

THE CALL BOARD



Celebrating Our 12th Year!

A 100% **NTRAK** CLUB

February 2003

VOLUME XII NUMBER 2

INOVA FAIRFAX HOSPITAL FOR CHILDREN

3300 Gallows Road
Falls Church, Virginia 22042-3300
Tel 703 698-1110

January 14, 2003

Noll Horan, President
Northern Virginia NTRAK, Inc.
P.O. Box 523051
Springfield, Virginia 22152

Dear Mr. Horan,

How wonderful to receive your Club's recent holiday donation to Inova Fairfax Hospital for Children. Thank you for this very thoughtful and generous gift that will benefit the young patients we are so privileged to serve.

The Inova Fairfax Hospital for Children has been thrilled with your Club's active participation in the past. Your impressive display has been a big hit in the Atrium for children and adults alike! Our pediatric patients have especially enjoyed all the modules that the Club's train enthusiasts have created.

We look forward to having you join us in 2003 as we continue our efforts to ensure the Hospital for Children's "Child Friendly" initiatives that provide opportunities for play and distraction during their illness or injury.

Thanks again for continuing to make such a significant difference in the lives of children. Happy New Year and best wishes to you all.

Sincerely,

Leslie Brady
Leslie Brady, Manager
Special Fundraising Projects
Inova Fairfax Hospital for Children

The View from Wallace (PA)

Cotton Bowen, President

Although we weren't able to conduct our favorite fun activities (auctions) on January 19th, we did succeed in conducting the mandatory yearly business of the club, the election of club officers. As the new President, I am extremely pleased to have Paul Diley, and James LaBaugh back as the Superintendent and Treasurer. I am also extremely pleased to have Dave Davies and Bill Rutherford as members-at-large and also to have them back in their auxiliary duties of Call Board Editor and Webmaster respectively. I extend a hearty welcome aboard to Marc Sisk and Steve Jackson as new members and also to Marc as the new Secretary. Lastly, but not least, I am both honored and humbled to be both re-elected to the board by the club members and also elected to President by the members of the board of the largest and best N-scale model railroad club in the world.

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HOST CLUB OF THE 2004 NTRAK EAST CONVENTION



MODULE OF THE MONTH



Thompson Valley

An N Scale Narrow Gauge (Nn3) Module

Marc Sisk

I committed to attending the 22nd National Narrow Gauge Convention held in Providence, Rhode Island, 4-8 September 2002. Along with that commitment came the fact that I had also stated that I would have a Nn3 one-track module ready as well, so that we could complete the track plan that Jim Labaugh (Northern Virginia NTRAK) developed for the convention.

I built the module framework in January, along with several other modules that I built for other people. The framework sat around from January until mid July, when I thought that I had better get moving, if the module was going to get done by the convention. So, six weeks before it was to debut in Providence, work began (in a hurry).

The module framework was constructed of 3/4" birch plywood ripped into 3 1/2" widths. Wood glue, screws and nails were used as fasteners. Module legs are built from a 2x4 ripped in half to form 1 1/2" square legs. Folding legs were built

using hinges, a cross brace and locking brackets. Two-inch pink polystyrene insulation foam used for the module top and scenery base.

The sky board was made from 1/4" birch plywood. It was finished with two coats of artist's gesso on front, followed by an application of acrylic craft paint blended for the sky color. Clouds were done with flat white paint and a stencil held at various angles and distance from the sky board. My wife Carol hand-painted the mountains on the sky board using acrylic artist's paints.

(Continued on Page 7)

RAIL EVENTS TIMETABLE

February 8-9	Greenberg Great Train Show Prince Georges Equestrian Center, Upper Marlboro, MD, Setup Foreman: Paul Diley (703)585-8583; Setup times: Sat 7:30 to 9:30 Clampdown 8:30 Show times: Sat/Sun 10am - 4pm	March 2	Backshop Prince of Peace Church, Springfield, VA
16	Fairfax Station Show setup time: 11:30am Show time: 1:00pm - 4:00pm	16	Fairfax Station Show setup time: 11:30am Show time: 1:00pm - 4:00pm
22-23	Landmark Mall Public Show Landmark Mall, Alexandria, VA Setup Foreman: DC Paul Diley DCC John Steitz Setup times: Fri 9:30pm - 11:30pm Sat 7:00am - 9:30am Clampdown: Sat 9:00am Show time are mall hours	15-16	Boy Scout Troop 964 Train Show Saunders Middle School, Woodbridge, VA Setup foreman: Bill Rutherford
		April 6	Backshop Prince of Peace Church, Springfield, VA Sun 12:30 - 6:00
		20	Fairfax Station Show Setup time: 11:00 am - 12:00 pm Show time: 1:00 pm - 4:00 pm

(YARD LIMIT) **From the Super's Desk** (YARD LIMIT)
Paul Diley, Superintendent



We have a most challenging and enjoyable year to anticipate in 2003. As your club president, I intend to enable the club to not only successfully run TrainS every chance we get, but to also prepare the club and enable its Convention committee to lay the ground work to host a memorable and successful convention in 2004. As members of the club, we all have responsibilities in these endeavors. Timeliness in being at the setups, having a module in good repair (both running and scenic'd), locomotives and rolling stock that run reliably, and being there to help when there is a need are all things, that as members we should be taking care of. I don't know who wrote it in the November Call Board, but the "old curmudgeon" was right, we must always be on our guard to ensure that we do things right with a minimum of disorganization, and always present a vision to the public of which we can be proud.

Ownership of a module is just the beginning of the fun. For those who have not yet built, or otherwise obtained one, I urge you to do so. If building a module, or ownership, is not in the cards, then maybe Paul Diley can help out by providing an orphaned module to you to love and care for on a part-time basis. Much of our club's reputation with other N-trakers and clubs is built on our modules. We should display our best effort at all the layouts. If some of our club modules are in significant need of care and refurbishing, I urge you to step forward to contribute an effort to fix them.

The Superintendent announced at the meeting that our motive power division has diminished in strength. I extend my most heartfelt thanks to Bobby Richesin for all he has done for us in the last two years in this endeavor. Bobby has been a significant factor in the success of our layouts. I am sure the membership joins me in encouraging Bobby to rejoin our ranks as an active member at the earliest opportunity. Bobby, we already miss you! In the meantime, we need some members with tow capable vehicles (MTVs) to step forward to fill the gap.

As a last appeal for help, does anyone have the capability of storing one or both of the club trailers? We need a centrally located, secure place to store the trailers, preferably at no cost.

Again, I thank the membership for their vote of support and confidence and am looking forward to an enjoyable year of running trains in 2003. See you at the February Backshop.



A new year is here, and we have a lot of shows planned for the 2003 calendar. Watch the events calendar for shows you plan to attend.

If you are planning or working on new modules, it needs to be checked and tested before it can go to a show. Call me, and set a time and date to have your module checked out.

The last show of 2002, at the Capital Expo Center, went great with the setup and everything that it takes to get a layout up and running. I would like to thank everyone for their help. I hope that all the shows that we do in 2003 go as well as the last show. With everyone's help, I know that we can make each show great. If you have any info on any other shows/setups that we should do, or need to put on the Events calendar, please let me now ASAP.

I'm working on two things right now. One is a complete list of all modules that are in the club owned by active members. I may need to call on some of you for info to get this list updated. The second thing is a complete list of events for this calendar year of 2003. Once I have finished the list, let me know if you would like a copy.

For the month of February, we have three shows. A Greenberg Train Show in Upper Marlboro, MD, this coming weekend of the 8-9th. The second show is the first of the year at Fairfax Station, and the third show is the big one at Landmark Mall, for the public to come out and see what we do as a model train club. Landmark is going to be bigger and better this year. We have 4 loops planned, 1 loop+ for DCC and 3 loops for DC. If you have not signed up, plan to do so soon. Tell all your friends to come out and see a layout with approximately 400 feet of modules. Come out and have fun running a lot of trains.

Thank you for your time. Let's all work together to make NVNTRAK better in 2003 and have fun running trains for the public.





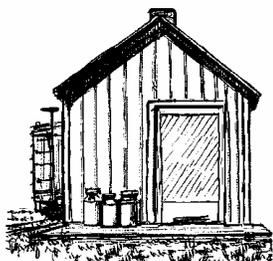
THE HOSTLER'S SHACK



Matt Schaefer

TROUBLESHOOTING LAYOUTS – As layouts get bigger and the controls get more complicated, there is more opportunity for problems, and the problems get harder to find. We tried junctions again at the December Chantilly show. We had shorts again and after more than an hour, the problem turned up not the junctions, but between other modules. The Cinch plugs were not clearly marked, therefore, the wrong Cinch plugs were connected. In this case playing hunches did not help.

PLAY YOUR HUNCHES QUICKLY – It is natural to play your hunches and use ESP to concentrate on likely sources of problems. Did you see or smell smoke? But if your hunches don't pay off quickly, you better move on to another technique. Shorted track is a perfect application for "divide and conquer."



DIVIDE AND CONQUER –

This is the golden standard that members probably know. If you have a short somewhere, say just in red (line) in a 20 module section, don't start on the first module, then the next module, looking for the problem. Divide the red (line) in the middle of the section between modules ten and eleven, by removing the connector track and Cinch plug. That will eliminate 50% of the 20 modules and tell you if the problem is in section 1-20 or 11-20. If it is in 11-20, divide that section, and soon you have narrowed it to a module and its connections. That is the real basis of "troubleshooting trees," where you eliminate big sections as early as you can.

EARLY DETECTION - The best protection is prevention. In '96, as the layout was being set up in a room 250 feet long, I noticed long extension cords going to large sections of modules all lit up with 20 or 25 clamp-on lamps, so I felt the cord, and they were getting warm already. We just divided that section and added another cord and avoided low voltage and/or circuit breaker trips during the show. Look for problems during set-up. Look for problems as you follow your train, and know why your train stops before you turn up the voltage.

EARLY CORRECTION – In the '96 show, we had blocks with 25 or more modules, and with a few bad connections, the juice hog trains would be down on their knees crawling. That went on for days without corrections, and it should have been corrected early on. With DCC it is so

easy to run the "coin test" to see if the wiring is ample and make corrections before there is a problem and low voltage. If a coin across the track will not trip the DCC circuit the wiring is not adequate, and a short can melt track and wheels.

FASTER TROUBLESHOOTING – Some bridge modules have gaps in all tracks that can be switched to isolate a section. Gaps and switches could be put in all corner modules to quickly isolate the intervening section without disconnecting Cinch plugs and connector tracks. Of course our future lift bridge(s) will disconnect the track and can be easily unplugged.

MODULE CHECKERS – Get used to using your volt-ohm meter and beeper. Dave Greenacre, our "sparky," has a device that quickly checks all wiring and Cinch plugs on the main tracks. The "How To Book" has instructions on how to build a device that sits on the main tracks, and in a minute checks the main tracks, wiring and plugs. We have talked about checking all modules coming into our big conventions, and for other shows too. We could build several of these one minute checkers, and have them at the '04 sign in desk - at least to check modules that are not setting up as a club section. With our plans and practice in 2003 we can have a reliable and fun layout in '04.



Landmark DCC Loop(s)

John Steitz

One of the four loops of the Landmark Mall set-up on Feb. 22-23 will be an operations-oriented layout in the space in front of Lord and Taylor. A digital three-track trunk line bordered by return loops will allow for virtually unlimited continuous running, while parts of that same line, plus oNeTRAK modules, will provide operations sessions for those interested. There's still room for a few 3T POFFs. Bring your Digitrax throttle, digital locos, and/or radio headsets and join the fun (even if your module is in one of those analog loops).

Email steitzj@hotmail.com for more information.

(Ed—anytime we run DCC at larger layouts, a programming track is available at the "Chief" to program any loco.)



Operation Lifesaver Crossing

Dave Freshwater

Since this didn't get covered during the *Annual Meeting, Part Une*, and not everyone may get to the *Annual Meeting, Part Deux*, this column will provide a wrap-up of our *Operation Lifesaver* Education Activities during 2002.

When we started 2002, the club had 7 certified *Operation Lifesaver* Presenters: **Bill Baldwin, Brian Brendel, John Cook, Mitch Mitchell, Bill Rutherford, Jeff Peck** and me. During the year, we certified three new presenters: **Rod Smith, Mitch Brown, and Gil Brauch**. We immediately lost Gil to North Carolina, so we ended the year with 9 active presenters in the DC area. That probably gives us the largest concentration of presenters in the area. We may have the largest per capita percentage, with over 10% of the membership certified as Level I presenters.

Because of this concentration, we are often contacted by the State Coordinators when they receive a direct request for a presentation. We did 49 presentations during 2002, all in the states of Virginia or Maryland. Presentations are put into various categories for the reports that are submitted to *OLI National*; most of our presentations fall into the "Fairs/ Exhibits/Booths" category.

For all the presentations, we estimated that 41,780 people were exposed to the *Operation Lifesaver* message, "*Look. Listen. Live.*" Normally, our presentations break down along the membership lines of the club, about 2/3 in Virginia and 1/3 in Maryland. The break down was more heavily skewed towards Virginia this year (about 84%), because more presentations were done in Virginia. In making contact with these people, our presenters put in about 405 hours during the year.

Looking forward to 2003, we already have 3 club members scheduled for the Level I Presenters course: **John Drye, Nick Sklias, and Cliff Enz**. We are already on tap for doing presentations at the *Boy Scout Merit Badge and Train Show* in Woodbridge in March and for the *Manassas Railfest* in June. We also have materials in each trailer, so that our presenters can do presentations at any train show. With DC organizing a program, I suspect that we will be requested to make some presentations to assist them as well.

On February 14th, **AMTRAK** is conducting a system-wide safety outreach campaign, "Safety is Where the Heart is." In addition to safety discussions with employees, there will be station activities to increase passenger safety awareness. Details are still being worked out, but there will probably be an *Operation Lifesaver* component to these messages.

The High LiNn3 Route at Timonium

Marc Sisk

Northern Virginia NTRAK was well represented at the recent Train Show in Timonium, Maryland, over the weekend of January 25-26. Noll Horan, Jim Labaugh, Steve Zutter and myself gathered at Jim's house early on Saturday morning to load up a small trailer and my van with nothing but Nn3 modules and equipment. It was really, really cold. A stop at the nearby 7/11 got us warmed up a little.

We arrived at the fairgrounds around 8:30 to start to unload and setup. Setup went fairly quickly. Our spot was directly across from our good narrow gauge friends from Warrior Run. These folks operate Gn3. What a comparison in scales! Their sound systems sure made our locomotives sound good.

The High LiNn3 Route bunch is now able to assemble a 6' x 24' Nn3 layout complete with a closed loop at the 48" height and a point to point route using a set of one track Nn3 modules, Jim's Whiplash Curve module and the front of the standard NTRAK frames (foam covers the standard 3-track mains). We had approximately 3 scale miles of track operating all weekend. As an added attraction, I brought out my Crash Cart Nn3 Layout (Gurney Pass) and ran separate operations on its 17' of continuous trackage.

The crowd on Saturday was right at 6000 folks, so needless to say, the layout was a very busy place at times. Yes, the "C" word (cute) was uttered from many a person who were amazed that something that small worked so well. They used other word to describe us as well, but we won't get into that here. Several NVNTRAKers came by to see the layout and visit.

As luck would have it, snow started to fall right at tear down time on Sunday. We staged as much as possible next to the door, so that we got as little of the real elements on the modules as possible during loading. Carl Zutter showed up on Sunday and was kind enough to help us out with the tear down and loading.

The trip back was a little nerve wracking through the snow and traffic. I thought that with the Superbowl starting at 6pm, most folks would be off the roads. Wrong! Oh well, we made it back safely, unloaded at Jim's house and called it a weekend. It was a great time to show off our little jewels and also represent NVNTRAK. I believed we accomplished both those goals and look forward to the next time the High LiNn3 Route will run again.

(Ed.- What, no pictures?)


RADIO
EQUIPPED

Northern Virginia NTRAK Board of Directors Meeting

January 19, 2003

The first BOD meeting of the New Year was held at the Annual Meeting January 19, 2003. The meeting followed the election of new Board Members by the voting membership. **Cotton Bowen** and **Paul Diley** were re-elected and **Steve Jackson** and **Marc Sisk** were elected to fill the open BOD positions created by the term-limit departures of President **Noll Horan** and **Keith Holzapfel**.

First order of business for the new BOD was to select officers. Results of that process are as follows:

President: **Cotton Bowen**
Treasurer: **Jim Labaugh**
Superintendent: **Paul Diley**
Secretary: **Marc Sisk**
Director: **Dave Davies**
Director: **Bill Rutherford**
Director: **Steve Jackson**

The BOD meeting was convened at 2:55pm. Regular BOD meetings will be held at 2pm during each Backshop. Cotton asked Paul to appoint two assistant superintendents to help with the layout duties. Paul stated that the club would need more help transporting trailers this year. Cotton wants Steve to take his place on the Fairfax Station Board and attend their meetings as his schedule is getting full with commitments. The BOD meeting was adjourned at 3:06 PM.

Respectfully submitted,

Marc Sisk
Secretary, NVNTRAK

Northern Virginia NTRAK BOD Meeting

February 2, 2003

The NVNTRAK Board of Directors Meeting was convened at 2:08. Jim Labaugh has newsletters from other clubs that will be given to Dave Davies for review as some information might be used to put in the Call Board. After Dave is done with the newsletters, they will be provided to me to archive with the club's other files. Jim gave Paul a check to cover layout rental space for the upcoming show at Landmark Mall. The Post Office box has been paid for the year. Jim announced that we have 76 paid members as of this date. Jim will deliver the club roster to Dave for publication in the next Call Board. Paul is currently working on the April show schedule. Jim asked that he be provided a schedule for the

year to assist in budgetary/contract planning.

Cotton brought up the club bylaw regarding module ownership. To be a member in good standing, you must acquire a module within the first year of membership. Jim and Paul will compare rosters to determine the extent of members without modules. It is felt that if the number is small enough, that those without modules can adopt a club module and keep it in good repair. They will report progress at the next BOD meeting.

Cotton would like the Call Board proof read to ensure a quality product. Dave will do this and ask if he needs assistance. Cotton and I volunteered to do this.

New equipment is required for the club to ensure efficient operations at shows and to minimize the need for individuals to provide their own personal equipment. Dave will provide a list and related pricing information at the next BOD meeting.

John Drye attended the BOD meeting to let us know that the next steps for the convention committee included a web site update (module registration), club car planning and publicity ramp up.

Agenda items for the next BOD meeting:

Module Ownership
Equipment requirements
New Member Callboard update
Module Skirts
Storage Unit for Club Equipment

The BOD meeting was adjourned at 2:46.

Respectfully submitted,

Marc Sisk
Secretary, NVNTRAK

WELCOME NEW MEMBERS

Northern Virginia NTRAK extends a hearty welcome to **Frank E. Hogarth** our newest member, who joined within the last few months. Welcome to the club. We look forward to getting to know you better in the coming months.

MOM (from page 2)

The Peco Z scale track is mounted directly on the foam base. The #5 turnout was built by Tom Knapp and incorporates a micro switch to control polarity through the frog. Tom is a NMRA Master Model Railroader and produces some outstanding Nn3 work.

The module front and side fascia boards were made of 1/8" masonite, cut to match the scenery profile, finished with a primer, then satin black paint applied. Module terrain features were formed using laminations of polystyrene foam and then carved using a wire foam cutter and wood chisel. The river shape was formed with the wire foam cutter and then a sure-form tool was used to smooth out the river bottom. *Rigid Wrap* (plaster cloth) was used to seal the river bottom, and also used over the mountains on the left side of the module to help create basic shapes. Rock castings were created using molds and *Hydrocal*. Castings were applied to the mountain on the left and blended with more *Hydrocal*. The mountain on the right side was carved from foam. Mountains and other features were finished with acrylic artist's paints applied as a wash.

Trees are all hand-made using rope, etc., (pine trees) painted and flocked with ground foam. Other trees were made using dried flowers. Dirt roads were formed with a light color powder applied over straight *Elmer's* glue brushed onto the painted foam scenery base. Ground foams, dirt, rocks and other textures were applied using wet water and *Scenic Cement*. *Gypsolite* was used to create the uneven ground texture. The river bottom was sealed with *Hydrocal*, and then painted with green-black and earth colors. The river colors were blended in with sand, talus, and rocks. *Envirotex-Lite* was used to create the river. The river color was made using colored tints and India ink mixed into the *Envirotex-Lite*.

All structures on the module are wood craftsman-type built, painted, weathered and detailed. The bridge is a plastic kit built, painted and weathered. The fishing boat is a *Model Tech Studio* resin hull kit built with many detail parts applied. It has appropriate rigging, and is painted and weathered, with crew.

All the structures are detailed with weathering and signs. Signs are paper or plastic, cut out and applied. Some structures have blinds installed in the windows. People, vehicles, bicycles, trashcans, barrels, pallets, etc. have been added to create many individual scenes on the module. As an example, the vegetable cart on the side of the general store has painted vegetables in separate boxes. Workmen are busy repairing/painting the back of the freight house. Sawhorses, wood and a saw are ready for their use. Folks at the tavern are looking across the river to see the deer on the mountains. Railroad crossing and speed limit signs regulate traffic in this small town. A harp switch stand is installed at the turnout to the freight house. Folks are down by the river fishing and

having a good time relaxing. A dog is trying to get at the fish that his owner is holding up. Light fixtures are installed on all structures to provide illumination over doors and signs.

Overall module weathering was created using chalks, paints, washes of acrylic paints, dirt, ground foams, *Gypsolite*, *Hydrocal* and other textures. Structure and road signs made from plastic or paper. Paper signs were sanded very thin, then applied to structure and weathered. The module skirt was made with cloth material and is attached to front of the module with Velcro. The module sign was created using *Microsoft PowerPoint* software, various clipart, then printed onto glossy cardstock and mounted on foam board. Velcro was secured to the back for mounting to the module skirt.

Thompson Valley is not an actual location. My thought was to create a small town feeling. The town is located in a valley between mountain ranges. The time period is the (nineteen) fifties. The nearby river provides fishing, boating, and employment opportunities for the residents. Folks here know each other and are friendly. The hotel, general store, and tavern do a brisk business. Sightseeing is prime, as the surrounding mountains are havens for deer, elk, and other wildlife. The *Rio Grande* railroad has a narrow gauge line that goes through the middle of town, with a siding to one of its freight houses. The railroad provides employment for some residents.

Building this module was tremendous fun. I took pictures of my progress about every week that I posted to the Nn3 List on Yahoo, so that folks could see that I was going to make it to Providence, with a mostly completed module. The convention was outstanding. Our Nn3 modular layout was good enough to take third place out of seven entries. I believe the Nn3 gang made a very strong showing and let folks know that Nn3 is a legitimate narrow gauge scale with some very fine modelers.

2003 NVNtrak BOD



FEBRUARY PHOTO ALBUM

Yearly Meeting times two — Dave Davies





Greenburg Chantilly
Dave Freshwater



2004 Convention Update

NVNTRAK Annual Meeting
January 19, 2003

Status

- Contract with Greenburg agreed to. Signed copies being circulated in the mail.
- Contract with Chantilly Holiday Inn Select agreed to. Signed copies being circulated in the mail.
- Convention Admission Set: \$75 / \$65 with early registration (and hotel reservation)
- Layout surveying underway. Matt has a dozen pizza boxes already.
- We've already heard from several clubs
- Organizational structure foundation laid: WE NEED LOTS OF HELP FROM YOU FOLKS!

Other stuff:

- Bobby R. scouting railfan locations.
- Clint H. talking to home layout hosts.
- Fresh figuring out how to pay for it all.
- Mark F, Gil, others looking at publicity ideas.
- Bill R. setting up website.
- Noll recruiting contest judges.

Layout Planning Ideas

Multi-loop-- like Alexandria, Edison, Richmond

- DCC
- DC

Operations

3-TRACK, TwiN Trak, oNe TRAK, Nn3 TRAK, lots more
Some GREAT new modules
More to come

Greenburg Contract Details

- We get half of building 30,000 to 50,000 (depends on how many tables GB sells)
- Setup starts Thursday 7:30 AM
- Building open until 10:00 PM Thursday to Saturday
- Open to the public Friday and Saturday

We pay for:

- Electrical drops for layout
- Tables and chairs
- Security (Thu, Fri and Sat evenings)
- Cleaning

- Estimated total: less than \$6500

We get:

100% of income once Greenburg Breaks even
(about 6000 attendees = January show attendance)

Hotel Contract Details

Reserved Room nights (out of about 225 rooms)

Thursday	100
Friday	200
Saturday	200
Sunday	100

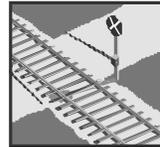
Room Rate: \$89.00 single or double, includes continental breakfast

We get:

- *Shuttle Service*
- *100% of public space (for \$250 or less)*
- *Layout in lobby*
- *Conference Room*
- *Comp rooms (for guests like Fitz)*

What's Next

- Convention Car (and other store stuff)
- Clinics
- Manufacturers' Breakfast



This Side of the Tracks

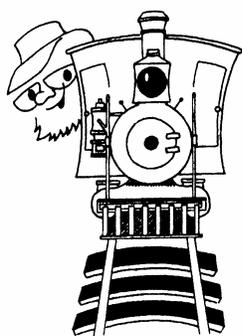
Dave Davies, editor

Well, I guess I got kicked to the last page ☹

Cotton wants me to edit the stories, rather than just cut and paste. Please compare your raw material to the final product, to see if you should be paying more attention to spelling, grammar and punctuation. Some old hands I had trusted, and never really looked closely at their work, I guess.

There will be a mid-terms and quarterly grades ... automatic "F" for no CB submissions ☹

For Call Board submissions, please have them ready and emailed to me at dbdavies@cox.net before the 25th of each month. With all the "official stuff" for this issue, I have had to hold back Fresh's California Railfanning II for at least another month (next month we will be two pages short because of the roster).



Granddad's Hobby Shop.

We have trains - we have lots of trains.

N scale of course!!

But also HO, O, G, S and Z scales
and the requisite tools and supplies to support them.

For those with yet broader interests, we stock ships, planes, automobiles,
military, rockets and figures.

Mon - Fri: 10 a.m. until 8 p.m.

Sat and Sun: 10 a.m. until 6 p.m.

5260-A Port Royal Road Springfield
Visit our website: granddadshobbyshop.com

(703) 426-0700
or EMail at:

These entrepreneurs are NVNTRAK members and offers benefits to all NVNTRAK members. Be sure to show them your membership card and ask them about these benefits before your purchases are rung up.

Northern Virginia NTRAK, Inc.

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

The **Call Board** is produced by and for the membership of **NVNTRAK** and selected supporters. Membership is \$45/year or a subscription for continental USA residents is available for a \$20/year donation. Dues are payable each January. Donations are accepted at any time and may be tax deductible. Send checks to:

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

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

dbdavies@cox.net

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

Articles and other submissions for the March 2003 issue must be received by February 25, 2003.

Northern Virginia NTRAK 2002 Officers:

President: Noll Horan (703) 642-6568
Secretary: Cotton Bowen (703) 450-5857
Treasurer: Jim LaBaugh (703) 573-9285
Superintendent: Paul Diley (703) 585-8583

PD's Work Shop

Custom Made Display Cabinets
Quality Fine Wood & Craftsmanship
Model Trains, Doll, Antiques & Collectibles
Custom Orders Welcome

Paul Diley

Woodbridge, VA
703-492-6823

Woodworking & Model Railroads

Mat's Customs

Mat Chibbaro
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matscustoms@yahoo.com

February '03

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Edd comes over to the "Dark Side" - DCC *(Dave Freshwater)*