



Northern Virginia NTRAK Newsletter

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WThe View from Manassas Junction**W**

by Brian Brendel

It's going to take an awful lot of intestinal fortitude to not be a bit overwhelmed by our little party that takes place beginning 14 August. But I know we'll all have a great time because we'll be doing what we do best: *RunniN'* them *TraiNs!*

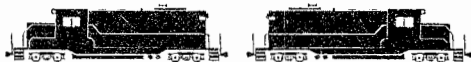
By the way, our setup on Sunday at the church was bedlam. It was sorta how I figured it would be--only worse. But despite all the glitches and problems, we STILL had a layout up and operating — and the biggest one ever in the church, to boot!

What we wound up with, even though we really hadn't planned it, was an all-too-real simulation of what the morning of August 15 could be like: modules falling out of the sky with not enough folks to direct where they go; a lack of "electricians"; track crews without direction. But now that we've experienced some of this panic, we're a little more accustomed to it — and we'll be ready.

And what can you do to help prepare for the world-record layout? Do a "super checkout" of your modules; make sure they're ready. Prepare ONE complete train that runs exceptionally well, test it, and have it ready (...though getting track time to RUN it, of course, is another thing...) Make sure you've got EXTRA STUFF: clamps; connector track; joiners; jumper wire. And remember that this is a NATIONAL convention — if it doesn't run right or look good, please don't bring it.

And the layout is "just" a part of the BIG picture. All the other convention stuff, when combined with the layout, creates one *awesome* event — one we'll all be proud to say we were part of. We have 50 clinicians. (**50!** That's so many, we had to start scheduling "brown bag" clinics at meal times to fit 'em all in!) Prototype equipment tours. Museum-quality contest entries. The list goes on and on..... The reason I remind you of all these components of the convention is NOT to tell you what you'll be missing, but to remind you to try (if you're not too exhausted, that is..)to make time to go to some of the events. Take time out — work the convention, but EXPERIENCE the convention, too.

What a hoe-down!



RunniN' **TraiNs '96** N Scale East Convention

Convention Corner

by Rodney Smith

Hear that whistle!? Here it comes! A full head of steam and gaining speed.

Its been two years in the making but we are on the eve of putting on the best model railroad convention that N-scale and NTRAK has ever seen. Every member of NVNTRAK can be proud of what we have accomplished. We have exceeded every planning figure. We worried at the start if we would make our minimum room night requirement of 306. As of Thursday 1 August, We have 898 and **have sold out the hotel...** Our goal was for 200 convention registrants. We have **over 300** and more are still coming in. We ordered 300 convention cars and have **sold them out**. We are preparing an order for at least **100 more** to keep up with the demand. I just feel terrible that I'm not a better planner. (extremely wide grin on author's face)

Why have we been so successful? Well, we've worked darn hard and we have it all. We have over fifty clinics on every topic you can imagine, many presented by the giants in the field of model railroading. We have tours going to the finest model railroads in the world. As I have said before, if it has been in a national model railroad publication in the last six months — we probably have it. There will be fascinating prototype tours and equipment displays by AMTRAK, CSX, CONRAIL, and Norfolk Southern. We have a few nice surprises there, but you have to come to the convention to find out.

We have space for the largest layout in NTRAK history.

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Striking Gold on a Poorly Planned Railfan Trip

by Charles Greenacre

It's Friday afternoon at 5 PM. I'm thirty miles northeast of Pueblo, Colorado finishing up a business trip. Raton pass, where the old ATSF line crossed the NM/CO border, is one hundred miles south of Pueblo. Can I get down there before sunset? All I have is a state highway map.

There is no rush hour to contend with in Pueblo, so by 5:30 I'm passing the old Colorado Fuel & Iron steel works on the south side of Pueblo. CF&I was originally owned by Gen. Palmer who also owned and built the Denver, Rio Grande, & Western. The steel mill is apparently being dismantled. South of town I discover that Colorado's speed limit on Interstates is 75 not 65. Pedal to the metal!

Close to Walsenburg I see a BNSF "vomit comet" coal drag on the line that parallels the interstate, but it's at least a mile away, and in the shade of a mountain, so no pictures.

I decide to stop in Trinidad to get fuel and food. At the end of the exit ramp there's a railroad crossing gate. Turns out that the intersection has four way stop signs and a railroad crosses the intersection diagonally. The gas station is on the far corner and while fueling the car, I hear a distinctive set of tones. Yes, the crossing gates are blinking and going down. My first gold medal for the evening. It's an SF mixed freight westbound with two silver/red warbonnets on the front followed by three yellow/blue warbonnets. Have time to grab only one snapshot with the camera. It's only 14 miles to the pass and this train is headed there. I figure I have time, because I remember one tidbit of knowledge, Raton's ruling grade is 4%. Quickly go in and pay for the gas, cross that crazy intersection, and hop back on the interstate.

The interstate and railroad are apart from each other for the first few miles until we both get into the canyon leading up to Raton Pass. Once in that canyon, I can see the grade on the railroad and know that I will beat that train to the pass. I'm barreling up the interstate, it's twisting and turning through the canyon only about 100 feet away the ATSF two track main line. Hmmm, it's welded steel. I thought that this trackage would still be 39' lengths of bolted rail, since most of ATSF traffic is using the Belen cutoff.

Coming around another curve, I get my second gold medal for the evening. It's a Genesis unit coming down the mountain followed by Superliner equipment. We are so close to each other, and there was no berm on the interstate, but I couldn't stop in traffic! I didn't even have time to grab a snap shot. It's no wonder modelers like Raton Pass — that Amtrak was on about 4 "S" curves as I went by at 65 mph.

At the top of the pass, there's an exit for a weigh station and a campground, but no apparent way down to the tunnel itself. I could have bushwhacked my way down through the brush, but since I am still in business attire, that's out of the picture. I don't remember any exits on the way up (later I found out there is one), so back on the interstate I go, heading south, looking for a way to get to the tunnel. I quickly drive south to Raton. Yes! There's a dirt road heading back up the canyon... But there's a *locked gate* with "No Trespassing" across this dirt road. Bummer! Don't private landowners realize that the pass is of cultural and historical importance?! To compensate, I get my third gold medal for the evening. There's another BNSF coal drag in the hole.

Heading back north on the interstate back to the pass, I pull off at the pass and hear a distinctive growl. Yes! I'm back in time! Going to the middle of the pass, there's that westbound freight coming around the curve and about to disappear into the tunnel. Since it's going very slowly, I have time to compose the photograph. Hmm, can I get Spanish Peaks in the picture? Yes, again!

I decide not to follow this freight down the mountain, since the SF went down one canyon and the interstate goes down another canyon. The canyons join about halfway down, but the sun is setting and I probably won't have any sunlight left by the time we all get there. I'm satisfied. I've seen three trains in the pass or in the approaches to the pass. I wasn't expecting to see any. Wish I could have been more prepared.

No scanner, no USGS topo maps, no water bottle, inappropriate attire. Oh well!, it came out better than I expected and I'll know what to bring the next time!



RAIL EVENTS TIMETABLE

Aug 15-18	RunniN' TraiNs 96 Convention - Radisson Hotel at Mark Center, Alexandria, VA	Sept 21-22	NVTRAK Railfan Trip to Altoona, PA - Contact John Drye for details (Alternate date Sept 28-29)
Sept 15	Monthly Setup - Prince of Peace Lutheran Church, Springfield, VA - 1-7 pm	Oct 20	Monthly Setup - Prince of Peace Lutheran Church, Springfield, VA - 1-7 pm

(Items listed in **boldface** indicate NVTRAK module events)

**FROM THE SUPERINTENDENT'S
CABIN CAR**

by John Drye

Well, here we are. By the time you get this, we'll be about a week from the Convention. We had a bunch of dress rehearsals last month, and one already this month (most of which I managed to get to). We're ready.

Matt and I (with lots of help) have been continually refining the Convention Layout Plan. The current plan will include most NVNTRAK member and club-owned modules in either the Allegheny Division, located towards the north end of the layout, or along the "Grand Trunk RR", a.k.a. "the Spine". We will need to have some modules (especially corners) "in reserve" to cover last-minute changes in plan. Please plan to stay "flexible" as to where your module ends up.

By now, your module should have been checked, re-checked and "spit-shined" to perfection. For those who couldn't get to any of the dress rehearsals, your module can be checked and certified at the rehearsal setup. I know I'm beginning to

sound like a broken record; but, as hosts, we need to set an impeccable standard for modules and trains.

Setup begins Wednesday the 14th at 5:00 PM. Note that this is the time we first have access to the layout area.

We need to plan to be there well before 5:00, so we can stage modules

at the loading dock area and start immediately. If you can't be there at 5:00, please call Matt or myself so we can make arrangements to get your module there. We will continue Wednesday until the "Spine" and the NVNTRAK Divisions are up and operating.

The first TV coverage is early Thursday morning, so we need to have trains running before we leave Wednesday night. We then resume Thursday morning, as early as you can get there, with the rest of the 300 or so modules. The other participating clubs will be responsible for the setup of their own divisions, but there will be plenty of work for all of us, especially at leveling the layout.

RED LINE ROUTE OPERATIONS

The Red Line Route is sure to be the highlight of the convention. It works out to over 35 scale miles of track. The route can easily hold a dozen trains, and I'm sure we'll see more than that during the convention. It ought to take at least 30-45 minutes to travel the whole route. That is, if you don't stop to gawk at some of the spectacular modules.

We've practiced some at tower operations, and Matt has written procedures for coordination of all this rail activity, using a dispatcher, and up to a dozen tower operators and yardmasters. Some of us have already discovered how much fun it is to do it prototypically. If Rod and company haven't already spoken for all of your time during the convention,

(Continued on page 6)

NVNTRAK Club Car Order

by Rodney Smith

We have received the long-anticipated NVNTRAK club cars. For those who don't remember, they are deLuxe Innovations Twin Tub Gondolas. They look really nice. George Johnsen and deLuxe Innovations outdid themselves on this order. In fact, they sent us quite a few more than we ordered.

If you didn't get your order in before and were worried that you wouldn't get in on this fabulous deal, stop worrying. Let me know **before 14 August**, how many and which color you want. You have your choice of silver or black in five different numbers in each color, while supplies last. Any cars not sold to club members before the convention starts will be offered for sale to the public at the convention. The club is selling them at our cost at \$6 per car. They will be slightly higher to the general public.

Trust me...if you don't have at least one of these cars, you will kick yourself later. I'm thinking about building a display case for my ten.



Welcome New Members

We have a bunch of new folks this month!!

Northern Virginia NTRAK extends a hearty welcome to **James Altobello, Gordon Runkle, Lance Runkle, Robert Thatcher, Charles Mitchell, and Michael Sullivan** our newest members, who joined during the past month. Welcome to the club, folks. We have our work cut out for us in making sure we meet all these new members. We look forward to getting to know all of you better in the coming months.



THE HOSTLER'S SHACK

by Matt Schaefer



It is really really time for the rubber to hit the road as Monroe sez. At the same time it is time to kick back enjoy the show as the gracious and accommodating hosts we are. We have 318 modules signed up and I feel comfortable with the way the layout is developing (*ED: See inside of mailing cover for latest concept plan*) and the positive feedback from all the clubs on the layout as we put together a layout that will be unprecedented.

LAYOUT PHILOSOPHY

Around the shack we have some basic goals written on the wall for big layouts like we have here:

1. **PITS** — Pits should not be allowed to take excessive floor space away from the spectator area for several reasons. We do not know how many thousands may show up and the spectator does not see the excess space behind him. He is facing the layouts AND seeing either too much area or too much junk laying all around the pit area. Some modules look good from the back too and everything is easier to operate being close to both sides.
2. **BUMP OUTS** — They increase the number of modules in a space, add space to the spectator area and give flexibility to add or take out modules locally.
3. **RED LINE ROUTE CONTROL** — All yards, end loops and such must be able to give control to the Aristos by cab control or whatever.
4. **YARDS** — As far as possible yards are located at the red line exit from the division for staging of trains around the division and out on the *Red Line Route*.
5. **JUNCTIONS & DIVISIONS** — These give the through train operation on the *Red Line Route* and yet allow the clubs to be independent in operation and layout design.
6. **RELIABILITY** — Of course we need to smooth the way, the module interfaces and the controls for high reliability.

SUNDAY JULY 21ST

I was impressed with the club's skills with the crazy layout we had July 21st. It was the most complicated we have had to date and I would like to point out we set up without knowing what was coming, without being familiar with many new modules including the 60 degree Diamond Mill, 30 degree J hooks and "S" curved Prince. This unprecedented 57 module layout was set up WITHOUT Lego blocks or a weege board. We had four (4) loops, 228 feet of modules totally filling the room - stage to back door, wall to wall - including 6 operating junctions and 5 other junctions like Diamond Mill. For good measure we threw in 24' Le Harve, the stretch 18' M&K, 4 sets of modules 12' long, 4 sets each 8' long and Prince which had a 3' offset. Conclusions, with odd shaped modules add a spacer here and there and the modules fall together no problem.

GANDY DANCERS

For all those that can help in the set up it is recommended that their equipment include a long level. The 40" steel tape will not be as useful this time. All your equipment and tools should be marked with your name and club.

FEATURE ATTRACTIONS

As of August 1 we have 320 beautiful modules signed up and we are filling up the 250 x 112 area. We have 7 or 8 each 2-6-6-6 H-8's and the owners are all steamed up and ready to go. I have written rules for the unprecedented *RunniN' TrainS* contests and I hope all members read them and will enter if just to try out the new system. It gets the contest items out of the chambers and singing on the rails. We have fifty clinics and Don Jackson has done a great job with that committee. The breakfast and tours are filling up and ready for the rubber to hit the road! Good luck to everyone.



CONVENTION CARS

The demand for convention cars appears to be exceeding our wildest expectations. When the time came to place the order with MicroTrains several months ago, 300 cars sounded like *a lot*. As it turns out, we have a real hot seller going for us and we have already ordered a second batch from MicroTrains. Unfortunately, they won't be here in time for the convention.

We want all who attend the convention to be able to carry home their convention car with them, insofar as that is possible. To do this, we are going to defer delivery of cars to NVNTRAK members until the second batch arrives. People who have ordered cars and are not attending the convention are also going to have to wait for us to mail them theirs at that time. We believe this is the most fair way to ensure that our guests, the convention attendees, are best served and at the same time make sure that everyone who wants a car can get one.

Have no fear!! With this system, if you order a car or have already done so, you will get a car. We can definitely say that this second order will be the last run of this car forever, however. Since we have to prepay when we order, the best way to ensure you get one is to get your paid order in *now!* After we lock in on the final quantity of the second batch it will be too late.

RunniN' TrainS '96 Convention Committee

The Other Side of the Tracks

by Chester Freedenthal, Board Member

It's finally here! *RunniN' TrainS '96!* It's going to be a lot of work, but also a lot of fun. Here's this month's joke adapted from the "Railroad Page", a home page on the WWW.

Once upon a time a Japanese Railway and a Fallen Flag (FF) Railroad decided to have a boat race on the Missouri River. Both teams practiced hard and long to raise their peak performance. On the big day of the race the Japanese won by a mile.

Afterwards, the FF team became very discouraged and morale sagged. FF management decided that a reason for the crushing defeat had to be found. A FF "Management Team" made up of management from New York, Virginia, Omaha, St. Louis, Houston, and Los Angeles was formed. They would investigate and recommend appropriate action. Their conclusion was that the Japanese Team had 8 people rowing and 1 person steering. While FF had 1 person rowing and 8 people steering. So FF management hired an American efficiency consulting company and paid them incredible amounts of money and they advised that too many people were steering the boat and not enough were rowing.

To prevent losing to the Japanese again next year, the rowing team's management structure was totally reorganized to 4 Steering Supervisors, 3 Steering Superintendents and 1 Assistant Superintendent Steering Manager. They also implemented a new performance system that would give the 1 person rowing the boat greater incentives to work harder. It was called "The Rowing Team Quality First Program", with meetings and dinners and free pens for the rower. We must give the rower empowerment and enrichments, through this "Quality First Program".

The next year the Japanese won by 2 miles. Humiliated, Management laid off the rower for poor performance, halted capitol investments for new equipment. They then gave a "High Performance" award to the steering managers and distributed the money saved as bonuses to the senior executives.

Next time you are in Des Plains, IL, make sure you visit Des Plains Hobbies. They are a full service hobby shop, but heavy on HO and N trains. Good prices (about 20% off retail) and a fairly good selection. They had a really good selection of accessories and those little things you *have* to buy. I found an N scale alligator for my farm pond!

See you at the Radisson!



Kato Engine Survey

by Gil Brauch

Recently, Noel Arnold conducted a survey on the Internet to collect preferences for new engines to be produced. He has faxed the information to Kato for their consideration. Here are the results of the survey.

1. Would you be interested in the production of Dash units by Kato?
Yes-374 No-1
2. Would you have an engine preference?
There were 16 different engine choices, the single most popular was the C44-9W with 63 votes.
3. Would you have a roadname preference?
There were 11 roads chosen. The top vote getters were: Santa Fe-157; UP-114; BNSF-69; Conrail-66.
4. In the event the engine was produced in your roadname preference, how many roadnumbers do you feel would be wise to produce?
2 plus one unnumbered-327 votes; 3 roadnumbers - 12 votes; 4 roadnumbers - 37 votes.
5. Would you want undec models produced?
Yes-171 No-133.
6. What would you consider a fair price (retail)?
Under \$90-22 votes (*ED: Dream on...*); \$90-\$110-352 votes; Over \$90-2 votes.
7. How many of each roadname might you consider purchasing?
One-46; Two-218; Three-63; Four-22; More than four-27.

Noel comments that it is interesting to not that there were quite a few people that also expressed interest in production of the big SD's (50's through 90's), even though that question wasn't asked. He also notes that many people requested that decals be included with the decorated but unnumbered models to facilitate numbering.

Those of us who like big time, modern railroading all hope that Kato will be listening. The report from Long Beach indicates they already have plans in the works for such an engine. When? Stay tuned!!!!

NVNTRAK on the Internet

Our NVNTRAK Homepage has been chosen as "Today's Hot Site" for August 4, 1996 by *The Model Railroader's Home Page* (<http://www.nethosting.com/~mrhp/>).

We thank them for this recognition.

Obie's Corner

Updates and New Arrivals

ConCor — Rivarrossi Challengers

3701 U.P. In stock
3725 U.P Greyhound In stock
3728 W M Back ordered
3729 N & W Back ordered

LifeLike — SD-7's

These run great and look great. Get one today! All of them have 2-Road numbers. Following roads in stock: Chessie, Pennsylvania, Great Northern, U.P., CNW.

D.P.M. — New Model of Woods Furniture Co.

Lots of extra detail parts and rub on decals. This kit is great and packed full of stuff! List is \$35.00 - club price is only \$28.00 Its just the thing for the DPM Fan.

Arnold/Rivarrossi — New GG1's in Amtrak, PRR. Maroon or Green, PC Silver, *Wow these were a surprise this month!*

Also, new S-2 Switchers B & O and Pa. in stock (*OK!*) So many New things are coming out you will have to wait and go to the convention to see it for your self.

Here's the hit list of dealers at the Convention:

The Wheeler Rd., Tex-N-Rails, Obies Trains, N-Station, Chesapeake Rail Depot, Al's Kustom Kars, Bob's Photos, Barry Wingard, Amity Glass, The Tool Man, Mainline Motion Pictures, Superior Trains, T&W Trees, Mannassas Rail Depot, Charles Stringfellow, Springhaven Shops, Model Train Design, Model Engineering, Scale Model Railroads, Rich Hurley, N-Pire Models, Lenz Electronics, Skip Metcalf, Father of Nature, Robert Wingo, Bob's Trains, Janes Trains, Ultra Scale, Custom Trains, Charles Aleshire, William Shaw, Neal's N-Gauge Trains, Prestige Model Productions.

WOW! WOW! & WOW! a lot of stuff to buy here . . .

Manufactures to see at the N-Scale East Convention:

Republic Locomotive Works, Mainline Siding & Structures, Lenz Electronics with Tried & True Trains, JMC Hobby with Mike Lech, Key Imports-Brass, deLuxe Innovations (our Club Tub producer), Star Hobby with AristoCraft Throttles, Throttle Up sound and Infrared Train Controls Diesel and Steam Sounds, MicroTrains Lines, R & J Graphics, Medford Trains Custom painting, Del-Air Products (air powered turnouts), Digitrax-Digital Controlled Systems, S & R Models Custom Painting, GHQ (N Scale vehicles, etc.), Intermountain.

SUPERINTENDENT'S CABIN CAR

(Continued from page 3)

volunteer for a shift (they call them tricks on the RR) as a tower operator. See John Steitz or myself to sign up.

AUGUST SETUPS

RADISSON MARK PLAZA EXPOSITION CENTER-NTRAK East Convention-August 14-18. Setup begins PROMPTLY at 5:00 PM on Wednesday the 14th.

SEPTEMBER EVENTS

PRINCE OF PEACE LUTHERAN CHURCH- September 15. 1:00 PM to 7:00 PM. You don't want to miss this one. There will surely be some spectacular photos, slides and videos. Also a chance for everyone to display all their ribbons. Clamdown is 2:00 PM.

RAILFAN TRIP TO ALTOONA, PA and HORSESHOE CURVE-September 21-22 or 28-29. Yes, there is life After The Convention (AC). One of the suggestions I've often heard is for a club-coordinated railfan trip. As the club SPF, I decided, after talking to a number of folks, to pick the first location.

There is a pretty good RR museum in Altoona, and great train watching locations nearby in addition to the curve. Tentatively scheduled for one of the two weekends after the September setup. More later.



Convention Corner

(Continued from page 1)

Modules from more than 10 different clubs will be on hand to build the Red Line Route. From the mountains of West Virginia to the ports on Chesapeake Bay will stretch 30+ scale miles of mainline with through trains being operated by remote control. The engineers will walk along with their trains, requesting clearance from tower operators to enter subdivisions, and hauling their cargo or passengers around the layout. I could go on like this for many pages, but I won't....

My last comment to all of you is that if you haven't volunteered—do so. My staff and I have put in two long years to make all of the above happen. Now we need as many of you as possible to offer your time and ease the burden so all of NVNTRAK can enjoy the convention. Many hands make light work. If all you can give is an hour of your time, give it. If you can help for longer we appreciate it. If we all pitch in, we can all have a good time. Lets all work together and we can bring this train into the station.

All Aboard!

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.

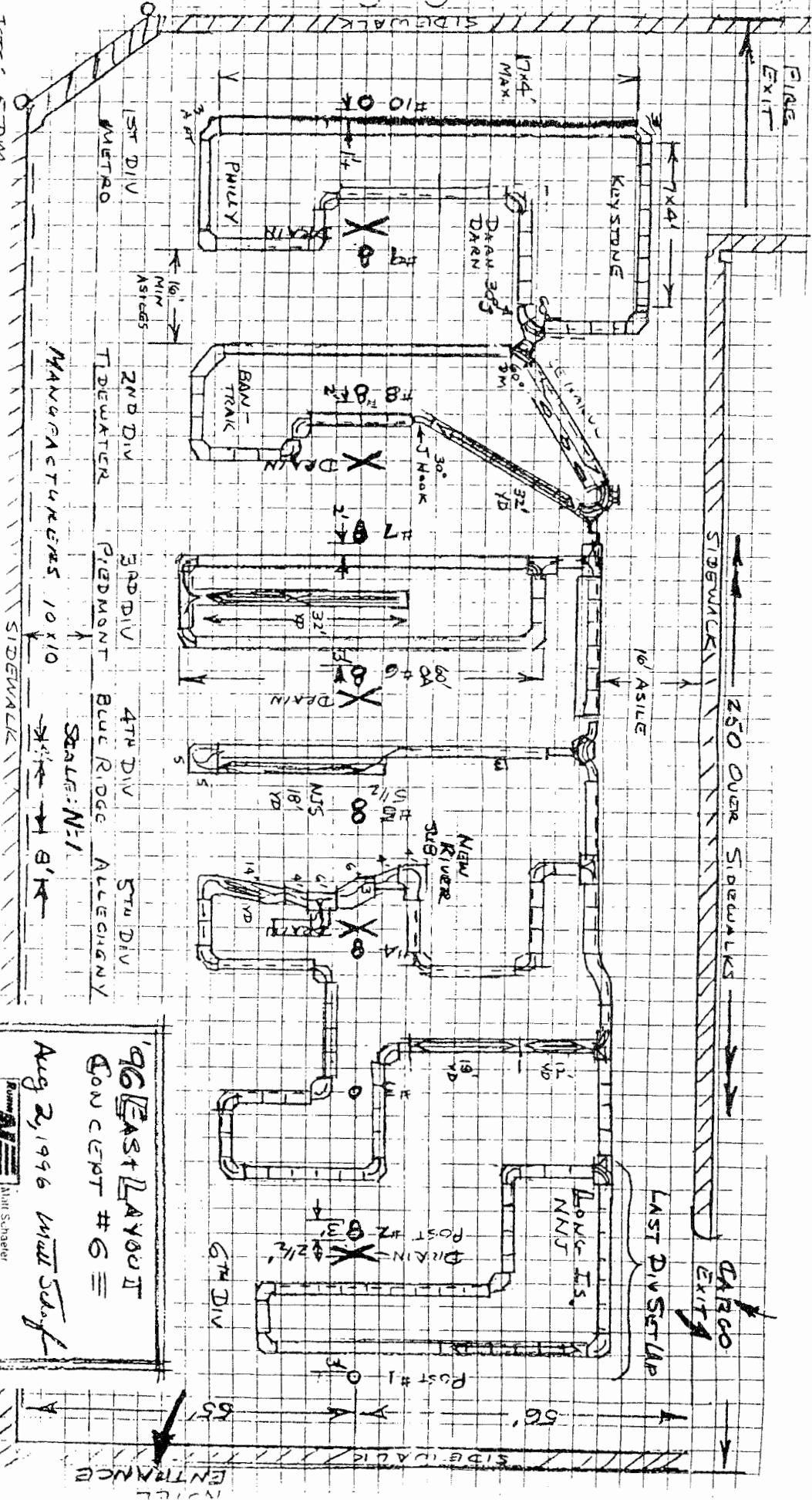
Submissions should be sent to the editor, Gil Brauch, 6111 Lorcom Ct. Springfield, VA 22152, by electronic mail to gbrauch@lmi.org, or faxed to 703-917-7482 (and clearly marked for Gil Brauch on the cover sheet).

Please send articles for the September 1996 newsletter by August 24, 1996. Thanks.

WANNA SEE A REALLY BIG LAYOUT?

THIS IS WHAT YOU'LL SEE AT

Runnin' Trains '96



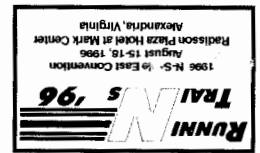
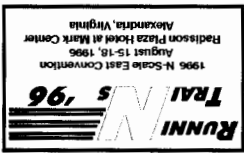
JCTS:
 5 DIM
 2 J NOODLES
 5 JCTC

1ST DIV METRO
 2ND DIV TIDEWATER
 3RD DIV PIEDMONT
 4TH DIV BLUE RIDGE
 5TH DIV ALLEGHANY

'96 EAST LAYOUT II
 CONCEPT # 6
 Aug 2, 1996 *Will Salyer*

Runnin' Trains '96
 Train Expo Convention
 Alexandria, VA
 August 15-18, 1996 22003

Albi Schaefer
 1161 Star Jordan Dr
 Alexandria, VA



Chester Freedenhal
7449 Brighouse Ct.
Alexandria, VA 22315-3835
Exp 1/97

P.O. Box 1951
Herndon, VA
22070

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Here



Aug '96

WHAT ARE YOU
DOING
AUGUST 14 - 18 ?

Runni 
TRAI  **'96**
N Scale East Convention

ALL ABOARD FOR THE

Red Line Route →