

# THE CALL BOARD



Celebrating Our 11th Year!

A 100% **NTRAK** CLUB

December 2002

VOLUME XI NUMBER 12

## Where Have All the *Emeriti* Gone? *The Curmudgeon in Training*

There was quite a crowd in Richmond; many folks who have not been at an **NVNTRAK** show recently. Some of these folks were the *Emeriti* that helped establish the club's reputation and did time on the *BOD*. Up through the '96 convention, and even for a few years after, nearly every show had a good representation from the *Emeriti*. This made things much easier for the *BOD*.

By example and through quiet instruction, the *Emeriti* established quite a reputation for the club. That reputation was not just for us being the biggest or most innovative club. It was a reputation for excellence. You could always tell an **NVNTRAK** module or layout. The scenery was complete and dings were quickly repaired. Track and wiring problems were fixed before the next show. Every module had skirts attached by Velcro. Extraneous cars, boxes, tools, soda cans, and cups were inside the layout. The uNcoNveNtioN Part Deux confirmed what has become increasingly clear over the last year or so. Quite frankly, our display was embarrassingly primitive compared to the bulk of the other club's module sets – not all the individual modules, necessarily, but to overall appearance we presented as a club.

Now, the *Emeriti* did a lot of work – both on and off the *BOD*. The current *BOD* continues the tradition of hard work for the membership. But, the truth is that, as the *Emeriti* have become less involved with the average club set-up, the club standards have slipped.

Think I am wrong? Take a good, critical look around the next club public show. It is not going to be pretty. The contrast with a layout from the *immediate ARLR (After Red Line Route* – the '96 convention) days will be tremendous. Even though Velcro is on all the skirts, most modules need push pins to attach the skirts. At least one or two modules will be works in progress, with scenery only 75% or less complete. Lots of scenery will need repairs and buildings will be obviously missing from some. "Ski jumps" and other faulty track work will be causing derailments and complaints, but no one will be

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## The View Atop Trestle 19

*Noll Horan, President*

It's that time of year again. Time to think not only of that newest N Scale offering from one of the leading manufacturers begging to be opened there under the Christmas tree. But to look ahead to the **Annual General Business Meeting** held in January. Two **Board** members, myself and Keith Holzapfel have reached our term limits. Two other **Directors**, Cotton Bowen and Paul Diley are up for re-election. This leaves two open slots and potentially two other seats up for grabs. So if you wish to run for the **Board of Directors** of **NVNTRAK**, be sure to get your name on the ballot. (There should be more information elsewhere in this issue of **The Call Board**.)

The year 2002 was another active year for **NVNTRAK**. Of course there was our usual setups throughout the region, but we also branched out to

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# HOST CLUB OF THE 2004 NTRAK EAST CONVENTION



## MODULE OF THE MONTH



### Seabrook, MD

With all of our Maryland members, I wonder why no one has modeled a portion of the NEC that really LOOKS like it is an N-Trak module, with three tracks. Of course, although it has three tracks, but except for the wye at Bowie, or the neat station at BWI, the NEC is pretty plain.

This shot is from last Sunday (November 24). After the minor derailment on Friday on the Pope's Creek Subdivision, there was all kinds of

coal backed up for the power plants. On Sunday morning, two coal trains went south on the Pope. The first went to the power plant at Morgantown, while this train went to Chalk Point.

A SD80MAC running long hood forward is very rare, caused by the power shortage, since three units were damaged in the derailment.

As it was, there were not enough 80MACs for all the trains that needed to be run, such that SD60I 8744 (dark future) was the middle unit on this train.

This train continued like this from Benning yard to the wye at Bowie, where #807 was turned, and led the train south, short hood forward.

Except for the flared radiator, sort of reminiscent of a long hood forward E44.



## RAIL EVENTS TIMETABLE

December 7-8	Fairfax Station Railroad Museum Holiday Train Show (Caboose only N layout) Show times are: Sat 10am - 5pm, Sun 12pm - 4pm	January 19	Annual Greeneral Meeting Prince of Peace Church, Springfield, VA Times and more info to come.
December 16	Club Holiday Party, Bill Palmer's house overlooking the RF&P Subdivision	January 25-26	Great Scale Model Train Show Timonium Fairgrounds, Timonium, MD Road Trip - get your feelers out now to form carpools!
December 28-29	Greenberg Great Train Show Dulles Expo Center, Chantilly, VA Setup Foreman: Paul Diley (703-585-8583) Setup times: Fri 2pm-7pm, Sat 7:30am - 9:30am, Clampdown: Sat 9:00am Show timers: Sat/Sun 10am - 4pm	February 2	1st Backshop for the new year

(Continued from page 1) **The View Atop Trestle 19**

new venues, which is always a good thing. As long as we don't cut ourselves too thin which can be the case. And next year promises to be no exception. 2003 will be an all important test for this club as we gear up for the **BIG ONE, The Capitol Limited, 2004**. We will need involvement **AND** input from each and every member if 2004 is to be the success as we know it can be. So get on board this train and be an engineer or conductor, not just the passenger.

Though December is generally slow month for actual club setups, there is always the **Fairfax Museum** Christmas shindig. Limited to the Caboose Layout, it is always a hit with the younger set, (as well as the adults). So come out and show your support for **The Station**. Remember, it IS our storefront.

In mid-month, we will celebrate the holiday season once again at the Palmer's as they graciously host the annual Christmas Party. And don't forget to bring something to run on Bill's layout. There's plenty of time and space to squeeze in a little runniN' TraiNs.

And let us close out this year with a really nice, organized show in Chantilly at the **Greenberg's Show**. Let's get all those modules that have been mothballed over the past months and show the **Greenberg** folks they aren't making a mistake joining us for the **2004 Convention**. The **High LiNn<sup>3</sup> Route™** will be debuting their new and improved 20 plus feet. (Had to get that plug in!) I understand space is filling up fast. Better get in touch with Paul if you plan to participate.

In closing, I wish to give my sincere thanks and appreciation for **ALL** of you who helped make this year, 2002, another successful year for **YOUR** club **NVNTRAK**. May you and yours have a safe and happy holiday season. We all deserve it.

My time is up. I thank you for yours.



**From the Super's Desk**  
Paul Diley, Superintendent



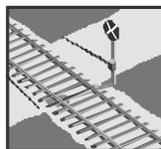
Hello Club Members,

Another year is almost over with only the Club Holiday Party and two more shows for the year. The Party will be at Bill Palmer's home again this year (Dec 16). The two remaining shows are the Fairfax Station Holiday Train Show on Dec 7-8, (We will be only running train inside the caboose at the Fairfax Station Show) and the Greenberg Great Train Show at the Dallas Expo Center in Chantilly, VA, on Dec 28-29. I am planning to have two-loop layout at Chantilly. One will have three lines and the other will have four lines (*ed-mountain?*) for running trains. If you would like to bring out your modules, please call me ASAP (703-585-8583). Space is going fast. The layout space will be around 20x60. So lets finish the year out with a great showing.

I have already started working on shows for 2003. One will be at Landmark Mall at the end of February (Still working on details with the Mall), and I will keep everyone up to date with what is going on. I plan to have room for around 300' of modules, maybe more.

If you would like to see us do any other show in Maryland or Virginia, place call me with the info, and maybe we can run with it and see if we can fit it the Events calendar.

Thank you for your time. Lets all work together to make the NVNTRAK Club better. These will allow more fun in running trains for the public in 2004.



**This Side  
of the Tracks**  
Dave Davies, editor

A real good problem this month ... too much material. 😊

The setup material from October and November material has been used, with two of Dave Freshwater's railfan articles on California delayed until there is room. Except for the prototype images, all photos in this issue are Dave Freshwater's, thanks Dave.

Except for Spotsy Mall, I have taken the last six weeks off from setups to chase trains in fall colors. Time to get back to runnin' trains ... until the snow comes. 😊

**Have a Happy Holiday, and see you all at Bills.**



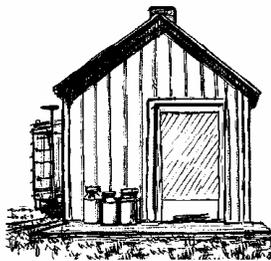
## THE HOSTLER'S SHACK



*Matt Schaefer*

**GOING FIRST CLASS** - August 9 & 10 I attended a show in Lynchburg including an Ntrak pool picnic overlooking the Blue Ridge. Sunday there was a guided tour of Lynchburg's river yards and industries. Chris Wiley used hand held radios/speakers to give a narrative to both vans about all the "scenic spots". This southern hospitality was reciprocated by the Pocahontas Div. Nov. 9 - 10 in Bluefield, WV. and Kelly Massie gave a guided tour of the many old industries and the N&W's facilities in Bluefield.

**BLUEFIELD** - At one time Bluefield had 13 yard crews in 24 hours and now there are none. It is just a crew change point with an engine lube shop. The coal and RR business has dropped the population of Bluefield from 23,000 to 7,500 people now and most buildings are boarded up downtown. It was told that during the big war a Y was added so they could turn the pushers in case terrorists hit the turntable. The summit at 2500 feet elevation is this side of the coaling tower. They tried to knock it down and only took a chip out of the leg so left it standing. See pictures of NS Lub-a-torium, coaling tower and Y.



**LAYOUTS** - The Pokie Div had a large HO layout in Bluefield show. Lynchburg Ntrak had a 12 module layout and I demonstrated the old NVNtrak game of running 3 compatible trains on red continuously. On Sunday morning the cars from all over the layout were moved to the church parking lot as one more conversational piece. After the Bluefield guided tour I know of some hot alleys where all the cars could also be parked all Saturday night.

**"MUSEUM PIECES"** - An N scale replica of the Bluefield station was displayed in a plastic case during the show. I understand as a follow up to the great '02 uNconvention in Richmond Science Museum Tony DeMasi has gotten an offer to provide a layout and a replica of the wreck of the '97 in the Danville, VA Science Museum on Sept. 27th 2003. Tony is coordinating with Lynchburg and Raleigh and other clubs. Danville is about a 5 hour drive from NVa.. NVNtrak has had the honor of presenting for many years our layout in the Fairfax Museum caboose representing local points of interest including the Fairfax station. This is just another service Ntrak can provide to the museums and to the public.

### A ROUGH SECTION of the B&O

The B&O's West End route was abandoned by Chessie and now there is a 72 mile North Bend Rail Trail, NBRT, with 13

tunnels. It will eventually be extended from downtown Clarksburg to Parkersburg on the Ohio. This was the National Road and originally had 28 tunnels in this 72 miles and was all single track with passing sidings every 5 miles. The name trains were #1 & #2 The National Limited, the Cincinnati, the Metropolitan and the Shenandoah. As you travel up the NBRT beside the meandering streams you can get the feel of all the trains slugging it out up the grades and through an endless cycle of bridge-tunnel-bridge and for a 100 years! (See pictures of the trail and the cover of the park's brochure)

**TUNNELS** - The old tunnels had limited clearances and of the original 28 only 13 are left one being 2,297 feet long. After the merger with the C&O in the 60's most of the tunnels were daylighted leaving deep cuts and some were just bypassed. The B&O had special passenger cars for the tight clearances and the C&O had to modify their passenger cars to run them on this route. Stiffer springs were installed and in some cases handrails were removed to meet the clearances.

**UP HILL RIDE** - My ride started Nov 12th in the quaint town of Cairo where I got supplies and air and a lot of hot air too in the general store. Rental bikes, restaurants, B&Bs, general stores and all the necessary facilities are available. In the 7 miles east of Cairo there are now 4 tunnels 300 to 600 feet long and too many deck girder bridges to count. The trail climbs 100 feet in 7 miles. The 2 lower tunnels are brick lined and #10 was blasted from solid rock. Flashlights can help but I had to adjust bike balancing when only having a spot of light on the tunnel floor for reference.

**FACILITIES** - This section includes the NB State Park with an all year lodge. The trail has a good packed surface and there are picnic tables and porta-potties along the way. The area is also decorated with rusted gas wells, pumps, rocking beams and sheds that hint of the oil boom long past. Midway was the ghost town of Cornwallis and concrete signal and battery box foundations for a passing siding. Many interesting stories are told about wrecks and cave-ins and ghosts (in tunnel 19). On May 31, 1956 the National Ltd hit a 40 ton boulder at tunnel 13 just outside of Cairo and wrecked 13 cars and the blue diesels all went into Bonds Cr.

**NBRT** - The NBRT is a part of the 6,356 mile American Discovery Trail across the US. While you are getting exercise you are enjoying the RR history, the scenery and the hospitality of the small towns and the people along the way. Now that the leaves are gone you can see more and not get overheated pedaling up the grades.



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## The Rockville Lion's Club Train Show

*Dave Greenacre*

The weekend started with setting up on Friday evening and doing the usual supper at Hard Times Café sometime during the evening. This year it was just Edd and myself, Charles was out of town, and Rod was pushed for time and decided not to join us. Maybe next year...

On Saturday morning the unofficial club motto, "Semper Gumby", really kicked in. I had forgotten just how many folks had agreed to come. (My sincere apologies!) After some rearrangements, shuffling, and even two deletions, I think we had the biggest layout in there in several years. Here's how things fell out:

As usual, Edd's M&K Junction anchored one side, but he had the assistance of Mat Cibaro's Boulder Junction. Rod's Spider Ridge and John Steitz's Brendel Yard and Brian Brendel's Clark's Mill did honors holding down the other side. On one end we had Dale Rinker's Natural Flat and Natural Pass with a short bridge to offset the monster on the other end; the recovering ALKEM Steel, owned by Fresh. Corners were provided by NVX2. Two other modules came to the show; Fresh's Operation Lifesaver and my own Green Lake, but they had to sit out because a certain person said they wouldn't fit. (Something or other about fire codes...)

Operations were all analog, with one block per loop, but with Edd's yard able to take control of the main lines, there was the ability to run two and even once three trains.

Once we moved the clamp that was shorting the track wires, everything was smooth running. OK, ok, we need to work on a few turnouts on a few modules; the trick of wiring the frogs of the electro-frog turnouts needs to be applied to some modules. (Don't get me wrong, I call it job security! I'll be glad to assist with re-wiring modules, you just have to get on my schedule. <grin> )

One disaster occurred on Saturday morning, a trolley had gotten loose on the main line, wobbled a bit on one of the track joints, and earned itself a new RR name: WbFo&S\*. Well, on a passing track is Edd's wonderfully long coal drag - which, when disrupted by the trolley- proceeded to imitate a line of dominos ALL the way down the length of Brendel Yard to the last car! Three separate attempts to interrupt this process were unsuccessful! That one would have been great to get on video. The OLI module was set up in a corner of the room accompanied by the VCR/TV, blasting forth about railroad safety. (Once we found the volume adjustment, it wasn't blasting quite so much.) The videos were attended by young and old alike, and I think more than one person got some good information relating to the do's and don'ts around railroads and at least one had their eyes opened as to how long it takes a train to stop.

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## NVNTRAK Returns to Silver Spring for Station Re-dedication

*Jeff Peck*

On a windy Saturday, November 23rd NVNTRAK returned to the *Silver Spring Railroad Station* to participate in the rededication festivities. The station has been restored to appear as it did when it was opened in 1945. Members *Dave Freshwater, Nick Sklias, Cliff Enz, my son Christian* and I were in attendance using *Nicksville, Thea WV*, and the 4 corners and a 2' bridge set from NVX-2 to make up the layout and provide an *Operation Lifesaver* display. A few *Kidzilla* attacks and



electrical gremlins aside, everything went as planned. CSX and Amtrak provided their usual 1:1 outdoor train show and *Dave's* survey of the covered outdoor platform estimates a 10' X 30' area for an outdoor setup during warmer weather in spite of the fact our hostess gets this "why would you want to set up out there so close to the trains?" look on her face when we inquired about using the platform. A few more setups and she'll realize what a bunch of train nuts she's dealing with. Even though this is one of our smallest setups, hopefully more members can come out in the future - between the N scale trains inside and



the full-size ones outside, you're sure to have a great time.

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Thanks to all who brought modules, assisted with setup & take down, and even to those who just ran trains.



\*WbFo&S: Wobble-bobble Fall over & Stop.

## Bethesda-Chevy Chase Set-up

*Dave Freshwater*

The *Bethesda-Chevy Chase Rescue Squad* ran one of their typical, tremendous open houses on October 5<sup>th</sup> and, once again, were one of the best hosts for a layout. The little bit of extra work needed to haul the layout upstairs on the elevator was worth the effort once the open house started and the kids arrived. The layout was a little smaller than in past years, perhaps affected by the Altoona trip and the MER convention that were also held that weekend. But, we had a lot of returning club members who know how much fun running trains for a fascinated crowd can be.

We actually had a good mix of town and country scenery modules for this show. The early challenge was trying to arrange them so that the scenes matched up. **Nick Sklias** had his *Nicksville* and *Mantua Gap* modules anchoring one side of the layout with **Mat Chibbaro's** *Furlow Canyon*. **Brian** and **Stephanie Chibbaro** had the *Pipsqueak Division* installed under that side of the layout. **James Altobello** had *Junkyard Corner* and his new city-themed modules on one

end of the layout. Even though the *POFF* is still a work in progress, I overheard one of the visitors telling James that she recognized the scene, having grown up a few blocks away. **Jeff** and **Christian Peck** had their *POFF* on the opposite, narrow end of the layout. The final parts of the layout included the large trailer corners, *Griggs' Crossing* from the large trailer, my *OLI Tower*, a 3 and 1 foot bridge substitute for a *POFF*.

**CliffENZ** was on hand to help with the set-up of the layout before heading to other things. Under the direction of **Bill Baldwin**, our QM General and former combat engineer, the layout ropes were reinforced to protect the Pipsqueak Division. Bill also created an **Operation Lifesaver** theater with some extra chairs to one side of the layout. *Sly Fox and Birdie* taught the kids about safety around trains. And, we drove a few parents crazy as they tried to figure out how the tape was rewinding and starting. (We had the remote control for the VCR over at the layout.)

In *Semper Gumby* spirit, we had a couple of electrical challenges to overcome. After scrounging enough fuses to run the layout with *Aristos*, I had the *Lindsey* set up just in case the phantom electrical problem we were having blew any of the fuses. If I had plugged the *Lindsey* in right away, we would have found the electrical problem immediately. During set-up, the Blue and Yellow lines on one module had been crossed. People had much better control of their trains after that was corrected. And, courtesy of the *Rescue Squad*, we actually came home with more Aristo fuses than we started with.

Despite proving once again that I am not really an electrical engineer, we had the layout up, all trains running, and all the bugs worked out when the first kids showed up 5 minutes before the official start of the open house. From then on, we always had people around the layout, even when the

Park Police Rescue helicopter landed and took off. A few of the kids will probably be club members some day. They had become fascinated with trains at a previous show and were telling us what we were doing wrong or discussing the merits of engines and cars from different manufacturers. One kid pointed out that *Rapido* couplers were more reliable than the couplers on some new *Intermountain* cars that I had. Given the covered hopper RIP track that I accumulated, I tend to agree.

The show end of the show did not mean that the fun ended this day. While the *Rescue Squad* provides food for all during the show, they also provide dinner, complete to *QM General* type beverages, for all the volunteers who worked that day.

*(pics on page 8)*

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For the second year, everyone also got T-shirts for working the Open House. With **NVX-1** reloaded and attached to **Bobby Richesin's MTV**, every one headed for home with another successful show completed. I would like to thank everyone who brought modules and trains and who came to help with set-up. Those of us on the Maryland side of the river do not try to keep this one a secret; it is great fun. I would also encourage those of you who have not attended this show to give it a try next year.

From page 1

working to smooth them out. Cars, car boxes, track tools, and the occasional soda can or coffee cup will be sitting in odd places on the layout. Inside the layout space, tables will be filled with a collection of train boxes, toolboxes, and snack trash – all unattended and in plain view of anyone close to the layout.

Then there are our poor club modules. The last new ones were a couple Mountain corners and *Grigg's Crossing*, a *POFM (Plain Old Four-Footer Mountain)*. The small trailer set is much overworked, needing replacement or a complete makeover, not just a M\*A\*S\*H session. The electrical problems of the junctions still have not been resolved, surviving a variety of efforts starting with the "Secret Junction Committee" in 1997.

Given this list of things, which is not exhaustive but may be exhausting, we could not work off all the problems if every *Emeriti* from the beginning of the club managed to attend the next *Backshop* or show. They could help solve some of the problems and keep others from getting worse. However, re-establishing our reputation is going to take an effort of the entire club at some club **WORK** sessions. We need to start scheduling work sessions to do work, not just provide another opportunity to run trains or tell stories.

The 2004 convention is coming. We are going to be doing lots of convention work in the last 9 months before the convention. Soon we are going to start up with the publicity machine to attract both modelers and the general public to the convention and train show. We need to quickly get our house in order, re-establish our standards, and provide the high quality impression we were known for in the past.

Do not wait for the *Emeriti* to return or the first club work session to start the effort. Remember that the *Emeriti* of tomorrow are the hard-working members of today – We is Them – and it is up to Us. Take a look at your own module (s). Is it more than 75% complete, closer to 95% (since modules like layouts are never 100% complete)? Can you "foster parent" the renovation of a club module, or host a work session on your own to build a replacement?

The time to get started is now.

**Book Review –  
Freight Terminals and Trains**

By John Droege  
(560 pages)

Reviewed by Dave Freshwater

This book was originally published in 1925. The National Model Railroad Association's Kalmbach Library reprinted the book in softcover in 1998.

So, what's so fascinating about a nearly 80 year old book? Mr. Droege wrote a classic work about how engineering design of yards and terminals affected the ability of railroads to move freight and make a profit.

Mr. Droege was a dispatcher, yardmaster and trainmaster for the C&O, NW, and Southern railroads. He knew his subject because he had to solve the challenges he presents in the book and had done it well. That success led to his appointment as the General Superintendent of the New Haven.

While the cost figures quoted in this book are clearly dated, the general principles involved in making the business decisions of capital investment versus cost savings and return on investment still apply. When you remember the meltdown of the Union Pacific system after the merger with the Southern Pacific, you also realize that the same operational challenges exist today. So, if you are interested in the theory of how the real railroads operate and design facilities, you'll find some interesting reading.

If you are interested in operating on our layouts, you won't find this book as useful. We're limited by what modules and yards show up. If you are trying to design or operate your own home empire, you may find parts of the book of use. You probably aren't going to be too worried about the costs avoided through a more efficient yard design. But, you'll realize the benefits of smoother operation and greater flexibility of your layout.

This isn't an easy read, in my opinion. It was written for professional railroaders, not the average reader. But, its application to design of yards and terminals on home layouts and their operation is why I believe that the NMRA reprinted the book. If you are more interested in running trains around the "NTRAK racetrack," you might want to pass on reading this book.

Freight Terminals and Trains is available by mail through the NMRA's Kalmbach Library. It costs \$39.95 for NMRA members and \$44.95 for non-members, plus shipping and handling of \$5.95 for all. Or you can borrow my copy. (Bobby Richesin isn't drooling all over it.)

**DECEMBER PHOTO ALBUM**

Maryland Setups — Dave Freshwater



Bethesda Chevy Chase



Damascus



Fairfax Station





# Annual Membership Renewal Form

## It is that time of year again. It is Membership Renewal Time!!!

Please complete the information below so that our records of your membership are current. If your mailing label shows an expiration date of 01/01/03 or earlier, you need to renew. If you wish to vote at the Annual Membership Meeting, you must renew before the meeting. Non-members wishing to continue receiving The Call Board for 2003, must renew by January 31<sup>st</sup>. Membership dues are \$45.00 per year. Non-member Call Board Renewals are \$20.00 per year.

? Please make checks payable to Northern Virginia NTRAK, Inc. and send your check or money order and this completed form to:

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

NOTE: The policy of NVNTRAK is that we do not furnish names and addresses to any person or organization outside the club, with the exception of NTRAK, Inc. Membership in NTRAK, Inc. is automatic and included in the annual membership fee for all regular members of NVNTRAK.

Please check the appropriate box below:

? Membership renewal    ? New membership    ? Non-member Call Board subscription only

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_      ZIP: \_\_\_\_\_

Home Phone \_\_\_\_\_      Work Phone \_\_\_\_\_      E-mail \_\_\_\_\_

Name you prefer to have shown on your club Name Tag \_\_\_\_\_  
(many club members prefer first name or nicknames)

I request that you (check all applicable blocks below):

- ? Please **do not** publish my home phone number on the NVNTRAK Roster.
- ? Please **do not** publish my work phone number on the NVNTRAK Roster.
- ? Please **do not** publish my Email address on the NVNTRAK club homepage.

The club Roster is published twice a year and distributed to club members only. The list of members' email addresses is posted on the club homepage.

## Railfans and Terrorists

Dave Davies

In the railfan press, there has much written, including a front page article in the *Washington Post*, about the description of a terrorist near railroad tracks behaving like a rainfan normally would. (Taking pictures, notes, etc.)

Because the FBI alerted police department around the country that railroads are potential targets, without an analysis of the possible targets, expect to get questioned when near railroad tracks. The police will normally only ask what you are doing and ask you to produce a photo ID.

I guess this is where our extensive line of marked apparel comes in handy, to show you are a modeler who is basically collecting information to model a train, location or industry.

Normally, I railfan far away from the city, but last week I had just happened to stop at the Coleman's Mill road crossing on the RF&P, when a sheriff's deputy happened to be passing, and asked to see some identification. I have also begun to carry publications that would show anyone not familiar with railfanning what is available, including where my photographs have been used in industry publications (roadrailers on the front cover of a Wabash National flyer and VRE salute to 9/11 in Trains).

While police/railfan interaction is inevitable, railfans can help by staying away from very obvious terrorists' targets: railroad property (ask permission to enter a yard to shoot that special engine) or railroad bridges or tunnels (around here, the obvious target is the 14th Street bridge, which carries all north/south traffic this side of the Hagerstown gateway.)

The other half of "our railroad war" is the spread of information. I have seen a number of special movements that would make prime terrorists targets, but the key here is not to pass on any information about a movement until the movement is over, and the information would be useless in a tactical situation.



*DODX caboose 904—  
seen at an undisclosed  
location, at an  
undisclosed time and  
date. I am in the  
process of making one  
of these for my military  
train, but I think I may  
skip a lot of the roof  
details.*

## First Call for Nominations

The **Board of Directors** invites members to submit nominations for the two Director positions for the **BoD** election to be held at the January **General Membership Meeting**.

Two BOD members, President Noll Horan and Director Keith Holzapfel have reached their term limits. **Secretary** Cotton Bowen and **Superintendent** Paul Diley will be running for re-election.

If you want to run, members may nominate themselves by contacting any current BoD member. If you wish to nominate someone else, remember to get your favorite candidate's agreement in advance before making the nomination.

### Secretary's notes:

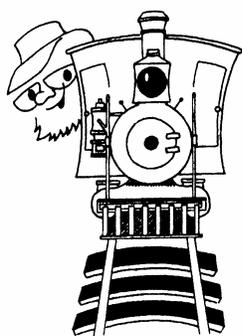
Howard Beall just solved a long time problem we have had with storage of legs in the NVX-2 trailer. We have tried plastic boxes, reinforced cardboard boxes, etc. all to no avail, they self destruct after a few shows. Howard, being a master box maker (just look at his module containers), built a reinforced wood box for the corner legs that looks like it could survive a hurricane, not to mention a few shows. So Howard, as the Aussies say, "Good on Ya". Thanks for a job well done!

On 16 November master module builder Mark Sisk, Edd Braithwood, and I assembled the bench work for 4 new corner/junction modules. These modules are based on a design from the Baltimore N-Trak Club (BANTRAK) and consist of a corner module and a 2x2 bridge unit that attaches to form a junction. We are looking for someone to do track laying, and scenic work on one or more of these modules after the track and wiring are finished. Wiring will be done by Edd Braithwood. Any volunteers for track and scenic work?? If you're looking for "hours of unlimited fun", call me, maybe we can work something out.

Respectfully submitted,

Cotton Bowen

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## *Northern Virginia NTRAK, Inc.*

P.O. Box 523051  
Springfield, VA 22152  
Member Helpline: (703) 391-2941 (Ext 3)  
<http://www.nvntrak.org/>

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Items for publication should be submitted to the editor. Send submissions to:

[dbdavies@cox](mailto:dbdavies@cox)

All submissions must contain clear text identification of the author to be accepted for publication.

Articles and other submissions for the November 2002 issue must be received by October 22, 2002.

### Northern Virginia NTRAK 2002 Officers:

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**NS Office Car Special to Strasburg, VA.**

After years of 10 mph running on the end of the B-line west of Front Royal, NS had upgraded the line, and it hosted a special tour of the Virginia Historical Society to Strasburg on November 15, 2002. This image is from the deadhead move of the equipment back to Altoona, PA, pictured at Delaplane, VA. *(Dave Davies)*