

THE CALL BOARD



A 100% **NTRAK** CLUB

Celebrating Our 12th Year!

November 2003

VOLUME XII NUMBER 11

Trailer Haulers - Your Club Needs You!

*John Steitz
Acting Superintendent*

We owe a big debt of thanks to Bobby Richesin and to the other NVNTRAK members who have dutifully hauled NVX 1 and NVX 2 (our two trailers purchased with proceeds from our 1996 Convention) lo these past seven years. Thanks to the trailers, setting up a working layout has been much easier, allowing us to expand our venues to include more charitable and community shows. But they have also made mall shows and convention road trips more fun and successful for the Army of Northern Virginia.

But now, we need to expand the ranks of those capable and willing to tow trailers to public shows. Our public show calendar this Fall is daunting, and among other things, Bobby has been caring for Steve Triggs and his family during this difficult time for them. His necessary absence, and our inability to get a trailer to the Silver Spring show last weekend, both show how dependent we are upon members who take the time and effort to bring the trailers out from their home at the Franconia Fire Station, near Springfield.

Both trailers require *frame* hitches, with two inch balls, on vehicles of sufficient towing capacity. A light duty ball mounted onto a bumper just won't cut it - those rigs are designed for 600 pounds or less, far less than the weight of either trailer. (The bolts holding the bumper on are the controlling factor and they will sheer off.) Of course, for safety's sake (and to avoid a meeting with the local highway patrol), the hitch package should include all electrical connections for the lights on the back of the trailer.

NVX-1 (the larger of the two) is about a 3200 Gross Vehicle Weight (GVW) trailer. Although we don't usually max out the weight, it still requires a larger vehicle to pull it - a van, a heavy duty SUV, or full-sized pickup (like the Ford-150). Most of these vehicles are rated between 3500 and 6000 lb towing capacity, more than enough for NVX1. Smaller pickups (like the Ford Ranger) might be able to move it locally, but shouldn't take it on the highway. It will take a toll on their transmission, and even with a larger vehicle, gas mileage won't be impressive.

Continued on Page 7

A View From the Gap

Cotton Bowen, President

Good News! Not only has Bobby Richesin returned to the club and reassumed the Motive Power Division responsibilities for moving the trailers, but also he has successfully arranged for NVX-2 (the small trailer) to be given a well-needed maintenance service, and now has plans to get NVX-1 (the big trailer) in for maintenance. Thank you Bobby!

(Continued on page 3)

BILL OF LADING

Rail Events Timetable.....	Page 2
View from Zoo Tower.....	Page 3
Hostler's Shack.....	Page 4
This Side of the Tracks	Page 4
International Burn Camp.....	Page 5
Franconia Fire Station.....	Page 6
Convention Update.....	Page 5
MER Convention Ntrak layout	Page 5
Calling Zen Masters	Page 7
November Photo Album	Page 8
BOD meeting	Page 9
oNetrack in the coming year	Page 9
Capitol Limited Update.....	Page 10
MER Convention.....	Page 10
Member Retailers	Page 11

Coming next month:

Noll earns
Master Model Railroader Award



HOST CLUB OF THE 2004 NTRAK EAST CONVENTION



RAIL EVENTS TIMETABLE

Saturday/Sunday, Nov. 1-2, 2003: Central New York Train Fair [Road Trip!]
Empire Expo Center [New York State Fairgrounds], 581 State Fair Blvd.
Syracuse, NY 13209 (800) 475-FAIR
Contact: John Steitz (703) 371-5171
No trailer
Layout Type: Part of large show/convention layout
Road trip to promote Capitol Limited 2004. Please contact John Steitz for more details.

Sunday, Nov. 2, 2003, 1200-1700, November Back Shop
Fellowship Hall, Prince of Peace Lutheran Church, 8403 Old Keene Mill Road Springfield, VA
1400: NVNTRAK Board of Directors Meeting
1500: Capitol Limited Convention Committee Meeting
Contact: Cotton Bowen (703) 450-5857
Trailer: NVX1
Projects: Scenery repair to NVX2 modules, and mini-clinic on scenery, led by Brian Brendel and John Drye. Last chance to test new modules for November shows and Greenberg Chantilly!
Use parking lot behind church complex

Saturday/Sunday Nov. 15-16, 2003: Rockville Lion's Club Train Show
Rockville Senior Center, 1150 Carnation Drive, Rockville, MD, (240) 314-5019
Coordinators: Dave Greenacre (703) 391-7447 and Edd Braithwood (703) 860-2899
Trailer: NVX1
Show Hours: Sat. 1000-1700, Sun. 1000-1600
Set-up: Sat. 0700-1000
Clamp-down: Sat. 0900
Unload and park in rear lot, or in overflow parking on grass.
Layout type: Medium Oval
11th Anniversary of NVNTRak's first public show!

Saturday, Nov. 15, 2003, 1000-1600: Damascus Railroad Day
Damascus Community Library, 9701 Main Street, Damascus, MD 20872, (301) 253-5100
Coordinator: Dave Freshwater (301) 424-7438
Trailer: NVX2
Set-up: 0800-1000
Clamp-down: 0900
Layout Type: Small oval, OLI

Sunday, Nov. 16, 2003, 1300-1600 Museum Layout
Fairfax Station Railroad Museum, 11200 Fairfax Station Road, P.O. Box 7, Fairfax Station, Virginia 22039 (703) 425-9225
Coordinator: Cotton Bowen (703) 450-5857
Trailer: NVX2
Set-up: 1130 - 1300
Clamp-down: 1200
Unload in parking lot, then move vehicle across street to overflow lot.
Layout Type: Small Oval

Saturday/Sunday, Dec. 6-7, 2003: Holiday Model Train Show
Fairfax Station Railroad Museum, 11200 Fairfax Station Road, P.O. Box 7, Fairfax Station, Virginia 22039 (703) 425-9225
Show Hours: Sat. 1000-1700, Sun. 1200-1600
No NTRAK Layout - operate Caboose layout only
Contact: John Steitz (703) 371-5171

No Trailer
Park on street, or in overflow lot across street from station.
There is no Back Shop this Sunday (but see below).

Sunday, Dec. 14, 2003, 1300-1830 NVNTRAK Holiday Party
Marc Sisk's House, 4020 Kloman Street, Annandale, VA
No NTRAK Layout - just good food, drink and camaraderie!
1530: Gift Exchange
See elsewhere in this Call Board for directions and other details

Sunday, Dec. 21, 2003 1300-1700 "Off-Site Back Shop" #1 at Cotton and Judy Bowen's
401 Drew Court, Sterling, VA
Coordinator: Cotton Bowen (703) 450-5857
Projects: a) Scenery repair and facia painting for modules going to Greenberg Chantilly
b) Final testing and scenery work for new club junctions going to Greenberg Chantilly
There is no Museum Set-up at Fairfax Station this Sunday (but see above).

Saturday/Sunday, Dec. 27-28, 2003: Greenberg Train Show
Dulles Expo Center, 4368 Chantilly Center, Chantilly, VA 20153, (703) 378-0910
Coordinator: Paul Diley (703) 585-8583
Trailer: NVX1 and NVX2
Show Hours: Sat. and Sun.: 1000 - 1600
Set-up: Fri. 12/26 1500-1930, Sat. 12/27 0730-1000
Clamp-down: Sat. 0900
Unload inside building, then park in vendor/exhibitor lot behind building.
Layout Type: Multi-oval; DCC: Mountain Div.; 1T(?), OLI(?)

Sunday, January 4, 2004 1300-1700 "Off-Site Back Shop" #2 at Cotton and Judy Bowen's
401 Drew Court, Sterling, VA
Coordinator: Cotton Bowen (703) 450-5857
Projects: Frame Building for New Modules - bring your lumber and hardware, and have at it!

Sunday, January 18, 2004 1300-1700 NVNTRAK Annual Meeting
Fellowship Hall, Prince of Peace Lutheran Church, 8403 Old Keene Mill Road Springfield, VA
Coordinator: Cotton Bowen, President, NVNTRAK
1300: Live and Silent Auctions
1500: NVNTRAK Annual Meeting and Election of Directors
No NTRAK Layout
For more details, please see the insert in the December and January issues of The Call Board

Chris Thayer has taken the first steps to becoming our new Web-Master, to give Bill Rutherford some well-deserved relief after 4 years on the job. Thank you Chris! Also contributing to recent club successes, John Steitz has been successfully filling in for Paul Diley as the Assistant Superintendent. Again, another Thank You is well earned. Although Paul has been eager to contribute, his new job has curtailed his ability to do so. Life throws us all curve balls. However, how we react, both individually and as an organization, makes us what we are. This resilience makes us not only the biggest, but also the most accomplished N-Trak clubs around; after all, we are the sponsors for the N-Trak convention in 2004. It must mean that we are leading the N-Trak pack. What I have already announced is probably old news to many of us. However, the new and big announcement is that Ken Allen has agreed to become the new Call Board Editor, when Dave Davies retires in January. Welcome to the team Ken! Our thanks go to Dave Davies for taking on this task for the last two years, now it is Ken's turn. I am sure that Ken's experience, working in the newspaper business will stand him and us well. Wow! Outside of the BoD, which we elect in January, the club leadership and supporting positions has recently had a significant change. I don't know about all of you, but I am excited to see what these new club leaders will bring to us in new ideas, concepts and just plain fun. Welcome on board guys, this train is ready to roll!!

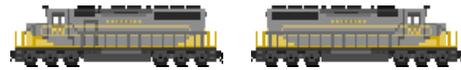
On another level, the club has continued to have highly successful shows in the last month. The NMRA/MER convention provided hours of ruNNing TraiNs. Altoona not only provided hours of running trains, but also provided a great opportunity to shop for more train stuff and to see other scales at work, including live steam! It was a great show and experience. In the future I highly recommend that all the members of the club attend these great shows if and when they get the opportunity. Although both incurred a price, either a hotel bill (Altoona) or a contribution to the convention fee (NMRA), they were well worth the expense. Not only that, but the drive to Altoona is beautiful, and if you go to Altoona, another bonus is the opportunity to see the great Horse Shoe Curve. I wish all of us could participate in these wonderful shows, they really add to the quality of life!

As always, I am really excited about what is going on in the club, and am looking forward to seeing everyone at the upcoming events. Remember, the Club Christmas Party is just a little over a month away. I wish you all a good Thanksgiving, and hope to see every one soon.

Your President, Cotton



View from Zoo Tower
John Steitz, Acting Superintendent



First of all, many thanks to all the setup coordinators, trailer haulers, and members who brought out modules for our October shows. It was quite a busy month, and you'll be able to read all the details in articles in this Call Board. To all mentioned in those articles, as well as to all others who contributed to our many layouts, a big round of thanks from the club, and from this Super.

The Army of Northern Virginia's Fall Campaign continues for a third and final month in November. As always, details are in the Rail Events Timetable, on page 2 in this Call Board.

Starting things off this Sunday, Nov. 2, is our final Back Shop of the year at Prince of Peace Church. Scenery Wizards Brian Brendel and John Drye (both ex-presidents of NVNTRAK, by the way) will lead scenery repairs to the club modules in the NVX2 trailer. Those modules see service 30+ times a year, and tend to accumulate dings and dents as the year progresses. This repair session will spruce them up for our show in Chantilly at the end of December, and will also demonstrate a few of the scenery techniques that have given several members of our club award-winning results.

Then, after a whopping one-weekend hiatus, we have a triple-header weekend Nov. 15-16.

The Rockville Lion's Train Show, at the Rockville Senior Center, is NVNTRAK's oldest continuous show, where we have set-up a layout every year since 1992. Our layout this year is a good deal larger than our layout back then, as many folks take advantage of the two-day show to bring out their larger module sets and yards. Dave Greenacre and Edd Braithwood are leading the charge as set-up coordinators, and they need plenty of assistance Saturday morning for set-up, and Sunday afternoon for tear-down.

On that same Saturday, Dave Freshwater is once again organizing the Maryland Corps of the Army of N.V. for a one-day layout at Damascus Railroad Days, one of the several community festivals we assist. That crew also needs assistance with set-up and tear-down, and is your opportunity to learn more about NVNTRAK's efforts in the Operation Life Saver program.

The following day, while the Rockville Lion's Club show continues, we have our final third-Sunday layout of the year at the Fairfax Station Railroad Museum. Those of you closer to Fairfax than to the Maryland shows, please help us at noon with set-up, and at 4 p.m. with tear down. Once again, we will set-up the Blue Line at Fairfax Station with the option to run DCC

Continued on Page 5



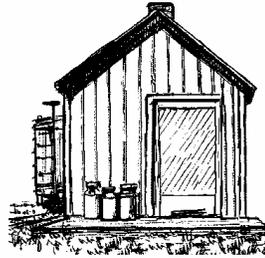
THE HOSTLER'S SHACK



Matt Schaefer

HEALTH PROBLEMS – We hear that Tony DeMasi experienced a very mild heart attack and he is doing well, but his traveling in the near future is undetermined. He went in for tests on Friday Oct. 24th. I have been working on options with my case of reoccurring prostate cancer after radiation in 1999. Cryosurgery is an option, and I plan to start on hormones to arrest the cancer. We appreciate everyone keeping us in your thoughts and prayers.

DANVILLE & DCC - What a wonderful meet that Tony and Fred Fredenburg orchestrated. Highlights are below, but a primary concern was the frequent loss of DCC control. True to Ntrak standards, rumors were flying, but the problem was the 55 module layout had only one receiver (*Ed.—I guess we have to learn the old lessons all over. In 1999, we determined that one receiver was needed for about every 5 or 6 trains*) ☹. This prompted further study that the '04 layout can keep 50 DCC trains moving under radio control, excluding other problems. The Danville show was the first show with 5 of our sister Ntrak clubs, to test plans for the big Chantilly layout. We had John Wallis of N. Raleigh Ntrak conduct various tests on a mixed DCC/DC layout.



WRECK OF OLE '97, DANVILLE – There was too much excitement to tell all, and you would think I was making it up. Do you believe me when I tell you that we were catered lunch and a Saturday night steak and beer dinner on the house? We even had nice door prizes. Then, Friday night, everybody went to a fish banquet. Sunday morning, we toured a power plant that could burn 100 cars of coal a day, and could power 1/3 of Virginia. Chris Wiley and Tim Hammack built an N scale diorama, and presented it to the Science Museum in the beautifully restored SR station next door. Yes, we were right on the hot SR/NS mains. Tony and Tom really pulled out all the stops to make this a wonderful week end.

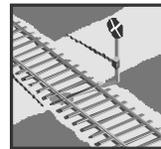
DCC GIBBERISH – In case you wanted to know, John Wallis used 4 boosters lashed together on one loconet cable. UP3s were on a different loconet to keep packets straight. All DCC blocks were powered through PM 42 breakers set to trip off at 3 Amps. Block currents were measured and peaked at 0.5 A when observed. We still need to test PM42's set at 1.5 A, to see if that is enough. The lower trip setting should give safer, faster and more reliable trips. The layout had some passing tracks, but the line of least resistance had everyone on DCC running counterclockwise on all DCC tracks.

SWITCHING OPERATIONS - Another big feature of the Danville meet was the operations on Saturday, after the steak and beer dinner. Dave Koss ran about 8 crews, but they all started out of the same place, the main yard. This caused long

delays in getting trains out. Operations should be started at many locations at about the same time. The ops added a nice variety to all the activities. (*Ed—As an example, at Vienna NVMR, we start an operating session with not only trains at yards at both ends, but half of total number are pre-staged around the layout on passing sidings*)

'04 LAYOUT – Triggs Yard has already registered and the 2 end modules were in the Spotsy Mall layout. We need members to register their modules, so we can do layout planning as early as we can. First come first serve and anticipate your needs!

CONVENTION IN LOUISVILLE - The KSONS (Kentuckiana Society of N Scalers) of Louisville will once again host a large gathering of N Scalers on January 10 & 11, 2004, in conjunction with a GATS show. In January 2003, during an hour of "digital madness," we had at least 40 trains on the track. For the January 2004 show, we have already been given space for a 150' by 100' layout, a reception on Saturday night, and clinics will be given throughout the day. Hotel accommodations are at reduced rates, and there is no cost for registration, or to attend this show. If you or your club would like to be a part of this great layout, please respond as soon as possible, so that we can make sure that we include you in our plans. Visit the KSONS web site at <http://www.ksons.5u.com> and contact Paul Downs for additional information, <pauldowns@earthlink.net>, (502) 895-6578. Member of the Kentuckiana Society of N Scalers (KSONS).



This Side of the Tracks

Dave Davies, editor

With all the shows in October, I did not have space for all the material. Next month will feature Altoona and the Spotsy Mall show. Next month will also have inserts for dues reminder and a notice about the annual meeting, so it will be a shorter CB.

I talked briefly with Ken about transfer of the CB material, but it seems he uses Pagemaker on an iMac, so I am not sure how much he can use, other than the graphics. No idea if all of our club owned railroad fonts can be read by the iMac. Thanks to Ken for taking over the CB.



International Burn Camp

John Steitz, Acting Superintendent

Saturday, Sept. 27, found us involved in a rare afternoon/evening one-day set-up at the International Burn Camp in Arlington.

Each year, the International Association of Burn Camps invites the 43 different burn camps around the US and Canada to each send one camper and one camp counselor to Washington for a week. The campers are kids tragically burned by fire, who have participated in Summer burn camps one of more years, and are selected by camp counselors for outstanding service and leadership to other campers. The counselors are usually professional or volunteer fire fighters, selected by their counselor peers, who often have a multi-year relationship with the camper they chaperone on the trip to Washington.

The campers are exposed to a whole range of activities during their week in DC. One of them is a cook out at Arlington Fire Station No. 5, on South Hayes Street, near Pentagon City Mall. The cook-out runs from 3 to 7 p.m., and is only event number 2 out of 3 in the camper's busy second day in the area. In addition to great quantities of good food, there's music and dancing, a rock wall to climb, fire trucks, from all over the region, for them to climb about, and police cars with sirens and bullhorns.

And, of course, our layout. We had a 22' x 10' oval, thanks to Matt Chibbaro, Mike Landgrove, Matt Guey-Lee and Bobby Richesin, who had dropped off NVX2 the night before. From the trailer, we used all four corners, both POFFs (Clark's Mill and Ad Tower), and 3' and 1' bridges clamped together as a temporary POFF duck-under. Matt C brought out Bikini Bottom, Mike brought his new coal yard POFF, and Matt G. set-up his trusty Reservoir POFF. In a fit of lunacy, I brought out all 16' of Brendel Yard, (for a one-day show!), so for only a four-man crew, we had quite a sizable layout!

We ran all three lines on Aristo, most of the time quite fast, as we gave throttles to the campers, so they could run "slot-trains." While most just ran locomotives, some did get an education on the discipline it takes to get a multi-car train (with Rapido couplers!) around a modular layout. While we weren't totally overwhelmed by kids as in years past, we did have our die-hards, who spent most of the cook-out at our layout running trains. I think we have a few NTRAKers in training!

We got formal notice of the camp late, so we had only a few weeks to organized the set-up. And it was a huge effort, trying to set up a layout in a short amount of time, and with a skeleton crew. But, Semper Gumby, we got it to work, and to work well!

Inwardly, I cringed to see my RDC careening down the

main line of my Yard at Warp 9, but the kids were having fun. And that was what this layout was all about. These kids have been through a lot, and it was an honor for me to help all the dedicated public safety personnel, who volunteered their own time to let these kids have a blast for an afternoon.

The organizers of the cook out really did appreciate our layout, and I had the chance to talk to a few of them about next year's camp, which will happen almost two months after our big convention. If one of our OLI presenters were available, perhaps we could give an OLI presentation to the campers, as part of their safety education. And I think we'll make it an all-day layout next year, so we can just run trains ourselves until 3, before the campers arrive.

Setting up a layout for a charitable purpose is one of the ways we give back to the community, and it justifies our tax-exempt status, which obtain great benefit for the club. If you haven't had the chance to set-up a module at one of these shows - Fairfax Station, Alexandria Waterfront, Fairfax Hospital, and many others - please consider it as we go forward into our convention year. These smaller shows need plenty of manpower. But you get so much out of it, more than just a chance to run trains.

Thanks again to Matt, Mike, Matt and Bobby! Semper Gumby!

Continued from Page 3

or analog locomotives, depending on the conditions. If you'd like to test our your Digitrax throttle, or your latest decoder-equipped loco, please join us. This will be our last DCC loop of track until Greenberg Chantilly at the end of December.

One request for members bringing modules to any of these shows: please bring your own clamps, connecting track, and rail joiners! The club clamps and track supplies are intended for club modules only. While we can always supply missing materials if you happen to forget them, using club supplies should not be a regular occurrence. Please help us maintain the supplies the club needs for 40+ layouts a year, and stock your own toolbox with all the materials you need to set-up your own module(s). On behalf of set-up coordinators everywhere, thank you!

Please stay tuned for details on a series of module-building clinics and work sessions at 2004 Back Shops. Starting next year, we're going to stage monthly work sessions covering each aspect of building a module: frames, track laying, wiring, ballast and scenery, etc. The goal is to outfit every active member of the club with at least one module he or she can use in a layout in 2004. We have a lot of extra shows as Capitol Limited draws near, as well as our normal obligations. Many hands make light the work.

Continued on Page 7

Franconia Fire Station Open House

Chester Freedenthal

Under a cloudy morning sky at 8 AM on October 11th, the auxiliary motive power team of Brian Brendel and John Steitz moved NVX1 from the back parking lot to the front of the firehouse. Once secured, Brian, John and Chester Freedenthal proceeded to empty the trailer, and carry 4 corners, 2 POFFs and all the needed paraphernalia into the firehouse Bingo room. Bryan's 3 POFFs and Chester's Alien Landing completed the modules. John left for Reston, and Jim Altobello came and offered help in getting the layout set-up. Soon, Jim's traveling companions showed up (Bill Rutherford and John Cook), and they were off to Timonium. Bryan and Chester completed the setup with the help of Jake Brendel, and we had an engine running by 10 AM. Trains were running on all tracks just a little after 10 and the start of the Open House.



The small 6' by 18' layout went together well, except for the shortage of rail joiners and the need to cut flex track for connectors.

We used the Lindsey throttle and it worked out well for the small layout. Most of the throttle work was in the able hands of Jake. Mixed freights were the trains of the day, with an occasional inter-modal and long tank train. Chester's Smokey Fire Prevention Train made its debut, and the Candy Train was a hit as well. Alien Landing garnered a lot of attention, but the sweeping curves and tunnels of Brian's once home layout—now three modules—got some looks as well. The corners looked lonely, with no scenery. There was a steady flow of kids all day that for the most part



were accompanied by adults. Brian gave out lots of advice and talked about the convention, while Chester mostly asked the kids to not touch the layout. Jake was the envy of most kids as he ran his trains

and changed cars and motive power liberally. Brian made a good decision in using stanchion and ropes. Never know when a Kidzilla will come along.



We had enough room for a much larger layout, when we do this again next year. Its only six-hours, but was much appreciated and a lot of exposure to many folks we normally



don't reach. We also set up an OLI information area and passed out lots of brochures, goodies and played information tapes to dozens of kids and adults. It was a hit as well. For

a first-time event, it went very well.

Jim returned in the afternoon after his trip to Timonium and, thankfully, stayed to run his new Athearn Sounder cars and help us teardown. Tear down was a bit hectic, as they wanted us out of there so they could set up for Bingo. Even though it started at 6:30, some die-hard bingo players were in their seats at 4 PM! Brian and Jim did most of the work, but we were able to teardown, pack up and get out of the hall by 4:45. Jim and Brian got the trailer packed and moved it back to the parking lot, and we were all out of there by 5 PM. This was a good setup, and should be a yearly event; it would be nice to have more participation, both modules and running trains. Tear down would be more hectic with a larger layout, but we would get it done in the hour allotted.



Continued from Page 1

[But your costs in moving a trailer *may* be tax deductible as a contribution to NVNTRAK, a section 501(c)(3) not-for-profit corporation. Please check with your tax professional.]

On the other hand, NVX2 (the smaller trailer) is in the 2200 pound GVW range. Many cars and light trucks can pull this weight with ease. NVX 2 is the trailer we use most - for Fairfax Station, for local shows, for small-to-medium sized layouts 30 times a year. It also is a better trailer for the road, and has carried the flag at several conventions.

Both trailers will be going in for maintenance within the next month (thanks Paul!), to prepare them for our Fall rush. About the time they finish with that, I would like to reconstitute the NVNTRAK Motive Power Division with several folks capable and willing to tow either trailer. I would especially like to see at least a half-dozen volunteers to tow NVX-2, as it is used so often. I have a candidate in mind to ask to be the Chief of the Motive Power Division, and I will approach him when he becomes available again.

But, if you are a new member, or have been less-than-active recently, this is a way that you can really help the club, while you're building your module or dream layout. Or, just as a way of staying involved in what we're doing. You'll certainly earn my thanks, and that of all members of the club. And of the many folks who enjoy layouts - including the dozens of kids we'll be entertaining later this month.

If you can volunteer for the Motive Power Division, or just would like more information, please call me at (703) 371-5171 or (202) 687-2509.

Continued from Page 5

Speaking of the 2004 schedule, November is the month I will be collating as much information as possible on 2004 shows, to come up with a preliminary 2004 Calendar for approval by the Board of Directors, and presentation to the club at the Annual Meeting in January. If anyone has new or updated information about one of our regular shows, or a new show you think we should consider, please let me know by the end of the month. Thanks!

I hope to see most members and modules in the next two months, as I update the prior edition of the Superintendent's module list. If you have any questions, please call me at (703) 371-5171, or send an email to steitzj@georgetown.edu.

Happy Thanksgiving, and Semper Gumby!

Calling the Zen Masters of Scenery

John Steitz

One of the agenda items for the Back Shop on Nov. 2 is scenery repairs to club corners and POFFs from NVX2. Those modules have bounced all over Northern Virginia and beyond, and have the requisite dings and dents from years of service. While mechanically and electrically sound (in most cases), the scenery has taken quite a hit on some of them.

Nov. 2 is our last Back Shop before the Greenberg Chantilly show in late December. Paul indicates we may have 20'x 80' to play with, perhaps more. Whatever the space, we want to put on a good show for our co-host of *Capitol Limited*, and its public. Therefore, scenery repairs to club modules are in order before then.

Not that my own scenery skills are anything to write home about. But I'm afraid I won't even be at the November Back Shop. I'll be in Syracuse, NY, plugging *Capitol Limited* at a Timonium-sized train show. So I need to find one or more Zen Masters of scenery to take my place and lead the repair efforts.

The work required is fairly minimal - only light repairs are needed on most modules. But, if you want to go to town and *improve* the overall scenery on the club corners, I won't stand in your way! I was also hoping that the Zen Master or Masters could show newer members what they were doing, and explain techniques - sort of a mini-seminar on scenery.

If there's a Zen Master interested in sharing his scenic enlightenment on Nov. 2, and leading the scenery repair crew, please let me know within the next week or so.

Many thanks!



Coming next month, more silliness from Spotsy Mall show (Matthew and daughter).

NOVEMBER PHOTO ALBUM

BCC—MER



*Bethesda Chevy Chase—
James Altobello*



MER—Marc Sisk



NVNTRAK BOD Meeting

October 5, 2003

The BOD meeting convened at 2PM. All BOD members were present with the exception of Cotton Bowen, Paul Diley and Dave Davies. Jim LaBaugh presided over the meeting, in Cotton's absence. Jim mentioned that Bobby Richesin has been working to get the trailers serviced. NVNTRAK #2 service is completed. An evaluation was made on NVNTRAK #1, and it was decided that it would get serviced next year, as it is used less than #2. Bobby will also procure new locks and keys for both trailers. A big thank you to Bobby for coordinating this very important activity for us!

A new schedule has been posted in the Call Board. John Steitz, our new assistant Superintendent, has worked hard to make sure that all information needed for each setup through December is listed. John is also working on next year's schedule (Thanks John!).

Jim reported that the club's stock of Cinch Jones connectors is again almost gone. The BOD authorized Jim to procure another 150 pairs, and also some fuses for the club's Aristo throttles. As an operations issue, members should arrive at set ups with their own connecting track. It was also discovered at a recent setup that the club's Aztec track gauges were missing. Please check your boxes to see if you may have accidentally picked these up. They are marked "NVNTRAK".

The upcoming Holiday Party was discussed. As mentioned in previous BOD minutes, it will be held at Marc and Carol Sisk's home. The date is 14 December. Time is 1PM to 6:30PM. The gift exchange will be held at 3:30PM. Marc will provide information to go into the Call Board.

Bill Rutherford mentioned that the club should look into TechSoup.Org, a clearinghouse for software. We should see what is available that would be useful for club operations. This will be discussed more at the next BOD meeting.

John Steitz would like to see a "build a module" series begin at Backshops after the first of the year. This concept will be discussed further at the next BOD meeting.

The BOD meeting adjourned at 3PM.

Respectfully submitted,

Marc Sisk
NVNTRAK Secretary



oNeTRAK in the Coming Year

oNeTRAKers within NVNTRAK: In the next nine months, we need to have more 1T layouts to prepare us for *Capitol Limited '04*. Apart from our own 1T and operations fun at the convention, we need to have solid modules and infrastructure for visiting 1T and BendTRAK.

Because we can't accommodate oNeTRAK at every club set-up (nor should we), we need to pick and choose where we will set up 1T layouts. I'd like to have a 1T set-up at one of the Back Shops early next year. In addition, I'd like to see two or three larger public shows where 1T is a component of the layout.

But, because we need a critical mass of 1T to be effective, I'd like input from 1T owners about when they'd like to set up. The following is a list of upcoming potential 1T opportunities:

Greenberg Chantilly [Dec. 27-28, 2003] Landmark Mall Show [late winter/early Spring t.b.d. - 2 day show]

Troop 964 Boy Scout Show in Prince William County [1 day show sometime in March]

Potomac Division Mini-Convention [Spring, 2004]

Spotsylvania Mall Show [date t.b.d., 2-day show in March/April '04]

Culpepper Train Days [1 day show in April]

Springfield Mall Show [date t.b.d., 2 day show in July]

At which two or three of these possibilities might you want to set up your oNeTRAK module(s)?

Please let me know in person, by phone [703-371-5171] or by email [steitzj@georgetown.edu] sometime over the next two months. Many thanks!

DO YOU KNOW WHO TO CALL???

SCENARIO: You are railfanning (safely, of course) and observe a hazardous situation that can endanger life and property on the railroad right of way. **WHO DO YOU CALL???**

ANSWER: **CSX Emergency Response**
1-800-232-0144
NS Emergency Line
1-800-453-2530

Clip this coupon and carry it with you. You never know when it will be useful.

Capitol Limited 2004 Update

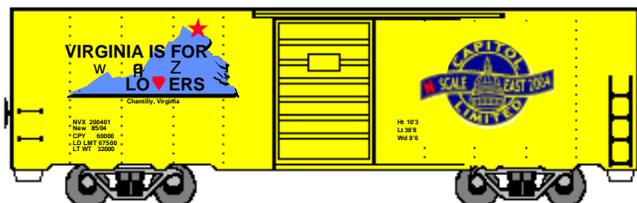
John Drye

Our publicity campaign continued in October. We carried the banner north to Altoona, PA, and south across the Rappahannock to Fredericksburg. The publicity committee has put together two "traveling boxes," each carrying flyers, passes and other materials. One will go in each trailer. Acting Super John Steitz (some act!) is working with the publicity group, Karl Cooke and others, to come up with a plan to attend other shows over the next several months. We will likely send contingents to Kentucky, Massachusetts and Pennsylvania, as well as our usual shows in Virginia and Maryland.

Along with our friends at the N Scale Collector's (NSC) Society, we're putting the finishing touches on the initial great list of extra-fare events. These will include trips to a couple of local industries, local museums; especially the brand-new Air and Space Museum at Dulles. If you've traveled out of Dulles Airport recently, you've probably seen some of the aircraft to be displayed there.

We're starting to hear the buzz grow: N Scale Railroading Magazine has already labeled Chantilly as "the N place to be in 2004". Make sure you check out Gil Brauch's article on Southern E Units next month. Look for more articles in the coming months, and if you have an idea for an article yourself, time to get moving to make the publication schedule for the first half of 2004.

Registration remains open on line (www.ntrak2004.org). We need club members to continue to register early, so we can cover our ongoing costs for publicity materials, various deposits and other costs. If you plan to stay at the *Holiday Inn*, don't delay. The hotel will fill up in the next couple of months.



Mid East Region Convention

John Drye

Northern Virginia NTRAK, along with the Potomac Division, co-hosted the NMRA's Mid East Region over the Columbus Day Weekend. Along with great clinics (a 2004 preview) by Noll Horan, Mark Sisk, Bernie Kempinski, yours truly and others, we set up a two loop 3 TRAK and oNe TRAK layout. The layout included NVNTRAK modules and 20 feet of modules from our friends in Richmond.

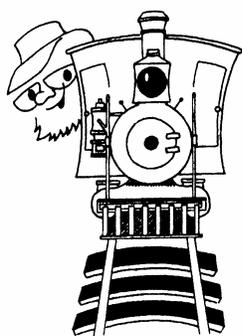
This regional get-together previewed many of the events we plan on for 2004. These included two GREAT prototype tours, to Manassas Gravel and the Alexandria Power Plant, and some tremendous layout tours (including John Armstrong and Lance Mindheim among others).

The "hands-on" clinics, where attendees get to take something home (a weathered boxcar, scenery sample, hand-made tree or even a soldered signal bridge) were a great hit. Since Clint Hyde is both the clinic coordinator for 2004, as well as one of the best proponents of the "hands-on" concept, we expect to see more of these in 2004. If you have an idea for any clinic (hands-on or otherwise), please get in touch with Clint.

Highlight of the convention was the Sunday breakfast (another preview, although without Anita's breakfast burritos) where the crowd joined in a good-humored roast of the region's newest Master Model Railroader (one of the NMRA's highest achievements). The target was none other than our own Noll Horan (who managed to achieve the award with models in scales varying from Nn3 to Gn30, and most everything N between). Please congratulate Noll on this well-deserved award, and ask him how the paperwork is coming.

This regional convention is the latest indication of the great cooperation between modular RR clubs in the Northern Virginia area (NVNT and the HO Potomac Module Crew) and the Potomac Division of the NMRA. Together, modular clubs and the NMRA offer all the best of what our great hobby offers, to both new modelers and old. NVNT continues to work locally with the Potomac Division, to organize these events. Plan on attending the next one and share some modeling "secrets" with other Model Railroaders.





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:

Northern Virginia NTRAK, Inc.

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

The 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.

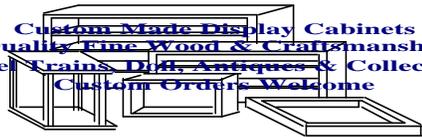
Articles and other submissions for the December 2003 issue must be received by November 25, 2003.

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
Act Super: John Steitz..... (703) 371-5171

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

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.

November '03

NV
NORTHERN
VIRGINIA **NTRAK**

P.O. Box 523051
Springfield, VA
22152

Place
Postage
Here



No Daddy, you can't take a picture of the trains until you take my picture ☺