

THE CALL BOARD



Celebrating Our 12th Year!

A 100% **NTRAK** CLUB

May 2003

VOLUME XII NUMBER 5

CSX Pope's Creek Subdivision

Dave Davies

The CSX Pope's Creek Subdivision is the ex-Pennsylvania/Conrail line that extends south from the NEC at Bowie to the PEPCO power plant at Morgantown. At Brandywine, MD, the Herbert Sub branches to the east to the power plant at Chalk Point.

Except for a single local that may travel as far as La Plata, MD, traffic on the line is entirely coal traffic consisting of 80 car loaded trains to the plant and empties from the two

power plants.

The Pope's Creek is served by the CSX yard at Benning, which receives coal trains from the CSX RF&P and Metropolitan

Subdivisions, as well as from Norfolk Southern.



CSX SD80MAC 805 leads 811 and GE AC4400 591 with CSX train B904 (a Saturday extra) southbound with coal for the Morgantown power plant at Upper Marlboro, MD, December 21, 2002.

Crews are called from Benning on three shifts, seven days a week. Generally, each crew get two days off, with extra crews normally filling in. There is no set schedule as to what any particular crew may do during their shift, since they are all called local crews, not over the road crews. They may perform switching duties at Benning, take loads from Benning to a power plant (and be taxied back to Benning), be taxied to a power plant to bring empties back to Benning, or perform a partial trip, such as taking loads or empties to the sidings at Col (Collington) or Wine (Brandywine).

Continued on page 7

The View from the Gap

Cotton Bowen, President

Participation in an organization is the spice that makes life interesting and rewarding. I got curious the other day and counted the members on our club roster that I remember as being regularly participating NVNTRAKers. I identified about 30% of the club as "regulars". That's probably pretty good for a volunteer organization; but that's not good enough! It brings a question to my mind; what is it that we should be offering that would encourage even more participation? As President, I am interested in hearing your observations and/or requests on what we can do that will make NVNTRAK activities more fun, and encourage more members to attend functions. In the mean time, we have survived another winter and now it is time to get out the main Army of Northern Virginia and run some serious N-scale trainNs. For those who couldn't make it during the winter, the Fairfax

(Continued on page 3)

BILL OF LADING

Module of the Month.....	Page 2
Rail Events Timetable.....	Page 2
Super's Desk	Page 3
Hostler's Shack.....	Page 4
Convention Update.....	Page 5
Events Calendar	Page 6
Potomac Div News	Page 6
Spotsylvania Mall	Page 7
May Photo Album	Page 8
More MOM.....	Page 9
BOD Minutes	Page 10
This Side of the Tracks	Page 10
Member Retailers.....	Page 11

HOST CLUB OF THE 2004 NTRAK EAST CONVENTION



MODULE OF THE MONTH



Two images of the caboose layout stitched together ... note the same train twice on the same track - Dave Davies

LAYOUT ON WHEELS

Matt Schaeffer

THE CABOOSE ROCKS!!! –The Staff of the Fairfax Station is so gracious to let us have the Fairfax caboose and station for monthly shows and seasonal cookouts. As we have our fun running trains in the station and caboose, we create an attraction in the museum every month for old and young. Dave

Davies usually takes charge of the caboose layout to show off his Southern livery. If Paul Dilly is there, he is sure everyone knows what all the places are that are modeled there. He could be replaced with a recording, but a speaker box wouldn't be the same or as hospitable as Paul.

people in the caboose (or 15 club members) because the springs compress and the caboose really rocks. When we first had the layout, it would rock against the wall and throw the cars off the tracks. We finally solved that by screwing the layout against the wall – like you would on any RR car.

Continued on Page 9

And when I say the caboose rocks, I love it when we get over 30

RAIL EVENTS TIMETABLE

		Fairfax Station Road, Fairfax, VA		
May	4	Backshop Prince of Peace Church, Springfield, VA	July 6 Backshop Prince of Peace Church, Springfield, VA	
	18	Fairfax Station Museum Setup Fairfax Station Road, Fairfax, VA		13-19
June	1	Backshop Prince of Peace Church, Springfield, VA	20	
	5-8	20 th N Scale Convention Houston, TX	July TBD Springfield Mall Public Show Springfield, VA	
	7	Manassas Railfest, Manassas, VA Setup Foreman is Bill Rutherford		August 3
	14-15	Alexandria Red Cross Waterfront Festival Alexandria, VA Setup Foreman is Paul Diley	August TBD	August 16-17
	15	Fairfax Station Museum Setup	Arlington Count Fair GATS/Greenberg Great Train Show Dulles Expo Center, Chantilly, VA	

From View, Page 1

Station Museum is still available on the third Sunday of each month and goodness knows we need participants at that show. Seems I keep seeing the same modules and same faces each month at that event. In the near future (7 June), the City of Manassas Railroad days is rapidly approaching. If you have not attended, it is an outdoor extravaganza that is fun for all. If you don't like to run trains, you can do some 12 inches to 1 foot scale modeling and ride the VRE that is there each year, or chow down on the local food. In any case, this is one of the high points of the NVNTrak year, not to be missed if there is a chance to attend. As always, if you're going to run a train and don't bring a module, come in time to help set up, or stay long enough to help tear down and pack up.

On a more recent note, the Spotsylvania Mall show was a great success. The set up went smoothly and we ran trains until we dropped. Paul Diley ran a 110 car mixed N&W drag with triple headed Y-3s, and Ken Allen wowed the patrons with a bullet Train. Although we only had 10 members and two guest attendees from the Norfolk, VA area, we had a 40 by 30 foot setup and tear down and packing away went well. According to Karl Cook, tear down and packing only took 1 hour and 8 minutes.

Turning back to the future, Paul and I are still looking for foster parents to fix up the club modules. I have taken two corners home for painting and scenic work, but frankly, I know that there members out there who should be doing this stuff and not the Club Pres. As I have previously stated, we all have other lives, but if there is a will, there is a way. I just haven't seen much will on the part of some. Let's get a little passion into the club operations, we have only a little over a year before the Convention and now is the time to do the maintenance work, rather than waiting until the last minute when we will all have full plates of stuff to do.

Speaking of the Convention. I am sure that all concerned know by now that Greenberg's has sold out to Great American Train Shows (GATS). John Drye and the convention committee have been working with GATS to keep the plan for 2004 alive and progressing. The Convention is shaping up to be a lot of work, and a lot of fun for everyone who participates. If you are not in the organization for the Convention, now is the time to call John and volunteer. Better to ask for the job you are interested in, vice having one given to you at the last minute. Remember, unless you participate in the Convention, you don't get to sit around the coal stove in Matt Schaefer's Hostler's Shack and tell "no-fooling" convention stories. The fun is in doing, not watching from the sidelines. Hope to see everyone at the upcoming events. Cotton



From the Super's Desk
Paul Diley, Superintendent



Hello Club Members,

Another great weekend at Spotsylvania Mall for the public. A great layout (26' x 50') and a lot of hard work was put in by the 12 members of NVNTRAK and 2 members from South Hampton Road Clubs to get the layout up and running in time before the mall opened to the public. I would like to thank everyone that came out with his modules or just to help out. **Great work!** The layout was great, along with the modules everyone brought; and the trains were running on course all weekend long with no problems.

Here's more on a continuing concern in the Club. If you plan to come out and run trains with the club at any show and do not have a module, you need to know one thing - you must come out and help with the setup or stay late to help with the teardown of the layout. There are some members that are very upset over their labor being taken advantage of, attempting to run trains without helping to set-up or teardown is still continuing. To run trains without working, just is not fair to everyone who works hard to get the layout setup and torn down. As long as I have been in this club, it has been a policy that members must come out and help with setup or the teardown of any layout at a club event to be able to run trains on the layout. As a board member that policy has not changed. I don't think I need to say anymore. I hope that everyone understands this policy.

On to other news. The trailers have a new home now, not in front of any member's home. The new home for the trailers is in the back parking lot of the Franconia Fire Station & Police Station, on Franconia Road & Beulah Street, a great place and saves time. A big Thank-You is in order to Brian Brendel for arranging the parking spaces for the club.

I am in the middle of updating the module list on all members. What I would like from all members is an e-mail or a phone call with the following info about your module or modules (the name, size, track work (ORYBG), even if you have not brought it out for some time. That includes one-track modules also. All this info that I am putting together will help get our web site updated and help getting out any needed info for our upcoming convention. I thank you for your time in helping me get this all done. If you are working on a new module, I also need to know.

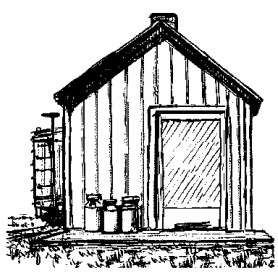
Upcoming events. Many are in the works. May is a very slow month; so this month could be a good time to work on your modules, to get them fixed up and in good working order. June will get busy with two outdoor shows. The first is Manassas Railfest on the 7th (setup foreman: Bill Rutherford)
Continued on Page 5


THE HOSTLER'S SHACK


Matt Schaefer

HAWKS NEST 03 – This was a “full service” convention with a full registration fee of \$20, including luncheon in the Prince station. The lodge had their \$50 winter rates, including free gondola rides. There were two afternoons of presentations, including Mitch's OLI talk, great train chases and a neat dog-bone layout, if I do say so. This is the good life.

THE TRAIN CHASE - One of the annual activities for Hawks Nest is to chase a pusher coal drag up the 2% grade on Loop Cr. We were not disappointed. This is an exciting operation where a 100 car coal train passes the easy 0.57% grade of the C&O main line and takes the old 2% Virginian grade, squealing on the tight curves all the way, with 3 pushers on the rear. The Virginian goes up and back down three times before getting over the Appalachian Mountains, compared to the one grade on the C&O route and a lower C&O summit. All this to keep NS trains on its own rails.



HN '03 LAYOUT – The Lynchburg Ntrak Club brought 16' of prototypically correct C&O modules, plus a back yard, and Bernie and Jeff brought 13 feet of brand new modules. Another difference in the layout this year was we added reversing blocks at each end of the 70' dog-bone layout. Some prefer this, as it allows use of crossovers between all 3 tracks, but it may not really be worth the effort if you do not use the crossovers much. You normally do not switch and use the crossovers much for shows, but it was a good test of our capabilities. The layout was a stretch version of the layout shown on the back page of the May 2002 *Call Board*.

THE 2003 SNOW - An unexpected activity was a 4”+ snowfall Sunday morning. It was coming down so heavy, Mitch and John S. stayed by the lodge fireplace another day. Later, we found out the son of the show coordinator wrecked his car.

THE BIG '04 CONVENTION LAYOUT - It is time to think about special modules we can use to enhance the big layout to give it a 1st class touch. Of course, more lift-bridge modules

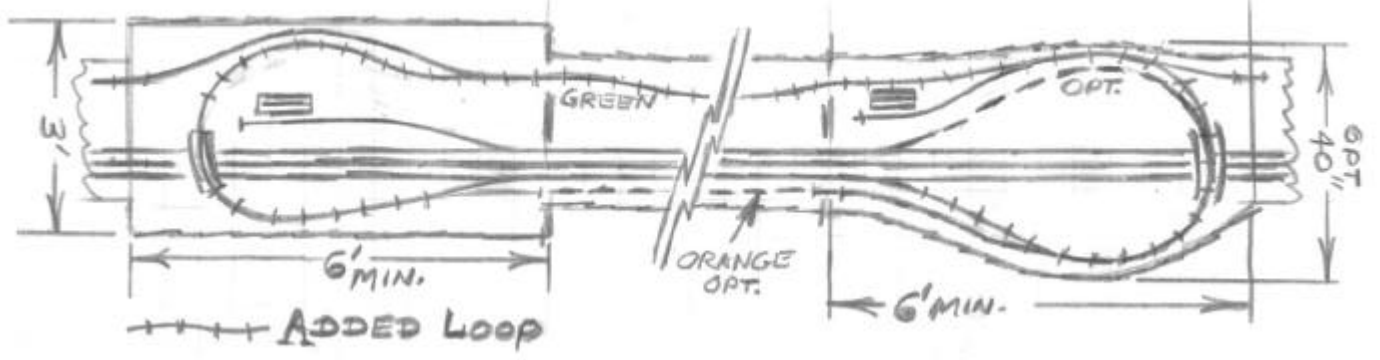
would be a welcome touch to eliminate duck-unders for some of the older geezers and we will ask other clubs to bring their lift modules too. We already have a nice proven lift module built by Mat Chabboro, Matt G-L and other members.

GREEN FLYOVERS - For those that are begging for more train action for our spectators, I have suggested balloon modules many times before. Examples of these modules with loops to green were introduced to us by the NJS club at Edison, and more were built by Steve J., Matt G-L and myself, see diagram showing “Green Flyovers” (bottom of page). The 6' balloon is similar to Loony and the simpler 4' version is similar to Steve's Mann's Bluff. Our grades are 3 or 4% from red or orange up to green, and that is reasonable for 20 to 30 car trains (*ed.-30 car trains can take the grade, but not the loop—lot of orange juice spilled at Arlington County fair ;-)*). If the orange line is involved, a totally separate loop operation and a passing track is added. The loop on each balloon adds a separate set up track to quickly bring trains out on the mains, and cut down on the dead time for spectators. Industries and yards can be added off of the back side and when decorated, will double your pleasure.

MODULE COORDINATION - Anyone with ideas on what they want to build or that have any questions bring them up to Steve Jackson or myself, the '04 coordinators. There is only one year left before the summer of '04 to build and fully test out new modules.



Green Fly-over



Convention Update

John Drye

The Capitol Limited is starting to pick up steam, despite some recent changes in consist. For those that have not yet heard, the Great American Train Show (GATS) has purchased Greenberg Shows. GATS plans to continue to operate Greenberg as a separate arm, and there are no plans to change the train show staff. The Greenberg shows that have been publicly scheduled are going to held as announced. There is more info on the GATS website:

<http://www.gats.com/>

The following is from the website:

Moe Geoghegan, President of GATS Limited stated, "acquiring a first class operation like Greenberg's Train Shows is a rare opportunity and privilege. We intend to make no major changes in the Greenberg show operations. We do intend to keep it an independent operation from our other shows." The August 16-17, 2003 Chantilly show is still on their calendar.

So, how does this affect us? Perhaps the biggest change is that we need to transition our planning for the 2004 Convention to the new management at GATS. We've already made contact with Dave Swanson, who will be managing the GATS-Greenberg operation. Dave is aware of our negotiations with Greenberg and is looking forward to continuing the discussions. Dave has been involved with NTRAK since nearly the beginning. And, as many recall, GATS worked with RANTRAK to put on the original unConvention in 1999.

We still expect that 2004 will be the spectacular event we've all been working towards. All our other planning; layout configuration, hotel space, home layouts, rail fanning and prototype tours, club cars, etc., is still on track.

More news as the transition to GATS progresses. We expect to hear more this month. Semper Gumbi.

"In other news"... the Convention Car Committee, consisting of Paul Dilly, Jim Altobello, Mitch Brown and John Cook is exploring options for the 2004 convention car. Our 1996 car, a yellow 40' MT boxcar was one of MT's best sellers, so we have our work cut out to come up with another great design. If you have any ideas, please contact the committee.

Mark Franke has been working with the Holiday Inn to set up an early registration system. Seems the hotel registration system only goes out 50 months. Guess folks aren't usually as anxious to sign up. We hope to have a form available soon.

Dale Rinker has also been working with the Holiday Inn to arrange a Convention Sunday Breakfast for NVNT and several hundred of our closest friends. There is space right next to the Expo Center, in an unused storefront for at least 500 folks. It will be interesting to see if we can get Anita's to cater it.



From Super, Page 3

and then we have a two-day show at the Alexandria Red Cross Waterfront Festival on the 14th - 15th (setup foreman: Paul Diley). These are two great shows for the club members. If you are planning to bring a module out to any one of these two shows, you need to call or e-mail the setup foreman for that show. Space is going fast for these shows. The space at the Waterfront Festival is only (10x20), so call soon. Also, we have the Fairfax Station setup on the 15th. I am looking for someone to run that show for me. I will have one of the trailers there, because I will be at the Alexandria Red Cross Waterfront Festival. So if you would like to be a setup foreman for a day, call me (703-585-8583). There are also two conventions coming up: the 20th N Scale Convention in Houston, TX on June 5th - 8th and the NMRA National Convention in Toronto, Canada on July 13th - 19th. We have members that are planning to go to both conventions. Watch the events calendar for more info so you can plan your calendars accordingly.

Thank you for your time. Let's all work together to make NVNTRAK Club a better club, and let's all have fun running trains for the public.



Events Calendar through October

May	4	Backshop Prince of Peace Church, Springfield, VA
May	18	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA
June	1	Backshop Prince of Peace Church, Springfield, VA
June	5-8	20 th N Scale Convention Houston, TX
June	7	Manassas Railfest Manassas VA Setup foreman: Bill Rutherford
June	14-15	Alexandria Red Cross Waterfront Festival Alexandria, VA Setup Foreman: Paul Diley
June	15	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA
June	21-22	Great Scale Model Train Show Timonium Fairgrounds, Timonium, MD
July	6	Backshop Prince of Peace Church, Springfield, VA
July	13-19	NMRA National Convention Toronto, Canada
July	20	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA
July	TBD	Springfield Mall Public Show Springfield, VA
August	3	Backshop Prince of Peace Church, Springfield, VA
August	TBD	Arlington Count Fair
August	16-17	GATS/Greenberg Great Train Show Dulles Expo Center, Chantilly, VA
August	17	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA
Sept	7	Backshop Prince of Peace Church, Springfield, VA

Sept	14	Culpeper Railroad Day Culpeper, VA
Sept	21	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA
Oct	4	Bethesda-Chevy Chase Rescue Squad Show, Rescue Squad #1 Station, Old Georgetown Road & Battery Lane Bethesda, MD
Oct	5	Backshop Prince of Peace Church, Springfield, VA
Oct	4-5	Altoona Railfest Altoona, PA
Oct	11-12	Great Scale Model Train Show Timonium Fairgrounds, Timonium, MD
Oct	19	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA

Potomac Division News

John Drye

The Potomac Division (of the NMRA) will host the Fall 2003 Regional Convention this Columbus Day Weekend (October 10-12) in Reston. Plans include the usual clinics, layout tours and the like. There also are plans for space for a pretty large NTRAK layout which will give us a chance to test run some of our plans and modules for 2004. Details can be found at the website: <http://members.cox.net/chyde/PotomacDivision/Potomac-Junction.html>

The convention hotel is the Sheraton Reston Hotel 11810 Sunrise Valley Dr., Reston, Virginia 20191. Room rate is \$89 a day if you want to stay at the hotel.

Telephone: (703) 620-9000

A logo consisting of a stylized lightning bolt above the words "RADIO EQUIPPED" in a bold, sans-serif font.

Spotsylvania Mall

John Steitz, Deputy Superintendent

The Army of Northern Virginia descended upon Fredericksburg once again the weekend of April 12-13. But, this time, the local population was more welcoming and intrigued by our modular layout in Spotsylvania Mall.

Members of Northern Virginia NTRAK were joined by South Hampton Roads NTRAK in a layout which once again filled Penny's Court. Edd Braithwood brought all 24 feet of M&K Yard, Superintendent Paul Diley (with the able assistance of Ken Allen) brought out Kilgour Yard, and my own Brendel Yard rounded out the yard trackage. Marc Sisk brought Pipestone Pass, John Cook proffered Possum Point & Quantico Creek, and Leonard White chimed in with Alantown. Karl Cook brought his new 8' intermodal terminal. Matt Guey Lee chipped in with County Reservoir and G Tower. And el Presidente, Cotton Bowen, set up Indiantown Gap, Neil's Creek and Wallace, NY. Modules from South Hampton Roads (including a veteran 25-year old lumber mill scene by John Czarny and interesting Mountain Division construction scene/staging yard module by Roger Sears), and corners from the club trailer, completed the layout.

The fact that trailer NVX1 showed up instead of NVX2, gave us only momentary pause. In true Semper Gumby fashion, el Superintendente fired up the 'ol ouija board and shaped together a scenic and highly functional layout.

We ran all three lines on Aristo walk-around analog throttles, and the electrons *seemed* to behave themselves all weekend long. My own analog power got as much of a workout as it had in years, and many long trains plied the rails, particularly during the slower times Saturday evening and Sunday morning. Not to be outdone, Ken Allen zipped one of his several bullet trains around the layout from time to time, just to keep everyone awake, and to entertain the youngsters in attendance. There were plenty of time slots in which to run trains, and we all got our fill.

The analog Red Line forced me to get off my duff and wire up a local/main switch for my A/D yard, and others took time to fine-tune locomotives, test out new rolling stock, and enjoy a relaxing day or afternoon of working on hobby projects and running trains.

As with all our mall shows, we distributed many club handouts and operation lifesaver materials, educated the public about railroad history, and our own small recreation of it, and met friends old and new.

We routinely set up a layout twice a year in Spotsylvania Mall, and we almost never run out of space for additional modules. So check your *Call Board* in coming months, and fine tune that old module or finish up your new creation. Join us next Fall in the land of cheap gasoline, beautiful scenery,

and fresh interest in our hobby. See you then!

From Page 1

After CSX took over operations from Conrail, they assigned their "orphan" SD80MACs to duty at Benning. At first, power for a train

consisted of two MACs, but if the rail was wet, they tended to crest Duley Hill at about 4 mph, if they didn't stall. Although assigning three MACs would solve the problem, there normally were not enough MACs to power three sets of power (although CSX has 15 SD80MACs, not all are assigned to Benning yard). With the delivery of the newest 500 series (in "dark Future" colors) of GE AC4400 with full cab signals, some have been assigned to Benning to supplant the MACs (For operations on the NEC to get to Bowie, cab signal units are needed). Where it had been common to see two, three or four MACs on a train, it is very rare sight now to have pure SD80MAC power on a coal train. In fact, some trains are run with pairs of AC4400s, which do a better job with wet rail than the MACs.

After two derailments in the last couple of months (the first of which slightly damaged three SD80MACs) and a visit by a Sperry rail car, much of the line has been downgraded to 10 mph territory. Until the line is repaired, chasing the line is going to be very easy. The morning daylight train, B704, normally is called about 8 or 9 AM, getting to Bowie about 10 or 11 AM.

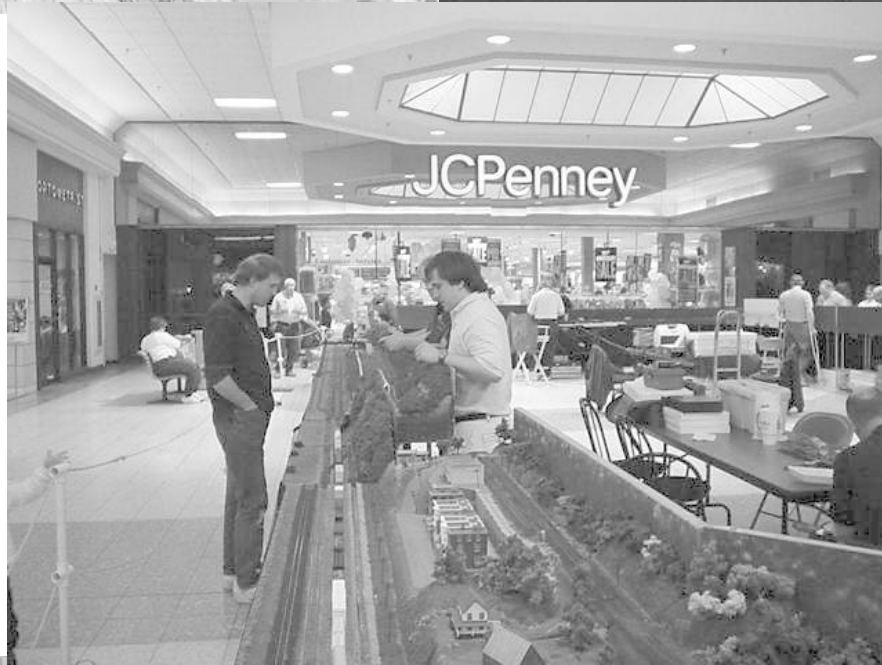
Rail communications are with the CSX NI dispatcher in Selkirk, NY, on 160.80. The crew will get a Form D to occupy the Pope's Creek, but this may be issued on the phone, rather than by radio. Trains to Chalk Point will most likely have to stop to hand throw the switch to the Herbert Sub at Brandywine, then go through the turnout at restricted speed. A Morgantown train will slow to make sure the switch is aligned for their movement, but afterward, will quickly be back up to track speed.

The main chase road is US 301, which sometimes is in view of the rails, but most locations are accessible from cross roads. South of Brandywine, MD, there are numerous stop lights on US 301 as the road passes Waldorf and La Plata. If normal track speed is allowed, you will be hard pressed to get in front of the train, especially if you have to wait for the train to pass (since the track direction is generally to the SW, the east side of the train will normally be lit by the sun) before moving on to the next location.

In general, the line is very rural, with trees extending up to the ballast line in most places. In fact, the stretch north of Brandywine is one of the most open sections of the branch.

MAY PHOTO ALBUM

Spotsylvania Mall — James Altobello



From MOM, Page 2

THE DESIGN - When we were offered the caboose for our N scale display, I whipped out the Pizza box tops and started scribing circles. The caboose is 30 feet long with 9 x 10 foot rooms on each end, offering a 3 x 10' space in each corner. We selected the space above the heating stove and took down the stove pipe. It probably took me a year to walk the line, take pictures and study and reconstruct that NS, SRR (Southern)) and Orange and Alexandria line from Lake Accotink to Union Mills (Bull Run) to Manassas junction and start a 3 x 10 foot layout in the my REA shop (garage). It was slow going making the 3% grades smooth, adding super elevation on the curves, and spiraling to make the trains look good in the curves. See diagram of layout.

HISTORY BASIS – Old route 28 and the town of Fairfax on the hill on the right was duplicated with the main features, St. Mary's Church and the Rector's big house all in Z scale to make the scenery look deeper. Jeff built and contributed the station that is a dead ringer. Because we are replicating history, the station was located down on the tracks and because it was in N scale, it fit the large to small, front to back perspective. The other buildings were all lovingly contributed by our members and are mainly the DPMs which look just like the old buildings.

THE ROUTE – I guess this is another Loony design. The route starts in the back of the layout at Lake Accotink bridge, goes to the right through Fairfax Station across the front over Bull Run bridge to Manassas Jct. on the left. The mains would go straight to Atlanta and the curve to the back is the route to Gainesville and Front Royal. The extra single track across the front is the old Orange and Alexandria line

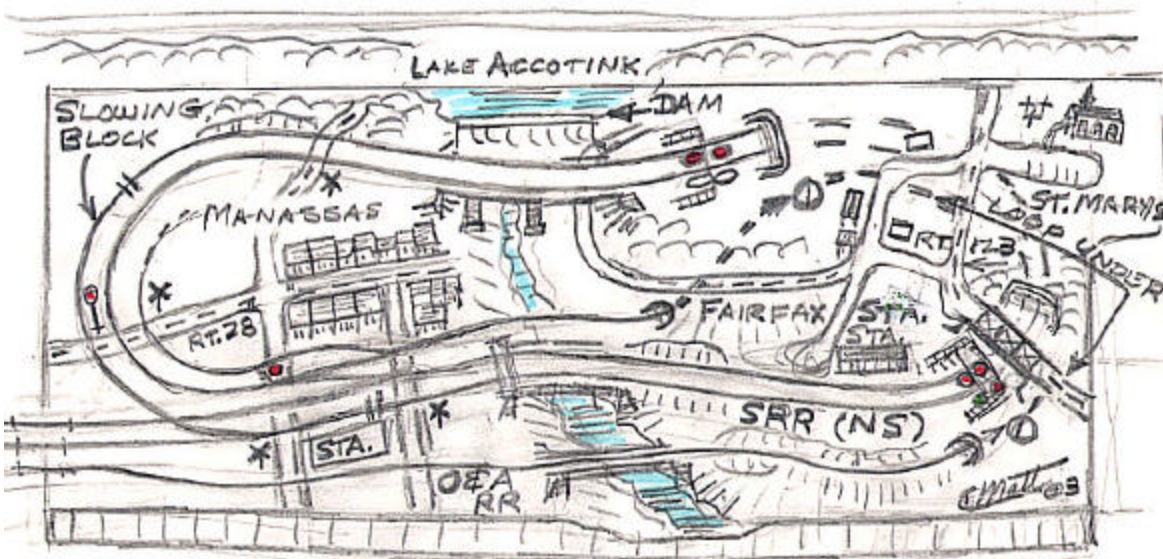
(O&A) which was straightened out to make the present double tracked line. This loops in the tunnel on the right under Fairfax hill and comes back to Manassas. We have had conversations about extending the layout to the other end of the caboose, but it gets too cramped as it is and is not the best space for a bigger layout.

BRIDGES – I was lucky to have good looking bridges to model. In the center in the back is the high Lake Accotink bridge at that popular Fairfax county park. The old steel trestle footings are still there, but I went for the present deck girder bridge, which would be recognized by those that go to the county park now, not 100 years ago. The two bridges in the front duplicate the Bull Run crossing when the O&A was straightened and a double track bridge added. The O&A right-of-way can be seen from the VRE and Amtrak trains when there are no leaves. All the stone abutments are still all along the way, including the abandoned Bull Run O&A bridge abutments.

ELECTRICAL – There are three blocks for control: the inside and outside loop and the O&A line which could be like a Manassas and back shuttle. There is an insulated slowing block on the left side fed through diodes. Each diode drops the voltage 0.7 volts and magically slows the trains as they come down the grade and through Manassas.

HISTORY RESOURCES – This region has so much history with the Civil War and destruction of the bridges, the starting of the Red Cross at St. Mary Church and the development of towns along the SRR. All the history is well photographed and documented in the very interesting book "Fairfax Station All Aboard" by Netherton and Wyckoff, sold in the museum store in the station. Seeing the way it was makes the

modeling job more interesting and more realistic. Also see more picture on our club web page. We have talked about setting up for 2-day week end shows or operating sessions and other special meetings in the museum, but our plate always seems to be too full to start up more shows ... but it would be fun sometime.



Northern Virginia NTRAK
BOD Meeting
April 6, 2003

The NVNTRAK Board of Directors Meeting was convened at 2:00. The secretary mentioned that there will be a "train weekend" at Fairfax Station 3-4 May. It will not involve NVNTRAK, but is an opportunity to visit the station and see other groups running trains for the public.

Dave Davies has received a partial DCC order from Springhaven Shops. The remainder is on backorder. Dave was authorized to purchase a suitable tool box for the DCC equipment. Paul Diley and Jim LaBaugh are still working the module ownership list and will be done by next BOD meeting. From the initial review, it appears that the number of members (members longer than one year) without modules is very small.

Paul Diley and Jim LaBaugh provided a draft yearly schedule for the club's activities. The schedule was reviewed by the BOD and consolidated into one schedule that Paul will finalize. The schedule will then be published in the Call Board (*Ed.—Page 6*) and put on the Website. The inventory of club equipment is ongoing. If you are in possession of club equipments and have not provided the information to Jim LaBaugh, please do so ASAP, so that the BOD can determine if it is necessary to pursue a storage unit for the club.

The BOD approved a \$200.00 donation to the B&O Railroad Museum to help with the rebuilding required after the collapse of the roof due to snow. Marc Sisk delivered 8 skirts for the club and will produce 12 more. The BOD approved payment of \$10.00 per skirt.

Cotton provided Dave Davies with the New Member Call Board. His comments along with the "Programming Aristos" article by Dave Freshwater will be added and then it will go to press. Paul Diley will come to the next BOD meeting with a recommendation for additional DC equipment, if required.

Steve Jackson provided the fix to the Aristo problem that was encountered during the Mall setup at Landmark, where trains were stopping when crossing boundary blocks on the Red Line. The BOD authorized Steve to spend no more than \$20.00 to affect the fix, which involves inserting a resistor on the output side of the receiver.

Dave Freshwater asked the BOD to consider a club yard of some type. This has been mentioned in the past. Dave has a plan that would require 24 turnouts that would be operated manually (no switch machines). The construction of a yard will take commitment from the membership in the form of labor to construct it. Available doors could be used as the

base.

Paul Diley will work to ensure that each trailer has a set of instructions for the driver that states where they are to be parked and any other pertinent instructions, so that those who pull them will know and will ensure that we remain on good terms with the facility providing us storage space.

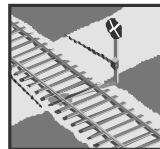
Agenda items for the next BOD meeting:

Module Ownership – Jim LaBaugh and Paul Diley
Club Equipment Inventory – Jim LaBaugh
DCC Equipment Order Status – Dave Davies
DC Equipment Requirements – Paul Diley
Yearly Event Schedule – Paul Diley

The BOD meeting was adjourned at 3:30.

Respectfully submitted,

Marc Sisk
Secretary, NVNTRAK



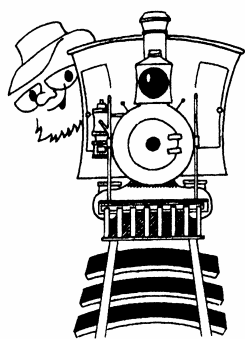
**This Side
of the Tracks**
Dave Davies, editor

Oops, I was about ready to print this for duplication, when I realized that I hadn't written my column, I was off chasing a set of 3 BNSF units on NS 15T, but that could be a back cover photo next month ;-)

I would like to thank my contributors for their material, but one thing I would ask is that you read what you have written aloud before you submit it. It seems a number of people have a stuck "comma" key on their keyboard that never gets used ;-)

Fresh took a month off this month after providing me material for half of last month's issue. I still have another railfanning article from Fresh, but that is all I have for future issues.

It seems that the articles are either about railfanning or module construction, and seldom about structures or engines/rolling stock. I am not sure why, do we tend to put the most time into our module construction and run stock equipment in Ntrak?



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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 June 2003 issue must be received by May 25, 2003.

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NS 8764, a "Tophat" standard cab Dash9, leads the Ringling Brothers Blue train southbound passing Monroe, VA, on its way from Washington, DC, to Charleston, WV, April 22, 2003. In Southern Railroad days, Monroe, VA, was a division point and the location of a small yard with refueling racks between the main line. In 2003, all of that is gone now, replaced by "a plywood plain" with green grass ;-)