

# THE CALL BOARD

A 100% **NTRAK** CLUB



Celebrating Our 12th Year!

September 2003

VOLUME XII NUMBER 9

## Report from Maple Leaf 2003

*John Steitz*

I felt like a sentry of the Army of Northern Virginia, traveling deep behind the lines in a foreign land, with just my module and trains. As a representative of the Capitol Limited 2004 Convention Committee, I made the trip with publicity materials. But it was my first trip (ever) to Canada, in a post-911, SARS-infected world, and I really didn't know what to expect.

But, as soon as I arrived at Maple Leaf 2003, I was welcomed by a great group of NTRAKers, and had a great weekend. It really is true - if a module is built to NTRAK specifications, it really will work in any NTRAK layout in the world. And our hobby truly is one that crosses borders and builds friendships around the globe.

The circumstances of my trip were somewhat unusual. The main National Train Show appurtenant to the 2003 National Convention of the National Model Railroad Association (NMRA) in Toronto, Ontario, Canada, had been canceled less than six weeks prior to its opening, allegedly due to fears over the SARS outbreak in that city.

[I suspect the \*real\* reason for the cancellation was the difficulty of US vendors taking merchandise across the border, negotiating tax issues, and then getting back in the US with any unsold goods. But I digress.]

Within a week of the cancellation, however, the Niagara Frontier Region of the NMRA reconstituted the show in a new venue, with a new name, the "Maple Leaf 2003 Train Show." It was held in two halls of the "International Centre," a former airplane-construction complex near Pearson International Airport in Toronto (actually, Mississauga, just outside Toronto, proper), similar in feel to the Dulles Expo Center near us. The reconstituted show ran only Saturday and Sunday, July 19 and 20, with Friday evening for set-up, rather than the three- or four-day experience of other "national" train shows.

Despite this, I still drove up to Toronto on Thursday, just to give myself time to cross the border and decompress, before the rigor of setting up a large NTRAK layout. The trip from DC - about 550 miles - took about nine and a half hours, thanks in large part to road construction on every interstate in the Commonwealth of Pennsylvania. Both times I crossed the border (to and from) were uneventful. The US border agent on the way back wanted to take a closer look at my module, to make sure I

*(Continued on page 5)*

## The View from the Gap

*Cotton Bowen, President*

Summer has almost passed and we now have a valid convention contract with CIA, Inc./ Greenberg Shows for August 5-8, 2004. The famous yellow shirts have reappeared and are now the preferred uniform for all club events. We also have two corner/junctions and two new junctions. I hope the other members of the club will join me in thanking John Drye, Dave Freshwater and the other members of the convention committee for making the contract for next year's extravaganza a reality. I also thank Dave and Charles Greenacre, Mark Sisk, Edd Braithwood, Brad Pedersen, Matt Guey-Lee, Paul Diley, Steve Triggs, John Drye and Jeff peck for their contributions to the effort in building the new junction/corner modules. Although they are not yet tested and approved for use, they are complete or awaiting scenic work. Now we just

*(Continued on page 3)*

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Coming next month:  
Visit to the "Dark Side"  
Need more pics of club setups

# HOST CLUB OF THE 2004 NTRAK EAST CONVENTION



## MODULE OF THE MONTH



### Pine Junction Zoo

*Brad Pedersen*

The train stops! Excited passengers step down, pass through the station, cross the parking lot, and enter Pine Junction Zoo. Awaiting the eager passengers are lions, tigers, bears, elephants, camels, giraffes, and deer.

NTRAK visitors can imagine that they are part of this excited group. Stations, parking lots, pathways, caged animals, and visitors are all clearly visible from both sides of the module.

The need for this type of module occurred when we started connecting two loops. The aisle between loops offered only the rear of a backboard at the end of the aisle. Now, visitors will be crowding to the end for a better

view.

In addition to scenery, Pine Junction Zoo features a loop of track, two tunnels, and two station stops. Also, block isolation switches are built in for Red, Yellow, and Blue lines, making set-up wiring easier. An optional backboard may be used for front-only viewing.

Hope you like it!

## RAIL EVENTS TIMETABLE

September 6	Silver Spring B&O Station Show times: 1000-1600, 0900 clampdown Foreman: Jeff Peck	19	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA Clampdown 1145 AM
7	Backshop Prince of Peace Church, Springfield, VA	November 2	Backshop Prince of Peace Church, Springfield, VA
14	Culpeper Railroad Days Culpeper, VA	8-9	Rockville Lions Club Train Show Rockville, MD
21	Fairfax Museum Setup Fairfax Station Road, Fairfax, VA Clampdown: 1145 AM	15	Damascus Railroad Day
October 4	Bethesda-Chevy Chase Rescue Squad Show Rescue Squad #1 Station, Old Georgetown Road & Battery Lane Bethesda, MD	16	Fairfax Station Museum Setup Fairfax Station Road, Fairfax, VA
5	Backshop Prince of Peace Church, Springfield, VA	December 6-7	Fairfax Station Holiday Train Show Fairfax Station Road, Fairfax, VA Clampdown: 1145 AM
4-5	Altoona Railfest Altoona, PA	14	Club Holiday Party Marc Sisk's house
11	Franconia Fire Station	27,28	Greenberg Great Train Show Dulles Expo Center, Chantilly, VA

have to function test them and put them to work.

The new generation of the famous “Yellow Shirt” was issued at the Greenberg Show on August 16. A special thanks is extended to Cornelia Rutherford, for her talent and patience in working with us to design, and then produce a soft-ware (no pun) program to embroider the soon to be famous *Capitol Limited* logo on the shirts. “Cornie” did some awesome work on the logo to ensure that it worked in the computer driven embroidery machines. I am told that each logo has 15,000 stitches and that is down from an original number of 18,000. Cornie had to remove 3,000 stitches from the program, one by one to make it happen. But now that the design phase is done, the shirts are indeed magnificent and a tremendous credit to “Cornie”. Thank you Cornie! Although the shirts are now a fact, that’s not the end of the project, I distributed 50 shirts this weekend to only a fraction of our membership. I am still taking orders. If you need one, or more shirts, which the committee considers a “must have” for 2004, contact me with your size and number of shirts you want to order. Approximate cost is \$23 per shirt. They are truly a work of art and something you will probably be wearing for years after the convention.

The Greenberg Show on the weekend of August 16-17 was a great success. We successfully obtained additional space and had a layout that was worthy of NVNTRAK. Everything ran well with no glitches, in fact I don’t think that we even blew a fuse-Wow! My Big Boy ran for over an hour without a problem. Things seem to be firming up and coming together just in time for next August. What ever everyone is doing to make this happen, keep doing it!

Lastly, communications and coordination between the membership and the club officers is essential for us to get done the things that need to be done, if in doubt call someone and discuss the issue. I am looking forward to seeing you at the Backshop on 7 September.

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## Springfield Mall

*Marc Sisk*

People writing about our setups generally start their articles by stating “the Army of Northern Virginia descended upon ....” Well, you couldn’t consider the five folks who showed up early on Saturday for setup an Army. Barely half a squad. Paul Diley, Edd Braithwood, Leonard White, Howard Beale and myself arrived at the mall around seven Saturday morning to begin the setup. Paul and Edd had brought their modules to the mall on Friday, as part of our lead element. We were a small bunch, but fairly organized we thought.

Many folks writing articles about our setups also say “Semper Gumbi” was in effect. Well, not to repeat that here, but the small trailer was going to be towed to the mall

by Dale Rinker Saturday morning. Dale had an accident Friday night, spraining his ankle and spending hours in the hospital emergency room. So no trailer Saturday morning. No big deal, the trailers were just down the street from where we were setting up. We would just go to the trailers and get what we needed with our vehicles. Sounds good, right? Wrong. The only person present with a key to the trailer (not mentioning any names) managed to set his keys down in the mall long enough for the cleaning crew to come by and pick them up, thinking someone had lost them. They were right! After many searches through equipment, parking lots, and discussions with mall security, Paul (sorry, no names) was reunited with his keys. Now with the trailer key (and the rest of Paul’s keys) once again in our possession, Paul and I headed to the trailers to retrieve what we needed to complete the layout. Edd, Leonard and Howard were ready with a large flatbed dolly to help off-load at the Mall upon our return.

We quickly assembled an 18’ x 34’ rectangular, all DC layout and had it up and running by 10:40. A little late, but when you consider what had happened, not bad at all. We all assembled and clamped modules, Edd worked the electrics, Howard established the perimeter, Paul set out connecting track, while Leonard and I followed him making the connections. A really smooth operation.

The location by J.C. Penneys provided some great natural lighting, as we were right under a large skylight. Needless to say, we had a lot of opportunities to run trains with five folks and three lines available. Dave Davies stopped by with his wife, daughter-in-law and granddaughter. He took some pictures and video, I believe (*Ed-vidcaps seen in last month’s CB*). Dale, sprained ankle and all, on crutches, came by with his wife to lend some moral support, later in the day. Bill Palmer and Noll Horan also stopped by during the evening. The crowds around the layout seemed to come in bunches and were steady all weekend. I spoke to a couple of folks, who said that they would like to come to our next Backshop. I believe we will have some new members soon. We probably went through 100 or so NVNTRAK flyers. I brought about 50 Fairfax Station flyers, and they were gone by 4pm on Saturday.

Sunday morning, when I arrived, Chester Freedenthal, Edd, Howard, and Bill Baldwin were already there. It was really good to see Bill out and about. Matt Guey-Lee, Mitch Brown, John Steitz, Jeff Peck and son Christian arrived throughout the day, to run trains and help with the teardown. Dave Freshwater was there on Saturday and Sunday. He brought the trailer with him on Sunday, to make the teardown go a lot easier than the setup (thanks Dave!).

Thanks to all who participated during the weekend. Without a few dedicated individuals, this setup would have been in serious jeopardy. I can only assume that everyone in the club does what they can, when they can, to support our group endeavor. I feel that the public appreciates what we do in providing a little extra entertainment and education, as many folks said that they really enjoyed seeing the trains and thanked us for being there.



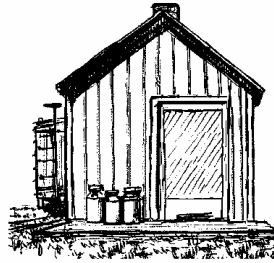
# THE HOSTLER'S SHACK



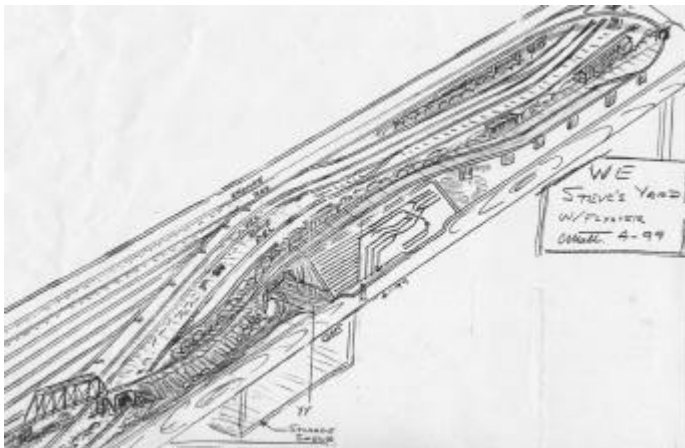
*Matt Schaefer*

## The Design of Triggs' Yard

Last month, Dave Freshwater had an article about Steve Triggs' yard, as it was being offered for sale. After a barrage of emails giving more details and attributes of Triggs' Yard, we are so fortunate that Matthew Prentice took over ownership of Triggs' Yard, and he had the truck needed to haul it. Best of all, it will be well maintained and he plans for it to be another big feature of the layout at our Cap Ltd '04 Convention!



I had several articles in Jim Fitzgerald's newsletter in the early 90's, trying to get Ntrakers to build yards between the red and yellow tracks and to add a 4th track, so red could be used as a long yard lead. I subsequently ran into two people that ran me down and told me they built yards based on these articles, one in Seattle (MS Ntrak) and one in Texas. In 1994, I did a sketch of a corner module and yard throat with a flyover to set up tracks, see sketch.

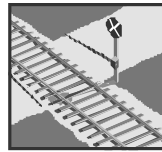


In 1999, Steve ask Brian Brendel what kind of module he should build to use with the club, and Brian said to see me about yards that served the red or front tracks. Steve started on six modules based on my sketches, and soon I realized he would need some (big) help and I considered it time well spent, as our club needed yards and especially yards to serve the front tracks. Steve used Bobby's storage building for most work on the frames and tracks. Steve built the frames out of treated pine, which is heavy stuff. When we were pulling the modules out of the shed for Matthew, there was an ant city under the frames, and I immediately thought maybe it was good Steve used that treated wood in case more aggressive critters were lurking all those years!

I made more sketches of design details, including set up tracks and scenery, backdrops and control panels for the

backside, which were for the straight 6' x 30" frames. (See 1999 sketch of back of modules). I remembered the corner sketch from 1994. Although Steve laid the tracks on a straight left end module, we talked over a design like in the '94 sketch and Steve said yeah, yeah, yeah. I rebuilt this into a wider 3' x 6' corner, which gives a longer and easier grade for on the flyover like Loony Jct. The largest module, the 3 x 6 left corner module, only weighs 44 pounds without legs. The corner also had room for a city inside a loop, to turn the P&L around. The loop gave the separate P&L branch line a 72 foot out an back run. Steve got the idea for the P&L short line from a magazine article.

The modules were rotated into the Plum Loco shops for the addition of painted backdrops, control panels, flyovers, bridges, fills, super-elevations, etc.. Many club members



## This Side of the Tracks

Dave Davies, editor

Summer vacations are over, and it's time to get back to some serious running trains ☺

There is no Super column this month, since Paul didn't give me anything, this includes information that is printed in upcoming events. I have no information about Culpepper Days, and neither does our website. If you are planning on attending, please give Paul a call before you go, for the setup particulars.

With the use of two pages in the CB for a roster, I actually have a couple articles that I will hold over til next month. One thing I really need is articles on modeling, not just railfanning, although some of our very detailed MOM descriptions fit the bill.

The Call Board needs an editor come next January, and I would hope someone thinking of running for the board will accept the responsibility. The club has copies of Microsoft Publisher (to do the basic layout) and Adobe Acrobat (to prepare the pdf files for the web) that will go to the next editor, along with any help needed to master those software programs.



(Continued from Page 1)

wasn't bringing plants or vegetables into the US, which I accepted as a backhanded compliment on the module's scenery. <g>

I spent the first 24 hours playing tourist. For those of you who haven't been there, Toronto is a very multi-cultured city, with immigrants from every corner of the British Commonwealth. Sort of what New York City would look like, if the British still ran it. There are as many freeways as LA, but not as much (apparent) congestion as either LA, or here in DC. I only got a small overview of all there is to do and see; Toronto is a city of neighborhoods, and I could have spent a week wandering about without retracing my steps.

But, in my little sightseeing time, I concentrated on doing



the CN Tower Tour, the "Space Needle," as it's sometimes called. Originally intended to be a communications tower on what had been rail yards along the edge of

Lake Ontario, the addition of two viewing decks at different levels of the tower have made it now the most famous tourist attraction in the city, and for good reason. From the upper desk (144 stories up), you can see 50-60 miles of Southern Ontario in each direction, and across the Lake, you can pick out the towers and high-rises along Niagara Falls, on a clear day. The view \*down\* at the skyscrapers of downtown Toronto is very much like that from an airplane.



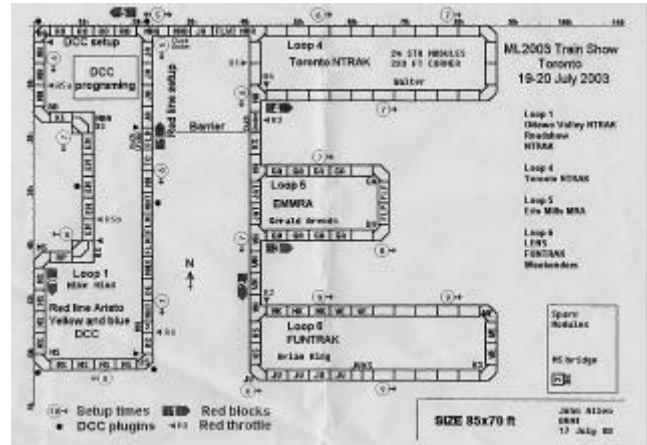
But an unexpected treat (for railfans) is the proximity of the tower to one of the several railfanning sites throughout the city. In addition to VIA and local commuter trains, both Canadian National and Canadian Pacific operate active freight rail lines through the city and its environs. From the tower itself, you have clear overhead views of both Toronto



Union Station (with the "GO" commuter train threading through the throat trackage as it enters the station) and the abandoned roundhouse next to

the Skydome .

I had to save further railfanning for future trips, because between 5 and 10 p.m. that evening, most of the 107-module NTRAK layout (the largest ever in Canada) came together. Trains were running on local loops early Saturday morning, and by noon, all the kinks in the Aristo Red-line route had been worked out. The rest of the time, the layout ran without incident, which is thanks to the planning and hard work of



Ottawa NTRAK, which designed the layout, and brought seven members and 30+ modules for it.

[The attached layout diagram is only partially accurate, as most of the modules without initials on them didn't make it. The Ottawa group really has to be given credit for pulling the layout together with the many cancellations due to circumstances which came about.]

Other clubs contributing to the layout included, the three Toronto-area groups, Toronto NTRAK, the Erin Mills Model Railroad Association (N Scale Division) and the



"Weekenders," an offshoot of Toronto NTRAK, and the Lake Erie N Scalers (LENS). One member each from Albany NTRAK, Salt City, Milwaukee NTRAK, and, of course, NVNTRAK, contributed modules as well. In addition to those folks, some attendees of the full NMRA convention brought trains to run as well, so there was a good mix of folks running all weekend.



The Red Line was divided into six new-Aristo blocks, and featured up to four trains simultaneously. The smaller loops locally controlled their Yellow and Blue Lines, as well as Mountain/

local tracks, with old-Aristo, Lindsay, and other power supplies. The Blue and Yellow lines of the largest loop were DCC, using only one power supply for each line. John Allen, of Ottawa, has to be given credit for devising a duplicate power bus, of what looked like long strands of 14 gauge wire, from each booster to three other points around the loop, powering the 120+ feet on each circuit through four different feeds. This meant no noticeable voltage drop around the loop, with full short-detection on all modules. It worked well enough, that I think this should be duplicated on other convention layouts, whether or not "enough" DCC power supplies are deemed to be available.



My own new, narrow, but reversible, 3' corner, "Cassandra," was set-up as an inside corner, next to Eric Meyer's racetrack, part of his 20-foot set, giving us a perfect location to hang the 2004 banner next to a popular magnet for crowd attention .



I don't have a good still photo of Eric's racetrack in operation, but even a good photo wouldn't do it justice. I did get some video footage, which I am going to try and edit prior to the August Backshop. I invited him personally to Capitol Limited next year, and I hope he can make it - he has done great work animating the race cars through magnets attached to N scale E-8s running loops underneath the race track. I also included a view of how he transports his modules in his trailer - he screws them to fixed supports in the trailer using aluminum L-brackets, and claims not to have to worry about damage from modules bouncing around in the trailer, despite the long drive from Milwaukee.



On the other side of me was a 4' bridge module from Ottawa NTRAK over the duck-under at our end of the big loop. I had wanted to include a photo of this bridge module to show that bridges don't have to just feature clumps of foliage on both sides of the track. Here, a low-

relief industrial scene in front of the fixed skyboard allows for a fair bit of modeling in a small amount of space. Around the corner was an 8' scene, also from Ottawa NTRAK, which highlights great detail in the sides of the cuts, and in a rock-strewn fill under the tracks as they approach a through-truss bridge. The photo really doesn't do it justice - the scenery is superb. In the analog section, Matt Kosic from LENS brought his 12 foot scene, where the tracks sweep through a mountainous scene on curves. He has a road-construction scene with lights and an animated backhoe which is worth seeing. I invited both LENS and Ottawa NTRAK to Capitol Limited, so maybe you'll get the chance to see those modules yourselves.



Most of the NTRAKers I talked to were interested in coming down to Chantilly next year - even the elderly Toronto NTRAKers, whose last road trip was Valley Forge ten years ago. So too were the manufacturers I talked to, particularly Sylvan and Lenz. Sylvan said that if they couldn't make it, they would at least send door prizes. And Debbie Ames from Lenz admitted that that manufacturer had neglected N scale and modular model railroading in the past, but wanted to make inroads into that market, starting with our convention next year.



Most of the vendors and other-scale exhibitors were local Canadian firms, and I anticipate that only a few of them would travel down to Chantilly next year. That is a shame, because there were a lot of good, small display layouts at Maple Leaf 2003, especially of British prototypes or narrow-gauge modeling. But the invitation was extended to all, so who knows.....

The Maple Leaf 2003 Train Show was small, by national standards, but very well done, especially considering the circumstances. Absolute heaven if you were a CN or CP modeler. My Canadian hosts were very welcoming, and organized a quality layout, with some outstanding model railroad work, and consistently good track and electrical systems for running trains. The drive was long, but as usual, it was well worth it to see how other NTRAKers do things, and to get some new ideas. Hopefully, most of those NTRAKers will join us next August for the best N Scale Convention ever.

## Capitol Limited 2004 Update

John Drye

Now, to catch up on some sleep.....

### Northern Virginia NTRAK BOD Meeting August 3, 2003

The BOD meeting convened at 2pm, with all members present except Paul Diley. NVNTRAK currently has 80 members. All DCC equipment that was on backorder has arrived. The purchase of a Digitrax PM-42 was approved by the BOD. Steve Jackson will purchase it. This device allows you to use a single booster for several power districts and will be very helpful for the 2004 Convention.

Bill Rutherford has updated the NVNTRAK Web site and is looking for ideas for improvement. The Christmas Party will be held at Marc Sisk's house on December 14th, due to Bill Palmer's recent move. Thanks to Bill and his wife for putting up with the group for several years now.

Cotton Bowen will check status of the updated club flyers with John Cook. Cotton handed off a sample poster to Marc, so that his son can begin work to develop it for the 2004 Convention. A draft is due in December for review with the completed poster, ready for printing, done by March. A long-time club member, Charles Greenacre recently moved to Arizona. Sorry to see Charles go, as he was a great supporter of the club and always eager to contribute. Dave Greenacre has two glass display cases belonging to the club that need homes. If you have storage space, please let Cotton know so we can arrange to move them.

The NVNTRAK information hotline will be cancelled, due to the advent of Email and the Website. There will be a set up at the Silver Spring B&O station on September 6<sup>th</sup>. Jeff Peck will be the setup foreman. Clampdown at Fairfax Station setups will be 11:45 from now on. Speaking of Fairfax Station, there will be HO and Lego trains running there over the Labor Day weekend for those interested.

The BOD approved the purchase of new locks for the trailers. Steve Jackson will purchase six locks and 15 keys. The club trailers also need to be maintained/serviced. Paul Diley will be in charge of that effort.

The meeting was adjourned at 2:48pm

Respectfully submitted,

For folks that missed it, Capitol Limited 2004 had a fine kickoff celebration at the Chantilly Show last month. Cecil B. Brendel trooped the army of Northern Virginia all over the empty half of the Expo Center (to be filled with 400+ NTRAK Modules this time next year). The paparazzi were out in force (in the person of Dave Davies and Bernie Kempinski) (*Ed-pics throughout this CallBoard*) to document this major event. Thanks to Cornie Rutherford and Cotton Bowen, quite a few folks sported the official 2004 "Yellow Shirt." Please contact Cotton if you want to add this fine item to your NTRAK clothing collection.

At the same show, we also finalized our contract with Greenburg and met with Dave Swanson, to go over some details. Matt Schaefer and his layout crew were out with surveyor's stakes, measuring the Expo Center space as well as the Capitol Limited "YMCA" layout space (also known as the Chantilly Holiday Inn).

By the time you read this, the hotel will be ready to accept on-line or phone-in registrations: 703-815-6060 or [www.hiselect.com/chantillyexpo](http://www.hiselect.com/chantillyexpo). Don't delay, we expect the hotel to sell out quickly.

Thanks to Webmeister Bill Rutherford, our on-line registration is open to all. At last note, we were approaching 50 registrants. We will post extra-fare items, such as the convention breakfast, extra-fare tours, convention cars, etc., as price information becomes available.

We are still looking for convention volunteers (see the "want ads" below). We will have a Convention Committee Meeting at the September Backshop. Among other things, we'll decide on the 2004 Convention Car design, review the GB Contract and look at Matt's 21<sup>st</sup> Layout Plan. All are welcome.

#### Capitol Limited 2004 Classifieds

Bus Trip Coordinator: The convention needs one or more individuals to contact local bus companies in order to coordinate convention extra fare bus trips. These trips will go to the mall in DC, to Baltimore and to local prototype locations. These individuals will obtain cost estimates for tours and recommend a company. After selection of a company, ongoing coordination will be required with the company to ensure that the appropriate number of busses arrive at the right place and time. Candidates should possess a fondness for ruNNiN trainS and an enthusiastic attitude. Please contact John Drye, Convention Chairman at 703 922 8131 or [director.2004@nvtrak.org](mailto:director.2004@nvtrak.org)

Sponsorship Coordinator: The publicity committee is in the process of putting together a package for potential convention sponsors. We will offer marketing opportunities to these potential sponsors such as ad space in convention program and other materials, logos on convention t-shirts or banners and other benefits. The committee needs several individuals to help with the mailing and handling of these packagers and in organizing the response and benefits. Candidates should possess a fondness for ruNNiN trainS and an enthusiastic attitude. Please contact John Drye, Convention Chairman at 703 922 8131 or [director.2004@nvtrak.org](mailto:director.2004@nvtrak.org)

Layout Extra-Curricular Activities Coordinator: We hope to have a variety of "extra-curricular" activities on the 2004 layout. These might include: longest train, fastest train, "Timesaver" switching layout puzzles, SD-40-2 Tractor Pull. The layout will need several individuals with stopwatches for the bullet trains running on fast schedules. Measurements need to be taken of any trains overshooting the station platforms or red blocks and times added for infractions. Candidates should possess a fondness for ruNNiN trainS and an enthusiastic attitude. A stopwatch would be helpful. Please contact Layout Coordinator: Matt Schaefer at [modules.2004@nvtrak.org](mailto:modules.2004@nvtrak.org) or 703 978 2946

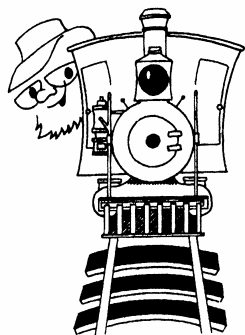
If you miss out on these, don't worry. We'll post more in the next twelve months!

**SEPTEMBER PHOTO ALBUM**

Greenberg, Chantilly — Dave Davies







# Granddad's Hobby Shop.

We have trains - we have lots of trains.

N scale of course!!

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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](mailto:dbdavies@cox.net)

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

Articles and other submissions for the October 2003 issue must be received by September 25, 2003.

### **Northern Virginia NTRAK 2003 Officers:**

President: Cotton Bowen..... (703) 450-5857  
Secretary: Marc Sisk ..... (703) 280-5290  
Treasurer: Jim LaBaugh ..... (703) 573-9285  
Superintendent: Paul Diley..... (703) 585-8583

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.

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## *Woodworking & Model Railroads*

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September '03

**NV**  
NORTHERN  
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Place  
Postage  
Here



NVNtrak looks to fill this empty space at Chantilly with a huge layout next August. ☺