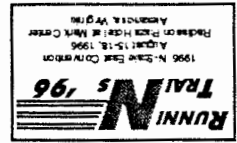
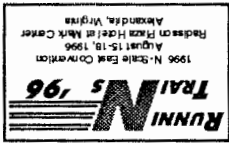


The Northern Virginia NTRAK Newsletter is produced for and by the members of Northern Virginia NTRAK. Membership is \$30/year or a Newsletter subscription for continental USA residents is just \$10/year payable in January. Send check: Treasurer, Northern Virginia NTRAK, P.O. Box 1951, Herndon, Virginia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

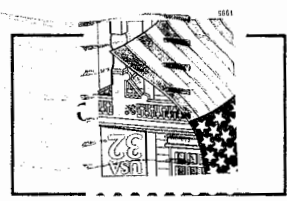
Please send articles for the July 1996 newsletter by June 24, 1996. Thanks.

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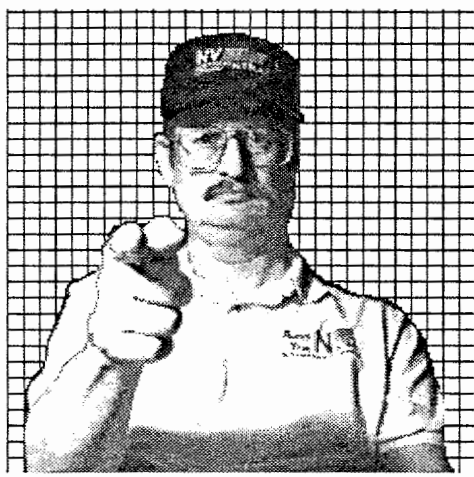
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P.O. Box 1951
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22070



Jun '96

We still need YOU!!!!



**To volunteer to help out at the convention.
Please call Uncle NTRAK (pictured here) and sign
up NOW!!**