



# Northern Virginia NTRAK Newsletter

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**SEPTEMBER 1996** **VOLUME V NUMBER 9**

## W The View from Manassas Junction W

by Brian Brendel

**WOW!**

You.

You did it!

You are the best.

You made us succeed.

You put us on the map.

You "just wanted to help" and

You didn't know how...but who did?

You did everything that needed doing...and more.

You directed traffic, ran errands, answered phones.

You smiled, handled problems, stood forever.

You worked long hours, and it showed.

You made the impossible, possible.

You made our guests welcome.

You rose to every challenge.

You MADE the convention.

You should be proud.

You did it.

You!

(wow)



## Still More Rolling Stock Weathering

By Bill "Ruined Trains" Rutherford and John "Grunge" Drye

This time we'll look at ways to simulate specific wear and tear and other evidence of heavy usage on our newly ruined rolling stock.

Maintenance and Repainting - During the course of it's life, a freight car undergoes regular maintenance, which often includes partial repainting. Partial repainting is evident by differently colored paint on portions of the car. Routine maintenance often involves repainting dimensional data. One easy way to simulate recently repainted data is to apply a small piece of clear tape to the reporting marks before beginning the weathering process. When you are done, remove the tape, and voila, newly painted data.

Other repainting may involve painting out an old RR name and logo upon repurchase or merger. After completing the basic weathering, paint over the old roadname and RR logo with a color slightly darker than the original car color. The new roadname and logo can then be added using decals or dry transfers. The car number can remain the same or change. Often the lettering style changes when a new number is applied. Best bet is (you guessed it) to work from photos. Some recently released modern era boxcars are factory painted to reflect this sort of re-naming.

Sometimes only a portion of a car is repainted after repairs. To simulate this on a wood car, weather the car, then carefully repaint several individual boards with the original color. On a metal car, one or more roof or side panels can be repainted, either in aluminum (for the roof) or the original color after initial weathering. Roof repainting is especially effective, since models are so often viewed from above.

Rust - There are a couple of things one can do to simulate rust damage on a piece of rolling stock, beyond dusting and

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## Across the Rockies by Rail

by Gil Brauch

Have you ever wanted to take a really loooooong train ride? How about two full days of standing in an open vestibule with the wind blowing in your hair (or what's left of it), magnificent mountain scenery rolling past, and loads of big-time heavy haulage railroading punctuating the experience. Well, that's what's I was fortunate enough to experience in July as my family rode the *Rocky Mountaineer* from Calgary, Alberta to Vancouver, British Columbia in Canada. For those of you who read *Trains* magazine, there is a complete write-up of the trip in the February '96 issue, complete with pictures. For the rest of you, you're just going to have to settle for my rendition. As for pictures, I'll have a videotape to share with the club at an upcoming meeting. This month I'll be describing the first day of the two-day trek. Next month I'll cover the second day.

After being in a travel mode for more than a week, 0500 came *really* early for the family. Nonetheless, we were up and on the move in time to arrive at the loading point in Calgary, offload baggage and turn in the rental car before the 0630 boarding time for the train. I even had time to get on the platform and take a few shots of the head end power, which consisted of two *Rocky Mountaineer* GE B36-7's and and CPRail GP. Tony Paligrino, the Train Manager (that's different from the conductor) was most gracious in giving me time to get some pretty good movies, but there wasn't enough room for decent still shots. Just behind the engines was a converted baggage car with the HEP units mounted in it. Just behind that were the baggage cars, which have internally mounted cranes and tracks. These are used to lift and load the container boxes which hold the luggage in a fashion used on most jumbo jets. Since the train ride is a two-day affair and you do not have access to your luggage until arriving at Vancouver, remembering to pack all the "essentials" for the two days and the overnight stay in Kamloops is key to your ultimate enjoyment of the trip. Anyway, the rest of the consist is comprised of ten rebuilt and refurbished steel sided coaches and two special dome cars. The first dome is single level similar to that used on the **Alaska RR** by the *Princess Lines* for the land excursion portion of their Alaskan cruises. It is a plush coach with tinted windows that wrap completely over the roof. It also has an open observation platform on the back. The second coach is a fully glass domed bi-level with coach seating on top and a first class dining area and lounge on the lower level. It also has an open rear platform and, for this first leg of the trip, is at the end of the train. What a spectacular view the upper crust must have enjoyed (us coach roaches weren't allowed back there).



When we boarded, our car attendant, Crystai, was most gracious in welcoming us aboard and familiarizing us with the sequence of events for the coming two days. She really was charming and helpful throughout the entire trip. She works six days a week, making one and 1/2 round trips (each trip is two days). Sunday is a day off, and then the cycle starts again. Each car has an attendant, who is more than just a steward. They really manage all activities on their car. All of them are uniformly well trained and courteous. They have a guidebook and announce the major sights along the way so you don't miss them. I missed a few, anyway, because I spent the vast majority of the two days at the open window in the vestibule of the car where I couldn't hear the announcements. However, armed with a reasonably detailed mileage table provided to all passengers, a fairly good sense of timing and location, and my ubiquitous camcorder, I managed to monopolize most of the good photo opportunities along the way.

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## RAIL EVENTS TIMETABLE

Sept 14	Maryland Central MRR Club Train Show and Sale - Montgomery County Fairgrounds	Oct 12-13	East Broad Top RR Fall Spectacular - Orbisonia, PA
Sept 14	Potomac Division Swapmeet - NVCC Annandale Campus - 10am-3pm	Oct 12-13	Roanoke Railfair - VA Museum of Transportation, Roanoke, VA
Sept 15	<b>No monthly setup</b> - Church Fellowship Hall is not available (besides, we need a break!)	<b>Oct 20</b>	<b>Monthly Setup - Prince of Peace Lutheran Church, Springfield, VA - 1-7 pm</b>
Sept 20-21	Railfan trip to Altoona - See the <i>Superintendent's Cabin Car</i> for details	<b>Oct 26-27</b>	<b>Greenberg Train Show, PG Equestrian Center, Upper Marlboro, MD. Setup Foreman and clampdown time TBD.</b>
Oct 3-6	NMRA MER Convention - Mt. Laurel, NJ	<b>Nov 9-10</b>	<b>Rockville Lions Club Show - Setup Foreman and clampdown time TBD.</b>
Oct 5	<i>The Potomac Eagle</i> - Romney, WV - Railfan trip with photo runbys to Petersburg.	<b>Nov 10</b>	<b>Gaithersburg Model RR Society Show, Gaithersburg Fairgrounds- Setup Foreman: Keith Holzapfel. Clampdown time TBD.</b>
Oct 5-6	Great Scale Show - MD Fairgrounds, Timonium, MD		
Oct 5-6	Altoona Railfest '96 - Altoona, PA		(Items listed in boldface indicate NVNTRAK module events)

**FROM THE SUPERINTENDENT'S**

**CABIN CAR**

by John Drye

Well, what a month. We'll take September off from *RunniN' TraiNs*, since there is a conflict at the Church. Instead, we have planned a railfan trip to Altoona, Pennsylvania to visit Horseshoe Curve (the real one, not the one in Matt's garage) and the Railroader's Memorial Museum in downtown Altoona.

ALTOONA RAILFAN TRIP

This is a chance for all you would-be Slobberin' Pennsy Freaks (SPFs) to see life on the Standard Railroad of the World. OK, so maybe the SRRoW's grandchild, **Conrail**. According to *Trains* magazine, the Altoona area is one of the best places in the country to see mountain railroading. Maybe even as good as CSX's *New River Subdivision*.

Fred's friends at **Conrail** have offered NVNTRAK a tour of the railroad's shops in Altoona. These were once the largest in the world, and still rank among the largest in the country. We'll also visit the Railroaders Memorial Museum in downtown



Altoona, which boasts an impressive display of prototype equipment. One feature is one of the few remaining GG1s. Last, and certainly not least, is the "World Famous Horseshoe Curve."

At last count, **Conrail** pushed more than 30 trains a day up and down the

mountain. The variety of consists includes double stacks, vans, unit coal and grain, general merchandise and **AMTRAK** passenger service. If time permits, we can check out some of the other great train slobbering (watching) spots in the area, including Gallitzin Tunnels and the engine facilities at Cresson.

If there is enough interest, the club will rent a bus for a looong day trip on Saturday, September 21st. If you would like to take the bus, please **give me a call at (703) 698-7148 before September 15th**. For those of you who think one day isn't enough time to "slobber", I will coordinate a vanpool leaving Friday, September 20th as well as hotel reservations in Altoona Friday (and possibly) Saturday nights. Call me if you want to vanpool.

TENTATIVE FANTRIP SCHEDULE

Friday, September 20

Noon	Vanpool departs from Obie's Trains
3 pm	Arrive Altoona and begin railfanning
7 pm (dark)	Retire to hotel in Altoona and review tapes until ????

Saturday, September 21

5:30 am	Bus departs from Obie's Trains
9-10 am	Tour Railroader's Memorial Museum
11 am-1 pm	Tour Altoona Shops
2-4 pm	Railfan at Horseshoe Curve
4:30-5:30 pm	Railfan at Gallitzin Tunnels
5:30-7 pm	Railfan at Cresson
10:30 pm	Bus arrives at Obie's Trains

**IMPORTANT NOTE: BRING HARD SOLED SHOES**

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**RunniN'**  
**TRAI*N*s '96**  
**N Scale East Convention**

**Convention Corner - The Final Edition**

by Rodney Smith

**WOW!**

Well, we did it. We gave N-Scale model railroading something to remember fondly for years to come. We did it right. We did it big. We did it with class. It was a phenomenal undertaking and our hard work, planning, and sweat paid off.

I will keep this short. I want to express my gratitude to the convention staff, all the members of NVNTRAK, their families, and all volunteers. I would like to recognize each of you personally for your hard work and perseverance in making *RunniN' TraiNs '96* a HUGE success, but Gil would make me pay the postage for all the extra pages. Suffice it to say that you all have my personal thanks. The applause on Sunday morning was for all of us, even though I get to keep the plaque.

Can we throw a party, or what?



**Welcome New Members**

Northern Virginia NTRAK extends a hearty welcome to **Charlie Young, James F. Collins, Guy Ullman, David Freshwater, and James W. LaBaugh**, our newest members, who joined during the past month. Welcome to the club, folks. We look forward to getting to know you better in the coming months.

The engine crews have been coming in here raving about the New **Red Line Route**. The reactions have been outstanding and that it will be a hard act to follow. These were train operations not seen before, anywhere. We do not know when they will be seen again, but we hope soon.

**SIZE OF THE LAYOUT** - It all depends on your assumptions and there are many. For instance, the track on a 3x3 corner is 4 feet long and a J hook is 34" or 3' long. I took videos during helicopter rides around the layout. It was a bumpy ride with many close calls with church spirals and mountains, but I have enjoyed my video and riding around looking at all the modules and the whole railroad system. I think I made some better tapes on Dave Savage's *High 8*, maybe.

**RLR BACKUP** - The big surprise was the popularity of running on the **Red Line Route (RLR)** and the surprising list of trains waiting to run the **RLR** till late - late every night. We had over 200 cabooses to give to guests that made the 41 mile run (and some for the club members that were too busy to make the run) and 180 or so engineers were each presented with a caboose. Quite a feat.

**TRAIN TRAFFIC** - The passenger train and time freight business really suffered from the heavy traffic. If you want to compete in the transportation business you need to have clear blocks lined up for those fast trains. I attribute most train delays to having a train in every block. If there are slower trains mixed in, everything across the whole railroad slows to that speed. While the **Red Line Route** was saturated, I was surprised at the lack of trains running on yellow and blue on some of the divisions. It takes at least 2 people to keep 4 to 8 trains going on each division's loops and we just had too many clinics and tours going all day - and night. Also we limited the use of remote train controls which allows more trains to be run by one person.

**REALISM** - I love to see the longer trains slug it out going up a grade, even if it is only 1/2 or 1/4 percent. But the 1% grade up Sewell Mountain was great, with the thrill of drifting down grade through Thurmond to the Gorge. I also got complements on the realism of my superelevated curves which, with low grades, are a trade off only if you are running in a long train contest. With junctions, certain divisions can be established for the long train contests freeing up traffic on the through routes.

**FUTURE SHOWS** - Dave Savage and the **DARN** club got all charged up and are now talking about hosting the National in Philly in 2000 and they are advertising the '97 East at Brandywine. It is with next year's NMRA regional. The combined registration is \$55 including the breakfast and a full schedule of activities and a layout with 60 modules. Their Holiday Inn rooms are \$75. Closer in time is the Salt City Show in Syracuse Show Nov 9 and 10 of this year. The show runs 10 AM till 8 PM Saturday and 10 till 6 PM Sunday. The Syracuse show has room for a big layout coordinated by the

Salt City Club. Long Island is also having shows throughout the fall.

**MADISON** - The New River Rats are talking up the '97 NMRA National Convention in Madison, WI. July 27 to Aug 3rd, 1997. The convention hotel is the Holiday Inn West and reservations should be made early. It is so convenient to have your reservations in the main hotel - even if you don't go. My strategy is to always reserve early even if not sure of going. Madison is cutting back on their ads because the area facilities are so limited AND they already have 1200 registered. (and only 1800 registered for Long Beach). Madison will be packed.

**REGISTRATION** - The registration NMRA & NTRAK was only \$85 till AUG 31st then it went up, but its still a good deal. The hotel layout space is 60'x80' or 100 feet. The Train Show layout will probably be much larger but space has not been allocated yet. The New River Rats are making plans to have 30 or 40 feet there. It would be great to have all NVNTRAK clamped together to make a division. However, we need to make plans now so we do not get left out of the layout(s).

The convention registrar is Ross Pollick, 3539 Mill Creek Rd, Mineral Point, WI. 53565. The layout coordinator is Bill Albert, 608-2551-2435, jalbert@MADISON.K12.WI.US

**RunniN' TraiNs '96** will be a hard act to follow but we all hope that it will be repeated and ASAP.

### A Word of Thanks

by Gene Aldridge

I want to thank all the NVNTRAK members and convention volunteers for their help and assistance during the convention, particularly in getting my wheelchair up and down the stairs so I could see the trains run.

I left a little early on Sunday, but it looked like everything was running as smoothly as possible with so many people coming. I enjoyed the convention very much, even though it was a lot of work.

### \$\$\$ REMINDER \$\$\$

Club members, don't forget that your vouchers for convention related expenses are due to Gil Brauch by September 15th. Please be prompt so we can begin closing the books on **RunniN' TraiNs '96**. If you have expenses to report and don't get a letter explaining what to do in the next week or so, give Gil a call.

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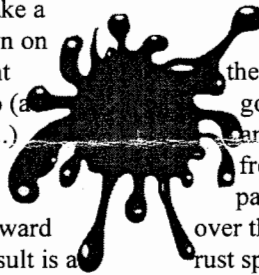
## Still More Rolling Stock Weathering ...

(Continued from page 1)

washing the model (which does a good job of duplicating general malaise, but not specific damage...). Work from photos!

One method is to paint the area to be rusted with a base coat of dark brown. Flat roof brown (from your favorite manufacturer...) mixed with black works well. Polly-S makes a fantasy color, Ogre Dark Brown, which is fine right out of the bottle. Mix some rust color (again, from your favorite paint maker) with the base color on a palette and dab this onto the dark base coat, leaving a bit of the base coat showing through. Finally, drybrush (see part one of this article) just a bit of rust (unadulterated this time) onto the area. The result is a rusted area with old, dark, rust highlighted with fresh rust. If you're weathering, say, the corner of a car in this manner, complete the process with a bit of drybrushed metal color (steel, silver, etc.) right on the corner's edge to represent a surface subject to wear whose surrounding area is rusted. Omitting any or all of the lighter colors will give you an area of old rust.

Another method (borrowed, we think, from a recent *Railmodel Journal*) is to paint dripping rust spots on your cars. In this instance, take a piece of wire with a dab of dark brown on it and poke your car where you want the rust spot. Let it dry a minute or so (a good time to poke the car elsewhere...) and then repeat the process with some fresh rust color. Now, with a dry paintbrush, stroke LIGHTLY downward over the still-wet fresh rust color. The result is a rust spot similar to the one on the side of your car, that, exposed to the weather, has rust stains running down from it. Try it - you'll like it!



**Graffiti** - You can now buy graffiti decal sheets that will deface even your prettiest cars. If you're too creative (read: cheap) for decals, get some white acrylic paint and a good #0 or #000 brush and draw your own. You will amaze yourself and your friends with your artwork. Look at any CSX freight for inspiration. If you're really ambitious, do full color graffiti - it really dresses up those bland covered hoppers! Most graffiti these days seems to be applied in waterproof paint, but one still sees the occasional amateur job in tempera or chalk that the rain's washed into a whitish muddle - work from photos and you can get some neat (not to mention awful looking) effects.

**Damage** - The tried-and-true method of applying minor damage - dings and dents - to hoppers and gondolas has always been to apply heat (light bulb, hot knife, etc.) NEAR but not ON to the area to be damaged, then to prod the area with a finger or knife blade until it's dented. This works well but is not all one's limited to.

Take your motor tool with either a cutting drum or an abrasive ball and GENTLY thin areas (from the inside) on the sides of a gondola, hopper, or box car, perhaps wearing

all the way through in spots. This is especially effective when you then rust the area up a bit. Restraint is important here because with one slip of the tool, you'll have a car that looks as if it took an RPG in the side... Several of the older members of CSX's box car fleet look as if they got this treatment.

Very occasionally one sees a car with patches on it, a victim, no doubt, of the motor tool treatment. Cut a couple of squares of thin styrene - 5 thousandths' thickness or less - and apply them to side of a car with cement. When dry, paint to match the rest of the car (or not to match - see the tape trick, above) and weather a bit.

**Lading** - Freight cars run empty as much as half the time, but empty open cars seem more boring than ones with loads. This doesn't have to be the case. Empty cars retain evidence of the load just carried and can be modeled just as effectively as loaded ones. One of the easiest ways to provide evidence of recent loadings is with scale lumber or pallets. Loads are secured with 2 x 4, 4 x 4, 8 x 8 or larger lumber. Go down to your favorite hobby shop and pick up some of scale lumber in assorted sizes. Chop into six to ten foot lengths and glue into gondola bottoms, on flat cars, or even in open-door boxcars. Boxcars are great place to put empty pallets, too. Leftovers can be scattered around loading docks on your module.

More recently, metal strapping has been used to secure loads. This can be simulated with very thin chart tape from a art or graphics supply store. Buy the thinnest you can find; 0.5mm if you can get it. Strapping often curls into circular shapes when removed from loads. You can wrap the tape around a brush or pencil to accomplish this. Just like the scale lumber, glue into the empty car.

Gondolas and hoppers seldom are completely emptied of coal, gravel, sand or stone loads. You can sprinkle a little fine ballast or dirt inside gons to simulate remnants. Empty coal hoppers can use a dusting of the finest scale coal you can find; look for the consistency of dust. Gondolas seem to get the hardest usage of any car type. They are usually dented, rusted, and filthy. Just the kind of car we love. Gons are a great place to practice extreme techniques. It's hard to overdo it on these cars; just look at some prototype pictures (have you heard that before?)

**Sources** - We only borrow (steal) ideas from the best of sources (i.e., anywhere we can get them!). Sometime in the next couple of newsletters, look for an annotated bibliography of recent (or at least available) books and magazine articles that deal with weathering rolling stock. In the way of preview, consider:

Tom, Art; "Techniques: Weathering Made Easy"; *N-Scale*; July/August 1994; pp. 38 - 39. This article has good color photos of models and illustrates a basic introduction to airbrush and chalk weathering. Very useful.





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## Across the Rockies by Rail...

*(Continued from page 2)*

The scenery going through the Rockies between Banff and Kamloops was spectacular. Snow capped mountains rising majestically above crystal clear streams bordered with lush green trees under an almost perfect azure sky was a combination to take away your breath all by itself. But the *real* scenes were those that included big-time mountain railroading at its best. The main line is mostly single-tracked, as you might expect in this rugged terrain. What passing sidings there were really long and evidently designed to accommodate "flying meets", which we were able to accomplish a number of times. I know the engineers on the uphill drags appreciated not having to stop. Even with all the motive power I saw on head-ends, I don't think some of the trains could have started rolling again if they stopped.

The first real railfan sight along the way was just outside of Calgary where we passed two cuts of bright yellow CP cabooses parked in sidings. There were 12 on one siding and 23 on the other. Wonder if they are for sale...repainted SOU red, who would know..... Anyway, our first opposing train was not encountered until we were well into the Rockies at Kicking Horse Pass. We stopped for a short while on the passing siding for a mechanic to fix our air conditioning while a long string of grain hoppers ground its way uphill behind a quartet of screaming CP six-axle units. Most of the CP units we saw were either Canadian style wide cabs or SD 40-2's, but I am not a good enough diesel spotter to identify the various makes and models on the fly - particularly when all you see from the vestibule window is the nose of the lead unit and then a flash of red and black as the trailing units whiz by a scan yard from your face. What a rush!!!!

In Kicking Horse Pass, the opposing trains came in quick succession. After the grain train came a coal drag trailing behind four more red screamers. That was followed about a mile later by a pig train behind three head end units. All this before lunch!

Later in the day we met a succession of coal drags, all with gondolas instead of hoppers. These all had two wide cabs up front and a mid-train helper. It was interesting to note the sides of the gondolas as they ground past - some were normal height and others had extended sides to increase their capacity. As we got closer to Revelstoke, we began to encounter more general merchandise trains. The first had four units of power and had a mixture of wood and paper products on centerbeam bulkhead flats, boxcars with paper products (according to the papers on some of the tackboards), and a few pig cars and autoracks. The second train had all this, plus a few grain hoppers and a string of Procor tank cars for good measure.

At MP 16 and at MP 24 out of Revelstoke, we executed flying passes of a general merchandise consist headed up by a wide cab leading two other units and a grain train (empties by the sound of the cars) being pulled by three units with an SD-40-2 in the lead. At MP 51 we stopped on a siding to let a

four-unit double stack train with lots of articulated well cars and spline cars fly past. Modern railroading at its best. We were along the shores of Suswap Lake and the view of the train as it wound along the shoreline was one of those classic scenes in railroading. Also fascinating at this spot was what could only be called "Railfan Paradise". All along the shore were neat little cottages and homes nestled between the waterline and the mainline. All this in a spectacular mountain lake setting. I guess that it must be a Canadian railfan's version of Heaven. But, back to the trains...

Not much longer, at Canoe, we passed another set of three six-axle EMDs hauling empty autoracks up front, followed by single stack articulated spline cars, articulated and drawbar connected well cars with double stacks at the end. That's a mixture that spells disaster in N Scale, but seems to work on the prototype. At Pritchard we met the first train that contained a yellow CP engine in the motive power mix. As we approached Kamloops on parallel mains — we have long since left the high Rockies behind and are traveling in the Thompson River Valley. Suddenly we encounter three units on the point of a long string of grain hoppers headed east toward the plains and another load to boost the export economy.

We arrived in Kamloops at 6:40 pm, ready for a good night's sleep. I've been on my feet nearly all day. It seems as if I walked all the way from Calgary. But it was worth it. The scenery was spectacular, the trains were big and long, and fairly frequent. What's more, there's a whole day of the same to look forward to tomorrow — this time on the CN mainline.

*More Rocky Mountaineering next month.....*

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## The Other Side of the Tracks

*by Chester Freedenthal, Board Member*

Kudos to the Convention Committee for a job well done. *RunniN' TrainS 96* was excellent and the show probably one of the best this area has ever seen. I heard nothing but complements from everyone I spoke to. I worked hard, but had a lot of fun too, I am truly proud to be a member of our club! To all those who made it happen, including the spouses, friends and family of our members, thank you, and you too should be proud.

I didn't spend as much at the show as I thought I would, but I did manage to win a couple of auction items (military van and a beer car, what else?!) and I bought the new Kato "Super Max" bi-level super train. There may need to be a race between the Chunnel and the Super Max at the next mall set up.

The next time you're in Denver don't miss **Caboose Hobbies**. It's a huge train store on the fringe of the downtown area. They carry all scales, but the N Scale department is bigger than most hobby stores I've visited. They even have their own department sales people! If it's in N Scale they have it. They also have a large book and video department and even have an old mining train locomotive on display in the store. This is THE hobby store so far!

# Obie's Corner

## Updates and New Arrivals

### Micro-News - August Releases:

59510 40' Reefer P.F.E.	\$12.95
49440 40' Box Car DBL. Sheathed Tivoli Beer	\$17.20
21240 40' Standard Box Car Western Maryland	\$11.35
75040 50' Standard box Car Tropicana	\$11.20
20346 40' Standard Box Car B & O	\$ 9.65
21110 40' Standard Box Car SantaFe	\$ 9.85
20620 40' Standard Box Car U.P.	\$ 9.65
35090 40' Despatch Stock Car D&RGW	\$ 9.65

New N-Scale Body Mount couplers "lid up"

#1015-2.....\$7.95 (2 pr.)

Also 1015-1 and 1015-16 assembled.

Measure Track width, Trip pin height, car underbody height and wheel width For N-Scale with the #1054

Micrometer Coupler Height Gauge.

For the Kit-Painters-at-Large, **Micro-Trains** is selling the Undec. 3-Bay ACF centerflows at # 93000...\$16.55 ea.

**ConCor** has released the **W/M** and **PRR**. and **N&W** Challengers. They run nice and are nice paint jobs.

**Kato** SD-40's are on the loose at Obie's get 'em while they last!

**Atlas** Engines - GP-9 and GP-7's - are also loose at Obie's.

**Life-Like** SD-9's are still available at the shop.

All of the new engines have been tested out to run GREAT.

**deLuxe Innovations** - CSX gray scheme should be in the shop.

By the way did everyone see 'em on the CSX tape at the show! WOW that was a good tape. I'm making copies of it for all that are interested.

## SUPERINTENDENT'S CABIN CAR

(Continued from page 3)

**FOR THE SHOP TOUR. CONRAIL WILL NOT ALLOW TENNIS SHOES IN THE SHOPS.**

### COMING EVENTS

We will have a pretty full schedule this fall, with at least three public setups. The planned schedule includes two on the same weekend, in November. We have grown enough in the last year, in modules and members, that such a conflict shouldn't be a problem. We'll carefully coordinate to make it happen.

### OCTOBER EVENTS

**PRINCE OF PEACE LUTHERAN CHURCH** - October 20. 1:00 PM to 7:00 PM. Regular monthly setup. 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. Clamp down is 2:00 PM.

**GREENBERG TRAIN SHOW**- October 26-27, Upper Marlboro, Prince George's Equestrian Center

### NOVEMBER EVENTS

**ROCKVILLE LIONS CLUB** - Nov 9-10, Rockville Senior Citizen's Center.

**GAITHERSBURG MRR SOCIETY** - Nov 10, Gaithersburg Fairgrounds. Setup Foreman is Keith Holzapfel. Clampdown time TBD.

**PRINCE OF PEACE LUTHERAN CHURCH** - Nov 17. 1:00 PM to 7:00 PM. Regular monthly setup. Clamp down is 2:00 PM.

### DECEMBER EVENTS

**CHRISTMAS PARTY**, Details yet to be determined.

Also, be looking for information about an event with the

Fairfax Women's and Children's Center. Details have to be worked out with the Center, but we will be doing something with and for them between now and Christmas.

### RED LINE ROUTE OPERATIONS

The *Red Line Route* was evidently the highlight of the convention. It ended up at 41 scale miles of track. John Steitz and his crew of dispatchers sent out an incredible 184 trains. Most left from the *Allegheny Division*. No surprise, since *M&K* and *Kilgour Yards* were where "homeless" trains (registrants not associated with a club that brought modules) were made up. Next most common point of departure was the busy yard on the *Lakes Division*. That explains the lack of tower operators on that division; everyone was out *RunniN' TraiNs*.

The operating crew: dispatchers, tower operators, yardmasters, and engineers set a standard for *RunniN' TraiNs* that will be talked about for a long time. Folks have already come forward with suggestions for how to do it even better next time, so we'll get together at a future meeting to discuss ideas. More details on operations will be reported in the next newsletter.

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 523051, Springfield, VA 22152-3051.

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 October 1996 newsletter by September 24, 1996. Thanks.



**RUNNI**  
**TRAINs '96**

1996 N-Scale East Convention  
August 15-18, 1996  
Radisson Plaza Hotel at Mark Center  
Alexandria, Virginia

**WOW**

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**JUST PLAIN**

**WOW**

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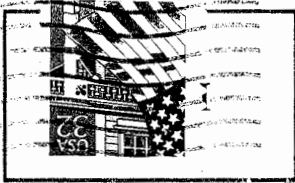


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Sep '96



## Note the New Mailing Address

Please update your mailing lists and address books to reflect our new address, which is:

Northern Virginia NTRAK, Inc.  
P.O. Box 523051  
Springfield, VA  
22152

Now that the convention is over, we are moving our mailing address to a Post Office that is more convenient for us than the one 'way out in Herndon. The new address is effective immediately, although it will be a while before we close out the old one.