

THE CALL BOARD



A 100% **NTRAK** CLUB

Celebrating Our 13th Year!

August 2004

Volume XIII

Number 8



CAPITOL LIMITED CONVENTION ISSUE



Convention Update

By John Drye, Convention Chairman

“World’s Largest Train Layout”

Has a nice ring to it, doesn’t it? Four years in the making, and countless hours of planning, talking, scheduling, schmoozing, coordinating and cajoling, and now arriving on Track 1, is something the N Scale and **NTRAK** community has never before seen:

Capitol Limited 2004 will be “the greatest convention you ever saw”.

We’ll have more than 500 modules. How **Matt Schaefer** managed to fit nearly 100 more modules than we’d planned upon into 2000 fewer square feet is a feat of railroad engineering right up there with *Horseshoe Curve* and the *Tehachapi Loop*.

The layout will offer more than 50 scale miles of railroad on the **Red Line Route**™, with both Digital and Analog Divisions, plus more than 150 scale miles of “branch lines”. The layout will include mountain lines in standard and narrow gauge, electrified territory, four-track divisions, across a variety of scenery “from the mountains to the prairies”.

We’ll have a set of clinics and tours second to none. The Washington area is host to a number of nationally recognized model railroaders, and most of them are coming to the **Capitol Limited**. Attendees will have the chance to visit their railroads and sit down with them to build a kit, shoot the breeze and learn something interesting about our hobby.

The 21st Century is a great time to be a model railroader, thanks to an ever-increasing number of vendors offering a tremendous variety of accurate, well-detailed products, from an N5C caboose (cabin car) to an AC4400 locomotive. Nearly every manufacturer in N scale will be represented at the **Capitol Limited**. These folks are supporting the convention through donations of door prizes and will be available to answer questions and listen to suggestions on what to offer next (PRR B-60 Baggage Car). Oh, and they’ll all bring a few things for you to purchase.

The Washington area offers a lot to the visitor, from monuments to museums to railroading. **Capitol Limited 2004** offers a variety of guided and unguided tours, to the brand new Air and Space Museum annex at Dulles Airport, to downtown DC sites, to prototype railroad industries, and to the some of the best railfanning locations on the East coast.

The **Capitol Limited** staff will be easily recognizable. They all will be wearing a bright yellow shirt that says, “I’ll find an answer to your question”. If you need anything, from directions to a clinic or layout, help with a digital or analog throttle, opinions on the all-time best looking locomotive, just ask. We’ll get you an answer. We’re here to help make your convention an amazing, enjoyable experience.

The View from the Gap

Cotton Bowen, President

The Convention Train is rushing at us at top speed. We are now only a few days away from the big event. I hope that all members who intend to attend the convention have registered and signed up to assist. This is going to be great experience. I expect that every one of us comes away pumped up with the N-scale experience and a feeling of achievement. The opportunity is certainly there to be had.

Thanks to **Mark Sisk’s** step-son, **Andrew Marciniak**, another facet of the Convention has blossomed. The Convention poster is complete and on the street. In fact someone beat me to the *Sterling Hobby Town* by 5 minutes the other day with a poster for display—who was that masked man? We all owe Andrew Marciniak and the publicity committee (**Brian Brendel** and **Mark Franke**) a big vote of thanks for making another piece of the convention come together, right at the appropriate moment. Job well done! Thank you!

Speaking of appreciation, the **NVNTRAK Board of Directors (BoD)** has voted to provide a convention ball cap to each member of the staff that works at least one period of service. Not a bad deal for two hours of work, bragging rights and a convention ball cap. What more could one want?!

Lastly, I hope that we have all cleaned our rolling stock and locomotive wheels, IT’S TIME TO RUN TRAINS! See you at the convention!

Along with our National **NTRAK** Show co-hosts, *the N Scale Collectors*, and the more than a dozen clubs, and many **NTRAKers**, who are building the “*World’s Largest Train Layout*”, we welcome you to “the greatest convention you ever saw”.

R A I L L E V E N T S T I M E T A B L E

Sunday, August 1, 2004, 1230-1600 Hrs. August Back Shop; Fellowship Hall, Prince of Peace Lutheran Church, 8403 Old Keene Mill Road Springfield, VA; Contact: John Steitz (703) 371-5171 <steitzj@georgetown.edu>; Trailer: NVX1 [Trailer hauler still needed]; NVX2 [Trailer hauler still needed]

Projects:

1. Testing and certification of modules for *Capitol Limited* layout
2. Junction and loop testing
3. Last-minute repairs to club modules
4. Finish construction of jumper cables and other components needed for *Capitol Limited* layout

Tuesday, August 3, 2004, 1900 - 2100 Hrs. NVNTRAK Board of Directors Meeting; Mark and Carol Sisk's Home, 4020 Kloman St., Annandale, VA (703) 280-5290 Non-module event

Wednesday, August 4 – Sunday, August 8
Capitol Limited 2004 Convention and Train Show; [Detailed agenda of events at: http://www.nvntrak.org/events/eastcon_2004/timetable_2004.php]

Sunday, August 15, 2004. Take a break! The National Capitol Trackers are doing Fairfax Station for us!

Sunday, September 5, 2004—No Back Shop on account of National Holiday

Tuesday, Sept. 7, 2004, 1900 - 2100 Hrs. NVNTRAK Board of Directors Meeting; Mark and Carol Sisk's Home, 4020 Kloman St., Annandale, VA (703) 280-5290 Non-module event

Sunday, Sept. 19, 2004, 1300-1600 Hrs. 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 [Trailer hauler still needed]; Set-up: 1130 - 1300 Hrs.; Clamp-down: 1200 Hrs.; Unload in parking lot, then move vehicle across street to overflow lot.; Layout Type: Small Oval, DCC option, run Caboose Layout, OLI.

[Note: Events shown as *tentative* will be clarified after our CONVENTION is finished.]

Saturday, September 25, 2004 1200 - 1900 Hrs. National Burn Camp Arlington Cook Out [*Tentative*] Arlington County Fire Station # 5, 1750 South Hayes Street, Arlington, VA, (703) 228-0105; Coordinator: t.b.d. Trailer: NVX2 [Trailer Hauler still needed]

Set-up: 1000-1200 Hrs. Clamp-down: 1100 Hrs. We run trains for ourselves noon through 3 p.m., then we are joined

by Burn campers from 3 p.m. – 7 p.m., whom we let run trains on our layout.

Saturday/Sunday, Oct. 2-3, 2004, Altoona Railfest, Altoona PA [Road Trip!] [*Tentative*] Station Mall, 9th Avenue and 17th Street, Altoona, PA 16602, (814)-946-3088, Coordinator: t.b.d., Trailer: NVX2
Set-up: Fri. 10/3 1700-1900 (?), Sat. 0700-1000 (?);
Clamp-down: Sat. 0900 (?); Layout Type: Medium Oval;
More details forthcoming, if this event pans out.

Saturday, Oct. 2, 2004, 1000-1600, Bethesda Chevy Chase Rescue Squad Open House [*Tentative*][in conjunction with *Taste Of Bethesda 2004*] B/CC Rescue Squad, 5020 Battery Lane [at Old Georgetown Rd., Bethesda, MD, (301) 652-0077, Coordinator: t.b.d., Trailer: NVX1, Set-up: Fri. 10/3/03 1900-2100, Sat. 0700-1000, Clamp-down: Sat. 0900, Unload in parking lot behind station and use elevator to 2d Floor; cars get moved away from station after unloading. Layout Type: Small oval, OLI

Sunday, Oct. 3, 2004, 1200-1700, October Back Shop, Fellowship Hall, Prince of Peace Lutheran Church, 8403 Old Keene Mill Road Springfield, VA; Contact: John Steitz (703) 371-5171 <steitzj@georgetown.edu>; Trailer: NVX1

Projects: Benchwork for New Modules
Construction of POFF rack for NVX1
Electrical and track testing of new modules for Oct. and Nov. shows

Use parking lot behind church complex

Tuesday, Oct. 5, 2004, 1900 - 2100 Hrs. NVNTRAK Board of Directors Meeting; Mark and Carol Sisk's Home, 4020 Kloman St., Annandale, VA (703) 280-5290; Non-module event

Saturday, Oct. 9, 2004, 1000-1600: Fire Prevention Day [*Tentative*]; Fairfax (Franconia) Fire Station #5, 6300 Beulah Street [Beulah & Franconia Rd.], Alexandria VA 22310 [Near Franconia Rd. and Van Dorn Street, east of Springfield Mall] (703) 971-5858; Coordinator: t.b.d.; Trailer: NVX2 (in place)
Set-up: Sat. 0800-1000; Clamp-down: Sat. 0900. Layout Type: Small oval

Sunday, Oct. 17, 2004, 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 [Trailer hauler still needed]; Set-up: 1130 - 1300 Hrs.; Clamp-down: 1200 Hrs.; Unload in parking lot, then move vehicle across street to overflow lot.; Layout Type: Small Oval, DCC option, run Caboose Layout, OLI.

**Anthony DeMasi
1954-2004**

**An NVNTRAKers NTRAKer...
and so much more...**

On a sad note, I am sure that everyone has heard of the passing of Anthony DeMasi, the President of **Richmond Area N-TRAK (RANTRAK)**. Tony was a great N-traker. During his tenure as **RANTRAK** President, he contributed heavily to the success of many **NTRAK** activities. His unlimited enthusiastic support to our hobby was always a welcome part of any activity he attended. Tony's presence at the convention will be sorely missed. Please join me in expressing this club's condolences to Tony's family. We have lost a notable N-traker, the **NTRAK** world just won't be the same without him.

Cotton Bowen, NVNTRAK President

With heavy hearts, Michelle I traveled south to Midlothian, Virginia, to attend the funeral of my good friend and colleague, **Tony DeMasi**, on July 11. Other NVNTRAKers had visited with his family, friends and club mates from Richmond Area NTRAK the previous evening, in order to show our respects for this truly great man: a funny-little, chubby guy from Brooklyn who always had a wink and a smile, always kidded me about my bald head, and always, without fail, got it "right" when it came to positive attitude and drive and the importance of "being there" for people in our hobby and our community.

Tony and I worked at countless events together and co-chaired the **No Bull Conventions** in '99 and '02. He was a great guy. Through our work together, **NVNTRAK** and **RANTRAK** became the very best of railroading friends. But even more, Tony helped us understand that this hobby can be important to the community, that we should give back some of our good fortune. We heard countless examples of his kindnesses during his funeral. We were all able to say with some satisfaction that Tony departed us too soon, but certainly well remembered both in the model railroading community and in the community at-large.

Tony's last act of kindness to me was so typical of him: after moving his folks around in the hotel, asking some to double-up, he arranged for Michelle and I to have a room at a sold-out motel in Danville for the meet there last fall. No fanfare, just get-it-done because someone needed help.

As always, Tony showed us that we had to have a big heart. He showed us the very best side of our fun little hobby. And don't worry, he won't miss the convention. I know he'll be there watching us...

RANTRAK has designed a memorial T-Shirt in honor of Tony, who was the **RANTRAK** President at the time of his death. The "DeMasi's Posse - El Presidente" Tee can be ordered from **RANTRAK**, P.O. Box 2122, Ashland, VA 23005. Each shirt will be \$20. Any proceeds above actual cost will be donated to the Emily DeMasi Assistance Fund, a fund set up for Tony's 8-year-old daughter. In addition, I hope you will consider making some kind of direct contribution to that fund at: The Emily DeMasi Assistance Fund, c/o RF&P Model Railroaders, Inc., P.O. Box 2122, Ashland, VA 23005.

Brian Brendel

NTRAK lost a great supporter and friend in Tony D. from Richmond. You can bet he is looking down on the convention and smiling!

Chester Freedenthal

Tony DeMasi was and still is good people. Tony was a friend of mine. I always thought of him like the New York Yankees, or the Dallas Cowboys: you either loved him or you didn't. And if he liked you, well my friends, consider yourself a lucky human being. That's the way I am feeling now, lucky and fortunate, though with a heavy heart.

Tony was the type of person who would sit and drink beer until the wee hours of the night on a front porch in Ashland. Or sit for hours drinking coffee, eating apple pie, talking at a Silver Diner. I know, I have done both and will cherish those memories.

This Tribute comes from the hearts of DeMasi's Posse. I just wanted to share them with you. Tony, I miss you buddy. I guess they just ran out of apple pie.

God speed, my friend.

Steve Triggs

Steve remains seriously ill, at home with this family. Members of the **NVNTRAK BOD** stay in touch, to limit the burdens on the family from calls or visits. One Director recently visited and delivered Steve's convention shirt. Steve's family may visit Chantilly as guests of the convention.

Keep Steve and his family in your prayers, as well.



BILL OF LADING

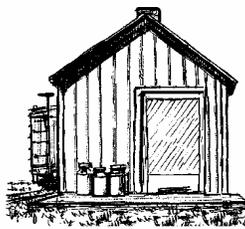
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The Hostler's Shack

By Matt Schaefer

We have around 2100 feet of modules promised. Isn't that 525 modules when you divide by 4? Wow, so expect a lot of foamers and droolers chomping at the bit to run trains on this monster. We want this to be the best convention we can make it, maybe topping our famous '96 convention. In the last week, we will be calling all clubs for final confirmations and updates. The layout plan has been sent to *Greenberg* and the *Expo Center* for approval. We are ordering tables, chairs and 120 V outlet boxes. Signs and module name tags are being made. Get name tags on all your modules so all the **NVNTRAK** modules that are scattered all over the layout will be recognized.

We have had complete cooperation of all those registered and all clubs. They all want to know what they can do or bring that would help. Everyone realizes this is a team effort of all clubs to make this railroad fun and not a lot of problems. We are pushing the envelope in number of modules, stretching DCC across a 300 foot distance, running trains through from DCC to analog, combining DCC on red and analog on blue in many loops and doing everything we can to make this the best convention we can make it. I've got to go now and move a few more modules around. I'll see everyone there!



done a great job in updating information and arranging it on the site for easy access and viewing.

John Drye provided a **Capitol Limited** convention update. We are at T-29 days and counting until the convention (*at the time of the meeting—Ed.*) There are approximately 480 modules scheduled to make an appearance. Brian Brendel and **Mark Franke** have done a stellar job in securing additional sponsorship. **John Cook**, **Bernie Kempinski** and John Drye are working on the raffle layout. The work schedule will be filled out shortly. Final changes were identified for the convention poster. It will be corrected and delivered to the publicity team for printing and distribution.

Dave Freshwater stated that he would need Call Board articles no later than July 23rd as he will be out of town later in the month.

New business included a discussion of a proposal by the Lorton Arts Foundation. Neal McBride from that organization approached members at the last Fairfax Station event about participating in the development of a center at Lorton. This may include potential space for the club's trailers and equipment. It was also inferred that a layout might be wanted for this center. No commitments were made and this topic will be addressed after the convention. Another topic was the **Digitrax** purchase that John Steitz is coordinating. July 7th is the deadline to get your order to John for inclusion in the Club's purchase of Digitrax equipment at a discount. It was determined that the Club itself is not in need of additional DCC equipment. John mentioned that Howard Zane has offered significant layout space at future Timonium shows. Dave is working with **Mat Chibarro** has to put a collapsing lift bridge into NXX-2. I know everyone thanks Mat for this as it is a huge help getting in and out of layouts. Matt Prentice will work to develop a club email and cell phone roster. This will be an integral part of the club roster maintained by the Treasurer. An article will appear in the Call Board relative to this effort. The BOD approved the purchase of another 150 pairs of Cinch-Jones connectors for the club. This is in addition to those needed for the convention.

The BOD meeting adjourned at 9:10PM.

BOD Meeting—July 6, 2004

By Marc Sisk

The **BOD** meeting was convened at 7:50PM. All members were present with the exception of **Paul Diley** and **Brian Brendel**. **John Drye** and **Dave Freshwater** were also present representing the **Capitol Limited** Convention and **Call Board** respectively. **Matthew Prentice** was also in attendance as the Assistant Superintendent – Motive Power

First on the agenda was a continuing discussion of our layout insurance. **John Steitz** provided a summary for the BOD. Our policy year goes from 20 March to 20 March. We just began a three-year policy period in March of this year. We are currently covered for 5 events each year (that need coverage such as mall shows and our convention). Additional event coverage can be purchased. It was agreed that after the convention, John would look at our current schedule and also survey interest for layout venues from members during upcoming shows, then make a recommendation to the BOD if it looks like we will need any additional insurance.

Steve Jackson reported that the club was in good financial condition and that we are currently at 95 members. John Steitz covered the upcoming schedule of events for the club. The focus for the July 11th Backshop will be to install the new junctions and racks into the trailers and to certify more modules for the convention. A convention meeting will also be held during the Backshop. On July 18th, we will be at Fairfax Station with our normal layout and afterwards we will have a picnic. This will also be the time to complete the work roster for the convention. Finally, we will have another Backshop on August 1st just prior to the start of the convention. Focus here will be to make sure all junction modules are in good working order. A final convention meeting will also be held then. See the events schedule for times and locations.

Matt Guey-Lee has re-worked the club's website in preparation for the many folks who will be visiting it as we approach the convention. He has



View from Zoo Tower

John Steitz, Superintendent



By the time you read this, it will be seven days and counting till **Capitol Limited '04!**

Matt Schafer has outdone himself. Already, he has five hundred (500) (!) modules lined up for the Main Layout, and we have room for only one more *Plain Old Four-Footer* (POFF) in the Lobby Layout without displacing modules already signed up.

At this point, if you haven't signed up your module for the Main Layout, the only space left may be in Division 9, the Island Division along the side wall of the Expo Center. This division will be connected to the Main Layout Thursday and Friday, but will be cut separate to create a public aisle for the Train Show Saturday and Sunday. When connected, it will be an out-and-back extension of the DCC Red Line. On the weekend, we will run it loop-to-loop with DCC and DCC reversing units.

If you have any changes to your module registration, or want to add *just one more module* to the layout, please call Matt (703-978-2046)...now!

Our last opportunity to test and pre-certify any modules for the Convention layouts will be Sunday, August 1st, at our Back Shop in *Prince of Peace Lutheran Church*. At that Back Shop, we will also be testing junctions, club modules, and any and all club materials being used at Chantilly. And if you have a new train to run at the Convention – you really should test it at the Back Shop, first.

On Thursday, August 5th, modules that have not been pre-certified must wait for an inspection upon unloading. They will be only *provisionally* certified until the layout is up and running and we can see that trains run over them with no problem. But by the time you get to the Expo Center, you won't have much time to fix any problem – especially with track. And we can bypass only so much wiring before a module has to be sidelined off the **Red Line Route[™]** in a backwater of the layout. It looks really bad if *any* module of the host club has to be excluded from the layout.

Set-up of the Main Layout starts at 8 a.m. on Thursday, and continues until all sections of the layout have tested OK and we can begin to seriously run lots of trains – hopefully, well before midnight. NVNTRAK member' modules on the spine of the Main Layout **must** arrive at the Expo Center no later than 10:00 AM, because the spine has to be fixed in place before building any of the long loops *attached to the Spine*, can commence. If your module is *anywhere* in the Main Layout, and you know you won't be able to arrive until the afternoon, please call Matt Schaefer ASAP and let him know that.

The Superintendent's Staff and other members of the club have been busy preparing for Capitol Limited layouts. **Matthew Prentice** and **Leonard White** are busy creating jumper cables to bypass defective module wiring. **Glen McLain** and I have been building reversing adapters, to allow outside corners to be used as inside corners, and still be connected to the bus wiring. **Matt Guey Lee** is on the staff of Digital Master **John Wallis** and is now preparing the team that sets-up the DCC control system on half of the **Red Line Route[™]**. And Dave Freshwater has been busy procuring all of the materials that any of the set-up teams require.

Late in June and early July, **Paul Diley** and I built the two new junction racks which took up residence in NVX1 at the July Back

Shop. [Paul really did most of the construction work.] There is now more room in NVX1, and more club modules in that trailer that we can use at the Convention.

[After the Convention, we plan to replace the POFF rack in NVX1, to allow more and better POFFs to be stored there and used in our layouts in 2005.]

Last month, I was working first on the Convention Manpower Matrix, which now is in the capable hands of Glenn McLain as the last few slots for convention volunteers are being filled. If you haven't yet signed up for your requested two-hours-per-day, please see one of the Convention principals at the August Back Shop or on the first evening of the Convention.

I'm now crafting the Operating Instructions for the Red Line and other lines of the Main Layout, and we should just have it finalized and printed by the time Conventioners start to arrive.

In addition to everything else going on, several of us connected with layout construction and operations will be giving a clinic about the layout. We will conduct it twice, at 8:30 PM both days, Wednesday Aug. 4th and Thursday, Aug. 5th. In clinic form, it will give much of the information in the Operating Instructions, and will review with convention attendees the hands-on basics of operating Aristo and Digitrax throttles.

As you are around the layout at the Expo Center, when you see any of our guests having difficulty with a throttle, or with navigating through junctions, or with any of the things we take for granted in **NVNTRAK**, please extend a helping hand, if you are able. Not every N Scale modeler has experience with large, complex layouts, or walk-around throttles. If we can make our guests' time on our layout more enjoyable, we will raise the bar for future **NTRAK** conventions, and surely reap the benefits of a bigger and better hobby in years ahead.

And if you see anything amiss on the Main Layout, please bring that to my attention at the Trainmaster's Desk. I can notify any of the talented volunteers who are helping to build our record-breaking layout and keep it running smoothly. Not everything will be perfect, of course. But we have some of the best minds - and hearts - in the hobby coming to Chantilly, and all signs point to a truly extraordinary experience for all of us, as busy as we will be.

Then, after the show is over, and everyone and everyone's stuff is safely home, and the euphoria has wound down...rest! The **National Capitol Trakkers** are going to do the August 15th Fairfax Station set up for us and there will be no Backshop on Labor Day weekend. The tentative dates on the long-range schedule will be clarified after the convention, as well.

And if you see anything at the Convention that piques

(Continued on page 6)

New Member
By Steve Jackson

This month, NVNTRAK welcomed **Bill Bowers** to the club. This brings the club to 96 paid members.

Bill is a Major on active duty with the United States Marine Corps (*Semper Fi* is very close to *Semper Gumby*!! Bill, you will have to ask around as to what *Semper Gumby* means to us...) stationed down at Quantico. Bill has been into trains his whole life bust started modeling trains in the early 90s. He has a 3' by 6' layout where he runs his **Chessie System** (1972-1992) equipment with DCC.

Please extend a warm welcome to Bill and make a point of introducing yourselves to him at upcoming shows.

Martinsburg Roundhouse Days
17-18 July 2004

By Glenn McLain

We had a convention table at the *Martinsburg, WV, Roundhouse Days*, courtesy of the **Bunker Hill Train Club**. The *Roundhouse Day* has changed to Days and from an arts and crafts show with few trains towards a train show with fewer arts and crafts.

The site is a National Historic Landmark and the "trains" are in the Roundhouse.

There is an interest in N gauge and the convention. Currently, this area is mostly HO or G scale. Those who stopped by the table took time to look at the convention poster, and many wanted to talk and talk.

Because of the interest, we have been asked if we can provide a module setup for the *2005 Roundhouse Days*.

And for the train watchers, the location provides many opportunities, including the current incarnation of the 1:1 scale *Capitol Limited*.

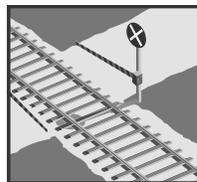
The View from Zoo Tower

(Continued from page 5)

your interest, an idea for a great module theme...well, that's what the rest of 2004 is for! <g> Sometimes the examples of others can be the best incentive for innovation in our hobby, and in our club.

Gumby will be *really* stretched and mutilated the next two weeks. But, if anyone is up to the challenge of this large a layout and this ambitious a convention, it is the dedicated members of **Northern Virginia NTRAK!**

Semper Gumby!



**The Other Side
of the Tracks**

by Chester Freedenthal
BOD Emeritus, Past Secretary
Past Call Board Editor, General PITA

It's been a while. But since I have the opportunity, I thought I would take the time to write a short article.

In 1996 a group of 20 or so avid N-trackers decided to put on a National Convention -- **RuNNiN TraiNs 96**. That decision was a turning point for most of us and certainly for our club. We put on a very successful convention and train show, built our club membership to over 100 and have had a great run of 8 years.

Now, once again, we are hosting a National Convention - **The Capitol Limited**. Those that have worked hard on it - I took a break this time -- will give you a convention you will not forget. The important thing is to enjoy it and have fun. My health won't let me be as active as in 96, but I will try and do my share and I hope you do to.

Meeting the NTRAKers from around the US and the world, seeing fantastic modules and outstanding trains, running on the layout, talking with manufacturer's and shopping --- there is a lot to do -- and a lot of jobs for club members. Have a great convention!

Sharing the show with the Collectors will be fun also, just remember to watch for the look in their eyes as you let the air out of that plastic box as you take a car out to run in! [*We have emergency medical help standing by when they see the Grunge Brothers weathering convention cars in the clinics.-Ed.*] I will have a module in the big layout and one in the hotel lobby layout, so will split my time between them.

See you in Chantilly!

OLI News

June 29, The Desert Sun (CA) - Train related casualties rising. The Los Angeles Times reported earlier this month that, unlike the rest of the nation, train related injuries and deaths in California have gone up 15 percent in the last three years. The Times reported 85 deaths and 50 injuries statewide last year. Nationally, the Federal Railroad Administration reported 324 people died in crashes at crossings and more than 500 died after being hit by trains last year. The Federal Railroad Administration also estimated that a person is hit by a train every three hours on one of the nation's 252,000 highway rail crossings. The collision Sunday, June 27, near Coachella came less than two weeks after the Federal Railroad Administration released a plan aimed at preventing collisions with trains. Although trains are massive and highly visible, people still take chances at the tracks. A freight train traveling 60 mph can take as long as a mile and a half to stop. Source: http://www.thedesertsun.com/news/stories2004/local/200406290_20149.shtml

JULY PHOTO ALBUM

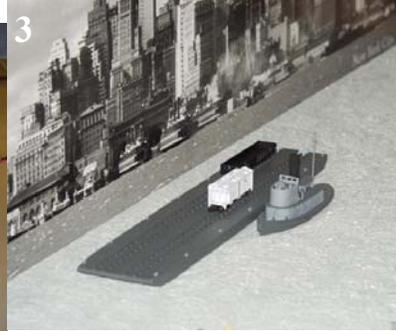


1



2

1, 2—Working on modules at the Backshop



3

3—A new module technique, grayscale to match the background photo!



4

4—John Drye and Cotton Bown cut the cake at the picnic.



5

5—Ann tags another vehicle to be a convention billboard!



12

12—Kids love real trains, too! The new crew for the FFX Caboose!



6

6—John Drye rallies the troops at the convention meeting; layout plan on the easel!

NVNTRAK Convention and Club Cars



7

7—Fairfax Station layout



8—Carl Zutter (R) makes sure (L-R) Mark Franke (back to camera), Dave Freshwater, and Bill Rutherford get the sponsor details straight



10

11—Fairfax Station picnic



9

9—Don't worry! Dave is not stressing over the convention. We just wouldn't let him lay down on the job!

10—(L-R) Leonard White, John Steitz, and Matt Prentice sort out CJs for convention wiring.



11

**CAPITOL LIMITED 2004
EXTRA FARE ORDER FORM**

ITEM		SIZE	QTY	PRICE	TOTAL
Capitol Limited 2004 Convention Car—Micro-Trains 40'Boxcar - Limited run of 250 sets; 2 unique road numbers—\$45 per pair; \$25 single (our choice on road number) See picture elsewhere.	Pair			\$45	
	Single			\$25	
Capitol Limited Breakfast—Sunday, August 8—\$19 (limited to 400 seats)				\$19	
NSC Convention Banquet—Saturday, August 7, 7 p.m.—\$55 ; child under 12, \$27.50	Adult			\$55	
	Child			\$27.50	
Capitol Limited Convention T shirt—Ash Gray ; Layout Diagram on front; Convention Car on back—\$12, Sizes—Adult Small through XXL.				\$12	
Capitol Limited Cap—Stone cap with a Navy brim ; with embroidered convention logo; Limited Availability—\$15				\$15	
Capitol Limited Polo Shirt—Gray ; embroidered convention logo on left breast; Limited Availability—\$26 for M-XL; \$30 for XXL-XXXL.				\$26	
				\$30	
Fairfax Station Special Run Kit—without the Clinic—\$40 ; will be shipped after the convention; Shipping (below) required.				\$40	
Capitol Limited 2004 Pin—Every attendee gets one . Here's your chance to pick up a spare—\$5				\$5	
Shipping—Don't want to carry an item home ; \$5 will cover shipping costs. Required for Fairfax Station Kit without the clinic.				\$5	
Friday, Aug. 6, 9:30 a.m.—Manassas Gravel Tour				\$17	
Saturday, Aug. 7, 9:30 a.m.—Alexandria Power Plant Tour				\$17	
Clinic—Build the wood laser-cut Fairfax Station Third Session Added				\$35	
Clinic—Scratchbuilding with styrene				\$10	
Clinic—Making open loads				\$5	
NVNTRAK 1997 & 1998 Club Cars—Atlas Boxcars custom painted by Medford Trains 1997 is Navy 40 ft. car w/ roofwalk; 1998 is Gray 50 ft car w/o roofwalk; \$20/set of 2	Set			\$20	
NVNTRAK 1999 Club Cars—Deluxe Innovation Twin Tub Coal Gondola , road numbers 199911-199915; \$45/set of 5; \$10 each	Set			\$45	
	Single			\$10	
NVNTRAK Polo Shirt—Navy or Gray ; Club Logo in opposite color; Limited Availability—\$26 for M-XL; \$30 for XXL-XXXL.	Specify			\$26	
	Color w/ Size			\$30	
Special Sale—get them while they last NVNTRAK Cap—Navy with club logo in gray				\$6	
GRAND TOTAL					

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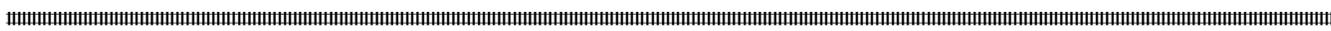
Ship: _____

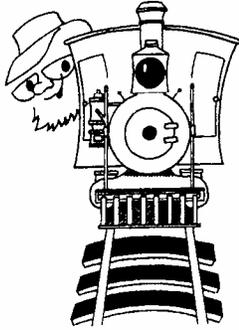
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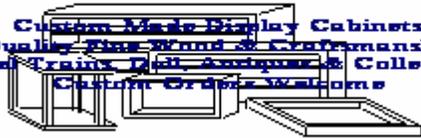
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Northern Virginia NTRAK membership is \$45/year Dues
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Editor—David Freshwater

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All submissions must contain clear text identification of
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August 2004

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