

THE CALL BOARD



A 100% **NTRAK** CLUB

Celebrating Our 14th Year!

November 2005

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Number 11

Steam Excursion Notes

By Dave Davies

Washington Area Joint Committee Steam Excursions, 1981-1994

On November 6, 2005, **NVTRAK** will take a steam excursion trip on the **Western Maryland Scenic Railroad** behind **WM 734**.

The most important thing to remember when on a steam excursion is that the engine will put up a lot more smoke than it would in normal freight or passenger use. In fact, **NW 611**, a star of **Norfolk Southern** steam excursions for over 10 years, had a very hard time making smoke, since it was not built until 1950, and featured all kinds of improvements that enabled it to use its fuel very economically (little smoke).

Since people are taking pictures of an excursion engine or just want to see the engine "steam," the fireman makes an attempt to produce a very pleasing image by "over-stoking" the firebox with more coal than is needed by the fire. The result is this excess coal comes pouring out the stack, as cinders or unburned coal fragments. This technique is used by all excursion steam engines, even "*Thomas the Tank Engine*."

When track-side, these cinders will rain down on people, cars and plants, but other than being dirty, there is little real danger. When one is on the train, it becomes a serious problem, since people will lean out windows or dutch-door to get a look at the smoke pouring from the engine. Because of the forward movement of the train, these cinders can hit your face at the

(Continued on page 4)

Trip Transportation Notes

Those who would like to depart from VA should meet at the **Franconia Fire Station** at 0715, Nov. 6th. **Brian Brendel** is in charge here. Park against or close to the back fence, near the Police Station. The bus will depart at 0730, sharp.

Those who would like to depart from MD, meet at **Shady Grove Metro**, on the I-370/Kiss and Ride side. Parking, for free, is available in both parking decks. (If you don't see parking decks, you are on the wrong side.) Meet at 0800; **Dave Freshwater** will be counting noses here. Bus will depart at 0820, sharp. Stragglers are on their own.

We will have an **OLI** video and presentation en route, so you all stay safe, and a video about the **WMSRR**.

If you traveled on your own, meet us at the station in Cumberland about 11. On arrival in Cumberland, you will have to pay for your own ticket(s) on the **WMSRR**. Price is \$20 for adults, \$11 for children under 12. Train departs at 11:30.

The train arrives Frostburg at 1 p.m.; lunch on your own. It returns to Cumberland at about 3:30 p.m. We will bus tour the Cumberland **CSX** rail facilities until about 4:45 p.m. to railfan in Cumberland, then depart (because it will be sunset. We will stop en route to DC for dinner. You are responsible for your own bill for dinner (and lunch earlier in the day.) The club is only picking up the cost of transportation to Cumberland on the bus.

We should be back at Shady Grove about 9 p.m. and Franconia about 9:30.

Along the Orange and Alexandria

Brian Brendel, President

Help is just a drill, hammer or solder away

As we can proudly always say, the best parts of this organization are the many members that bring so very many different abilities to it. Our trains and modules are just "things"; it's our people that make the difference.

Case in point: if you want to build it, you'll probably get help doing it. Sure, we have lots and lots of "idea" people, every organization has those. Module ideas are everywhere in this club, especially after "field trips" like our upcoming November 6 trip to **Western Maryland Scenic Railroad**. (I can't wait to see the ideas that come from *that* trip.) We have a long history of cooking up great stuff after riding trains or busses as a group.

But, this group does more than just toss ideas around. We actually get things done. Whether it's knocking together a few module frames, or wiring up switch machines, or even painting a sky board, often times you get advice AND an artisan who will actually *show* you how to do it! (Notice I didn't say "do it for you"---unless of course some type of barter might be in the offing). Remember, it shouldn't have to be done for you, but you might be able to trade for it!

(Continued on page 3)

BILL OF LADING

Rail Events Timetable	2
Bill Palmer Update	2
View from Zoo Tower.....	3
Franconia Fire Set-up	4
OLI Crossings.....	4
BOD Meeting	5
Trailer Still for Sale	5
New Members	5
Hostler's Shack.....	6
Bethesda-Chevy Chase Set-up.....	6
Timonium	7
October Pictures	8
Holiday Party.....	9
Annual Meeting Announcement.....	9
OLI Applications	10
Member Retailers	11

Happy Model Railroad Month!

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

BOLD Events are NTRAK module events.

November is Model Railroad Month!

Saturday, November 5, 2005, 1000-1600 Hrs. Damascus Railroad Day; Damascus Community Library, 9701 Main Street, Damascus, MD 20872; Coordinator and Trailer Hauler: Dave Freshwater (301) 717-6501. Layout Type: Small oval, OLI.

Sunday, November 6, 2005; Club Bus Trip to Western Maryland Scenic Railway. Departs Franconia at 7:30; Shady Grove at 8:20. See page 1.

Saturday - Sunday Nov. 12-13, 2004: Rockville Lion's Club Train Show; Rockville Senior Center, 1150 Carnation Drive, Rockville, MD, (240) 314-5019 Coordinator: Dave Greenacre [703-216-9148, greenacred@starpower.net] and Edd Braithwood [703-860-2899]; Dave G. pulling NVX4. Layout type: Medium Oval. OLI.

Tuesday, November 15, 2005, 2000 - 2130 Hrs. NVNTRAK Board of Directors Meeting, Mark and Carol Sisk's Home, 4020 Kloman St., Annandale, VA.

Saturday - Sunday, Nov. 19-20, 2005: Greenberg Train Show Dulles Expo Center, Chantilly, VA. Coordinator: John Steitz Trailers: NVX3 and NVX1; Matthew Prentice hauling one; another trailer haulers still needed.] Set-up: Fri.: 1200-2000 Hrs.; Sat.: 0700-1000 Hrs. Clamp-down: Sat. 0900 Hrs. Show Hours: Sat. and Sun.: 1000-1600 Hrs. Drive-in unloading Friday only. Layout type: Large single oval with DCC and multiple Aristo blocks on at least 1 of 3 lines (practice for WGH in February). OLI.

Sunday, November 20, 2005, 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: NVX4 [Trailer Hauler needed]. Set-up: 1130 - 1300 Hrs. Clamp-down: 1200 Hrs. Layout Type: Small Oval.

[No Back Shop in the month of December.]

Saturday - Sunday, Dec. 3-4, 2005: Holiday Train Layout, IKEA College Park, 10100 Baltimore Ave., College Park, MD 20740; (301)-345-6552. Coordinator: Paul Diley (301) 317-1068. Trailer: NVX4 [Trailer Hauler still needed.] Set-up: Friday (12/2): 2100 -2300 Hrs.; Saturday: 0700-0900 Hrs. Clamp-down: Saturday, 0800 Hrs. Show Hours: Sat. 0900-2100 Hrs., Sun. 1000-2000 Hrs. Layout Type: 30' X 10' oval. OLI.

Saturday - Sunday, Dec. 3-4, 2005; Holiday Model Train Show [Caboose layout only] Fairfax Station Railroad Museum.

Saturday, Dec. 10, 2005 0900-1430 Hrs. Train Collectors Association Toy and Train Show [T-TRAK only]. Kena Temple, 9001 Arlington Blvd., Fairfax, VA. Coordinator: Steve Jackson. Set-up: 0700-0900 hrs.; Clamp-down: 0830.

Saturday, Dec. 10, 2005. VRE Santa Trains. See VRE public announcement after Nov. 16. Trains benefit OLI and Marine Corps Toys for Tots.

Sunday, Dec. 11, 2005, 1330-1830 Hrs. NVNTRAK Holiday Party; Brian, Michele, and Jake Brendel's, 14144 Wood Rock Way; Centerville, Virginia. See page 9.

Saturday, Dec. 17, 2005: T-TRAK Layout at Fairfax Hospital for Children; [Precise time and location t.b.d.] Coordinator: Steve Jackson (703) 323-5985.

[No Back Shop in the month of January.]

Sunday, January 8, 2006 1300-1700 Hrs.: "Off-Site Back Shop" 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 15, 2006; 1300-1800 Hrs.: NVNTRAK Annual Meeting; Fairfax (Franconia) Fire Station #5, 6300 Beulah Street, Alexandria VA 22310; (703) 971-5858.

Saturday/Sunday, Jan. 21-22, 2006: Road Trip - York Greenberg Show; York Expo Center, 334 Carlisle Avenue York, PA 17404 (717) 848-2596. Coordinator: t.b.d. Trailer: NVX4 - trailer hauler still needed.

Sunday, January 29, 2006, 1300-1800 Hrs.: Snow date (if needed) for NVNTRAK Annual Meeting

Bill Palmer Update From Bill himself

Words cannot express the feelings that Jerry and I have had from the outpourings of concern and prayers from our friends in Australia and America over my recent illness.

I have been in Australia since September 3rd to attend the **2005 Australian N Scale Convention.**

I became ill around the 15th and was taken to the Emergency Room at The Sutherland Hospital on the 21st. I was literally in a coma until the 28th. However, by October 1st I was moved to a regular room and was discharged yesterday, October 4th. IT WAS A SERIOUS RESPIRATORY INFECTION.

YES, I HAVE QUIT SMOKING!

I have to see my doctor here in about two weeks to be approved for travel back to the USA, which is booked for October 31st.

Currently, I am staying with friends of many years, The Harris', in Helensburgh, which is 35 miles south of Sydney airport.

Again, many thanks from Jerry and I for your prayers and concerns.

BILL
SOUTHERN CROSS N TRAINS
LUBBOCK TX USA

View from Zoo Tower

John Steitz, Superintendent



Welcome to *Model Railroad Month*! In addition to our club trip to the **Western Maryland Scenic Railway** (which substitutes for our Back Shop for the month), we have no fewer than four layouts in the three weekends leading up to Thanksgiving. So we need lots of help from members with modules, especially for the smaller layouts. As always, the particulars are in the Rail Events Timetable.

Our first layout is Damascus, Maryland, a small, one-day layout in a community festival. I think we're in good shape for modules, but if you want to add yours, please contact **Dave Freshwater**. We can always use a helping hand with layout set-up and/or tear-down, and if you've never been to this event, please contact Dave for directions. This layout is on Saturday, Nov. 5, the day before our Club Trip.

The following weekend (Nov. 12-13) marks our fourteenth consecutive layout at the Rockville Lion's Club. This was the first public show of **NVNTRAK**, way back in 1992, and I remember this venue as the first **NVNTRAK** layout I ever attended a mere two years later in 1994. So it's fitting that our layout coordinators are two founding members of the club, **Edd Braithwood** and **Dave Greenacre**. At the time I'm writing this, we don't have many members signed up to bring modules, - Edd, Dave and one other. So we could use a few more folks to lend a helping hand. If you can bring out a module to this historic show, please contact Edd or Dave within the next week.

The third weekend of November features a double-header, starting with our first layout in the Dulles Expo Center since **Capitol Limited** last August. *Greenberg Shows* is coming back to Chantilly November 19-20, and we have a reasonably large space for a layout. Set-up is Friday afternoon/evening, and continues on Saturday. Right now, there are twelve members signed up to bring modules, and space is filling up fast. If you want your module in this layout, please contact yours truly as soon as you can. [The next time we will be back at this venue will be February, for the *World's Greatest Hobby Show*.]

I wish I could say we have an abundance of modules for the other show that weekend (Fairfax Station on Sunday, Nov. 20), but I can't. One member bringing 10' of modules, without more, just won't cut it. So if you're not already signed up for Chantilly, and can spare that Sunday afternoon, please consider bringing your module out.

After that, we stop the trains for a little while to enjoy Thanksgiving dinner with family and friends. But December is just around the corner, and with it a couple more opportunities to run trains before the snow flies.

And before I forget, I'd like to thank my team on the Superintendent's Staff: **Matthew Prentice**, who continues as Motive Power Division Chief for 2006, **Leonard White**, who assists on special projects, and two new Deputies who will be helping out in 2006: **Leo Bicknell** and **Jeff Peck**. Thanks also to **Edd Braithwood**, who quietly repairs our **Aristo** and **Lindsay** power systems, and keeps them in good working order.

Along with these assistants, I'd like to train more folks in early 2006, in the art of setting up **Aristo** and **Digitrax** power

systems, so we have a broader pool of folks who can serve as Set-up Coordinators (or Co-Coordinators) on our many layouts. [I always seek a Set-up Coordinator other than the Superintendent for every layout, so there are at least two people who know what's going on at that layout.] If you've been in the club for a while, and can't always bring a module out to a layout (and constantly wonder what, exactly, is the best way to help out during Set-up or Tear-Down), just let me know, and I'd be happy to show you how our power supplies function, and how we manage them from show to show.

One key advantage in learning how to work the power supplies - the part of layout set-up which most of our members seem to be shaky about - is that if there is ever a venue where you think we should have a layout, offering to serve as Set-up Coordinator goes a long way to convincing the **NVNTRAK** Board of Directors that it's an event the club should undertake.

But whether you are a Coordinator, a Trailer-Hauler, a Member bringing out a module, or a Member helping with set-up or tear-down, I hope to see everyone at some point during *Model Railroad Month*. *Semper Gumby!*

Along the Orange and Alexandria

(Continued from page 1)

It's a lot of fun, having help. The reason I know this is that I compare building the original *West Virginia Central*, my home layout, back in the early 1990's versus now. Now I have a live-in helper! **Jake** held onto that fascia board the other day nice and tight while I screwed it in place. No screws tearing out, no balancing act like way back when. Now, of course, not everyone has such able help as the Jakester, but we could all lend a hand to one another's work. I have had the privilege of working on several layouts and modules owned by others, and each has allowed me to work in my little piece of the puzzle, contributing to the finished product. It sure is a lot of fun!

We're a very much more social group than your "average" model railroad group. We're always willing to help each other learn new techniques, and turn that knowledge into educational opportunities for "our" public. No one should have to suffer through construction or modeling difficulties all alone. Tap into the stream of knowledge in this group, and you'll be amazed with the results!

And don't just tap into the stream. Offer to share your expertise with others. November, *Model Railroad Month*, is a fantastic opportunity to help educate others. There will be lots of chances to be totally "educationally socialized," or help others attain that state. We manage to extend *Model Railroad Month* over six weeks with set-ups, the trip, and cap it with the Holiday Party (or should I say "Holiday Educational Gathering"?) Luckily, Mrs. Brendel has most graciously allowed our home in Centreville to be the location of the party this year on December 11, which is being moved due to Marc and Carol's imminent relocation. See the insert for more details on the party and a map. And I hope to see you out educating yourself during *Model Railroad Month*.

Franconia Fire Open House

By Dave Freshwater

With October being *Fire Safety Month*, the *Bethesda-Chevy Chase Rescue Squad* show [see page 6] was not only show at a fire station. To the delight of the *Motive Power Division*, October also brings our annual show at our "home base," the *Franconia Volunteer Fire Station #5*.

Brian Brendel made the arrangements for the show on October 15th and then turned event coordinator duties over to **John Drye**. And even though the trailer got towed over to the back door of the fire station (easier with the trailer on the skid versus the wheel), many hands made quick work of setting up the modules and getting the layout running. **Jim Anderson, Edd Braithwood, Paul Diley, Howard Beall, Leonard White, and Nick Sklias** were among those who brought out modules; Jim also towed the trailer over. The end result was a layout of nearly 2 scale miles that entertained young and old throughout the day. Unlike *B-CC*, we did not get attacked by candy cane. We did share the room with the popcorn popper, taking bags out to the displays in front of the station.

Why mix *Fire Safety Month* and trains? We are an educational organization, and one of our main educational programs involves **Operation Lifesaver**. And, since fire crews and emergency medical technicians are called to the scene of collisions between trains and cars or people, there is the link. We are both interested in seeing fewer people killed or injured at highway-rail grade crossings or along railroad rights-of-way.

With this in mind, I retrieved the **Operation Lifesaver** booth from the trailers and set up a table of handouts and a TV/VCR combination playing *Sly Fox and Birdie*. In addition to John Drye and Nick Sklias, our other presenters on hand for the show, we were joined by David Nickles, who had recently attended the **Operation Lifesaver** Presenters Course. Within 90-days of completion of the course, each new Presenter must make a supervised presentation. We provided that opportunity to David at Franconia. David lives in the area, north of the *Great Barrier of the Potomac*, so you will likely see more of him at events where we have **OLI** on the agenda. He is an HO Swiss cog rail modeler, so you can talk trains with him, as well.

When 3:30 p.m. came around, we quickly tore down the layout and the **OLI** display and returned the room to its Bingo configuration. A good time was had by all.

Steam Excursion Notes

(Continued from page 1)

speed of the train. While the problem could be very serious during *Southern Steam Excursions* with the *Royal Hudson* sometimes hitting 70 mph, the **WMS** will run at a much slower speed, probably not more than 25 mph.

Anyone planning to watch or photograph by leaning out a dutch-door or open window, should be prepared. While on the excursion trains, we sold goggles on the train; **WMS** probably does not. A pair of goggles that have a seal at the top, bottom and sides are necessary to prevent cinders from getting in your eyes (make sure the seal is good for any goggles put on children). If the goggles have holes in them (to keep them from fogging up), the holes should be sealed with tape.

You will also get pretty dirty watching out the window/door. Since running water on the passenger cars may in short supply, carry a small pack of diaper wipes to clean up.

Because of the heavy forest through which the **WMS** travels, photography from the train is difficult at best. If you are on the right side of the train (as it goes west toward Frostburg), you will have good views of the engine as it goes through the narrows, about 2 miles west of the station and again at *Helmstetters Curve* (a famous landmark as the railroad circles the Helmstetter farm on a horseshoe curve). About a half-mile west of the curve is *Brush Tunnel*. From the right side you can see the engine enter the tunnel, if you are in the first couple cars.

In general, sit on the right side going west, the left side faces the trees and the side of the mountain. Also sit in the first couple of passenger cars of the train for best views of the steam engine.

Before the trip begins, *WM 734* normally moves to the water plug on the train platform, to fill up before the trip begins. At Frostburg, the engine is turned on the turntable. Both of these actions are very photogenic, whether using still or video cameras.



OLI Crossings

On page 10 of this issue, you will find an **OLI** Associate/Presenter application. **OLI** classifies anyone who helps hand out materials at the types of shows that we do as an Associate. Associates need to attend a half day training class, so that they provide a consistent message on behalf of **OLI**. After attending the class, Associates help out with an **OLI** program at least once a year. [Not a problem in our club.]

Presenters attend a full day (actually 10-hour) class. In addition to learning the **OLI** message, the course teaches public speaking skills and techniques. Presenters, in addition to the 90-day supervised presentation after the course mentioned above in

the *Franconia* article, must also give 4 presentations each year to stay current.

We are working with **OLI** on scheduling courses that would be convenient for our members, who generally work outside the railroad industry. We would like to get all members at least officially designated as Associates; if you would like to become a Presenter instead, indicate that on the form. Return the forms to **Dave Freshwater**, who coordinates **OLI** activities for the club.

NVNTRAK BOD Meeting—October 18th, 2005

By Marc Sisk, Secretary

The **BOD** meeting was convened at 8:00PM. With the absence of **Brian Brendel**, **Steve Jackson** and **Nick Sklias**, **John Steitz**, **Matt Guey-Lee**, **Ann Prentice**, and **Marc Sisk** constituted the quorum necessary for the meeting.

John Steitz reviewed the club's schedule that went through February 2006. We will have four layouts during November and the club trip to the **Western Maryland Scenic Railroad**. With the exception of the *Greenberg Show* at the *Chantilly Expo Center* and *Damascus*, more modules are needed for the other shows. Please contact John or the layout coordinator if you plan to show up with a module. Layout coordinators and trailer haulers must be identified in the *Call Board* for the current month of activities. This will be a joint effort between **Matthew Prentice** and John. John would also like to get a feel by Thanksgiving for how many other clubs have responded to Brian's call for participation in the *World's Greatest Hobby* show in February. As usual, upcoming events will be shown in the *Rail Events Timetable* with all coordinating instructions. Please refer to them for details on these and other future events.

Ann Prentice reported for Matthew that new sections for **Nn3**, **T-TRAK** and **oNeTRAK** are being worked for the website. Routine updates continue to occur. During the month of September, the site had 7,000 hits and 4,200 hits through the 18th of October.

Old business – **NVX-2** did not sell through the sealed bid process that ended on October 16th. There were no bids. The Prentices will attempt to find out the "book" value of the trailer and the BOD will discuss disposition options via email so that a notice can be made in the November *Call Board*. Ann Prentice is taking the module skirts, produced by **Marg Anderson**, to our embroidery shop so they can be silk screened with the club logo.

New Business – The club business inserts for the *Call Board* were reviewed. **Dave Freshwater** will insert the appropriate information regarding the *Holiday Party*, the *Annual Meeting* and *Membership Renewal* into the *Call Board*. There is a potential for a new layout next year in the May/June timeframe. Ann mentioned that she was approached about a layout for the *Girl Scout Jamboree*. Ann will forward information to John Steitz for follow-up action. It was brought to the BOD's attention that **Ell Geib's** wife, **Hazel** passed away on October 16th. Ell is the *Rockville Lion's Club* member who was instrumental in getting trains, and in particular, **NVNTRAK**, involved in the yearly shows we have done there over the past 15 years. Flowers were sent to the funeral on behalf of the club and a card was sent to Ell at his home expressing our sympathy.

In executive session, the BOD discussed potential candidates for the upcoming **NVNTRAK** elections at the Annual Meeting. If you want to run for the Board, please contact one of the current BOD members and make your desires known. Two members are running for reelection, **Brian Brendel** and **John Steitz**. **Matt Guey-Lee** is not running for reelection and

TRAILER STILL FOR SALE

New, Low Price

Our sealed bid auction attempt to sell the small trailer did not work. There were no bids made before or at the October *Fairfax Station Show*.

So, one last time for club members, we are dropping the price before we go public with the sale. After checking a variety of local sources, we have lowered the price to \$650. We are not doing sealed bids—first offer takes the trailer. Make your offer to **Brian Brendel**.

As a reminder, the trailer is a 1996 model **Wells Cargo** 5 x 8 trailer, which can hold at least a dozen modules and associated equipment and trains. **Max trailer GVW is 2,200 lbs**, which does not require any additional brake equipment. It can be hauled by almost all pickups and vans (small, medium and large) and other vehicles with towing packages.

New Members

By Steve Jackson

NVNTRAK welcomed two new members to the club in the past couple of months bringing the grand total up to 92 members.

Jim Nickle has been into trains since he was about 10 years old. However, for the past 20 years, he has been space and time constrained and unable to do anything with the hobby. For the past several months, however, he has been getting back into historic modeling in general including n-scale railroading. He likes the sweeping vistas that can be modeled in the scale. While Jim has no **NTRAK** module yet, he has been working on a 40" x 98" layout of New England fall. He is focusing on diesel in the 50's and using his memories and photos from family visits to western Massachusetts. For those that were at the *Back Shop* in October, you know that Jim has already begun working on a module. Based on what I saw at the *Back Shop*, he will be ready for certification well before the end of the year.

The **Hoskinson** family (**Jim**, **Lina** and **Sam**) also joined the club in the past couple of months. Sam (like yours truly) has been running trains since he was 2 years old. Now, at 7 ½ years old, he has gotten into N-Scale. They recently purchased a **Conrail** locomotive and some rolling stock and are in the process of building their home layout. After they finish that layout, they plan to tackle an **NTRAK** module. Let's all extend a warm welcome to Jim and the Hoskinsons. Please make a point of introducing yourselves to them at upcoming shows.

Marc Sisk is removing himself from the board mid-term due to an impending move. The candidate list will be provided to Brian for review and action.

The BOD meeting adjourned at 9:30PM.

Don't forget the WMSRR trip! Departs Franconia at 7:30; Shady Grove at 8:20, Sunday, Nov. 6th.
See page 1.

The Hostler's Shack

By Matt Schaefer



WORLD'S GREATEST HOBBY, CHANTILLY 06 - Now is the time for the saws to hit the plywood and the foam and the chain saws to touch up those heavy modules. Brian is beating the drums calling all clubs to come to this WGH happening. But, we must be prepared for winter storms and late changes in participation. This is your opportunity to get out and dress up all your old modules, as we may need plenty modules to fill the generous 50' x 200' layout space for a good show. Our Super, **John Steitz**, has calculated we can get in 213 modules in the generous 50' x 200' space. You say you don't have a trailer? A rear platform available at **Pep Boys** can haul an extra 2 or 3 modules, up to 3' x 6' each, and does not increase your wind resistance.

LAYOUT IDEAS - The *HN05*, *Landmark* and now the *WGH* show can have the *Coal River*-style on a peninsula to add a branch out to a loop out and back. Peninsulas double the length of the run and, for anyone that shows up late, we just pull off the end loop and add more modules. If you want to compete with the impressive tall **Lego** structures, then have a go at extra high structures and backdrops. Grills for fluorescent lights make great lightweight, 4-foot or 8-foot high modern skyscrapers. **Bernie Kempinski** is now selling **PRR** position signals that will jazz up your old flea bitten modules!

ODD BALL MODULES - We have also allocated plenty of room in the middle of our big space for **T-Trak** and for the **Nn3** layout. We can use both **oNeTrak**, **2T** or even **3 Trak** on 1' x 4' modules. I like these because they can be spread out or squeeze together by setting up back to back depending on the space available. Any module that is smaller and has less track is easier to build and easier to design into a home layout, too. For all you dreamers, this is an opportunity to come up with something different. I tried to squeeze in the *New River* arch bridge but it turned out to be 5.47 feet in the air above the New River and 18.9 feet shore to shore. A little much to carry around and to set up 5 feet above the track, 40 inches above the floor! It's back to the drawing board for me.

SUGGESTIONS? - Be ready to volunteer some time for the cause. This can be a warm up to the impending big **2006 National Train Show** in Philly and hopefully a good club social mixer. That is what these shows are anyway, just socials. If you have suggestions, tell us about them. We want to put on a first class act and be ready for any surprises as the February weather could throw us a curve in a tunnel during the night!

October 10, Associated Press — Coal deliveries interrupted by heavy rain. The price of coal mined in Wyoming's Powder River Basin surged to record highs last week, as electric utilities bid aggressively in the market to make up for shipments lost by a host of problems that have dogged coal producers and railroads since May. Most recently, torrential rains in Kansas at the beginning of October washed away hundreds of feet of track on Union Pacific Corp.'s lines near Topeka and damaged several rail bridges. The disruption caused a backup over a hundred trains long, many of them carrying Wyoming coal, and caused several utilities that depend on coal shipped on those lines to run dangerously low on supplies. "It was pretty serious," said Stephen Doyle, a coal market consultant. "It took out a whole week's worth of deliveries from all

NVTRAK Gets Another Taste of Bethesda Or Surviving the Pink Nightmare

By Jeff Peck

Several things serve as reminders that Fall has fallen, the changing of the leaves, going to and returning from work in the dark, and what is usually the first show of our Fall season, the *Bethesda Chevy-Chase Rescue Squad's* Rescue Day. The open house is held in conjunction with the *Taste of Bethesda*, which allows one to sample the fares of the many restaurants in the area.

The B-CC Rescue Squad is one of the most gracious and accommodating hosts we have during the year and this year was no exception. We converged on the station and found our new home downstairs on the apparatus floor. The layout, one of our smaller ones at 10' x 16', consisted of **Nick Skilas' Silver Spring and CSX Engine Terminal**, **The Chibbaro's Bikini Bottom and Lift Bridge**, one of **Leo Bicknell's** 4 footers residing in the trailer, and the well-traveled corners from NVX-4 (Attn. Matt S. - it even had a little grade since one corner was near a floor drain). Setup went quickly, and we had trains running when our adoring public arrived. **Fresh** and **Mitch Brown** staffed the **OLI** display, and **Christian** ensured us he hadn't forgotten a word of the *Sly Fox and Birdie* tape script (nor any of the other 6).

As **NTRAKer's**, we face many challenges in order to put on a great show for the public. Weather extremes, cotton candy, *Kidzilla* attacks - **COTTON CANDY!?!?!?** Seems our hosts, who always put a great show on for the public, added a cotton candy machine to their repertoire this year. When that baby cranked up, it was like we were under attack from a fluffy, sticky, pink nightmare. Fresh used his Blackberry to ask the club how to get cotton candy off the tracks. Thanks to **Jim Altobello** for suggesting a snow plow and **Clint Hyde** for the best suggest of all. His return e-mail suggested a tongue cleaner. Meanwhile, one of the staff quickly realized our dilemma and asked if it could present a problem. When I told them yes, the next thing I knew it was outside. Then one of the coordinators who was operating the machine came by and told me he had to change shirts every few minutes and that it wouldn't be making a return appearance next year. The best tribute of the day was when one of the coordinators thanked us for coming, remarking that about 70% of the folks through the door last year wanted to know where the trains were.

The rest of the show was uneventful, save for a few kid- quakes. During tear-down, we took a break to enjoy the hospitality of our hosts and enjoyed an excellent dinner catered by one of their members who owns a local restaurant, *The Barking Dog* (hmm, what was that meat?). We even managed to snag a few of the door prizes. With appetites sated, we finished up, hooked up and hit the road.

those lines that feed into Kansas City and St. Louis," said Doyle. Last week's track problems aren't the first of the year. Power plant owners across the Midwest, Great Plains, Southeast and Southwest have been receiving on average about 85 percent of expected coal deliveries since May, after heavy precipitation caused two trains to derail in Wyoming and started a massive maintenance program by the railroads to repair the track.

Source: http://www.sltrib.com/ci_3104990?rss

A Combined Layout at the Timonium Scale Show

By John Steitz

Amidst the deluge of Friday, Oct. 7, and an equally soggy Saturday morning, the *Army of Northern Virginia* joined forces with Yankee neighbors across the Mason/Dixon line for a combined NTRAK layout the *Great Scale Model Train Show* in Timonium, MD.

After a positively treacherous 3.25 hour drive up from Franconia with NVX4, I arrived in the "Cow Palace" with the club trailer around 8:30 Friday night, shortly after our friends from **Keystone NTRAK**, who also had had a rough trip down from suburban Philadelphia. For the next hour and a half, we worked to set-up the layout, and we continued from 7 to 9 the following morning, getting trains running just in time for the first show patrons through the door.

By contrast, our **T-TRAK Division** arrived around 8 AM on Saturday morning and was up and running within 30 minutes. Say what you will about the concept, I seriously envied **T-TRAK's** easy of assembly! **Steve Jackson**, **Nick Sklias**, **Glenn McLain**, and several other **T-TRAKers** put together a three-table connected layout, which ran flawlessly all weekend long. We may be getting as much new interest in N Scale modular from the **T-TRAKers** as we do from the larger **NTRAK** modules. Even the most casual model railroader can look at a **T-TRAK** modules and say, "I can build that!"

Things were a bit more complicated over at the **NTRAK** layout, in part, because of its much larger size. **Edd Braithwood** brought up *M&K* (24'), **Paul Diley** had 12' of *Kilgore Yard*, **Leo Bicknell** contributed his two *POFFs* (8') and I set-up *Portage* (4') and *Cassandra* (3' corner). Toss in two club corners, two club *POFFs* and a bridge module or two, and **NVNTRAK** contributed at least 68' feet to the layout. Not bad for 60 miles away from our home base!

But **Keystone** brought 54', plus a yard around a corner! I had forgotten that these were the folks who had stayed up all night at the '96 convention running that layout in the wee hours of the morning. So they can foam with the best from **NVNTRAK!**

The combined layout was a rectangle just shy of 4 scale miles around. On average, a train running at prototype speed completed a loop of the entire layout every 5 minutes or so.

We tried something a little different with the loops, which raised Edd's eyebrows once or twice. But, it seemed to work well with a higher module-to-member ratio than we have at other shows. [At Timonium, folks bringing up modules tend to wander off to shop for long periods of time, so sometimes it's a challenge to find enough folks to run trains.] It followed what I had seen **Keystone** do with the other Philadelphia area clubs at a show in Syracuse, NY, two years ago.

We connected *Red* and *Yellow* all the way around the rectangle. Since most of **Keystone's** modules (and all of the ones they brought down) are 4-track modules, the *Red Line* actually ran on **Keystone's Orange Line** and the *Yellow Line* ran on **Keystone's Red Line**. [Are you with me so far?] These circuits were both **Aristo** analog powered.

That left one track open on **NVNTRAK** modules (the *Blue Line*) and two tracks open on **Keystone** modules (*Yellow* and *Blue*). We used our *Blue Line* as a point-to-point spur between the yards, which part of the time served as an extension of yard

lead. We actually extended Edd's control cables longer than he had ever before, so a larger portion of the **NVNTRAK** modules were within *M&K's* "Yard Limits." To the extent that the *Blue Line* was not within the control of either yard, we shuttled transfer runs back and forth with a **Lindsay** throttle.

On its two empty lines, **Keystone** used two loopback modules (the loops contained behind the *Blue Line* and the scenery at the back of the module) to connect *Yellow* and *Blue* in a continuous loop. On that loop, they ran multiple trains on **Digitrax DCC**.

Keystone even had a 24' stretch of modules where a branch from the *Blue Line* climbs up to *Mountain Line* height, and at their far-end turnback loop, that *Mountain line* loops around and descends to join up with *Yellow*. So each train on that circuit had a choice of routes – the water level route through the *Blue line*, return on *Yellow* - or the *Mountain Grade route*, return on *Yellow*.

Apart from the novelty of the arrangement, it enabled us to keep trains running on all three circuits, plus yard operations, with a minimum of personnel Saturday and Sunday afternoons.

NTRAKers came back to the layout with full bags of goodies they had found on the show floor - which is the whole point of having a layout at the *Timonium Scale Show*. If you're going to drive hours to get there and shop, why not stay in a local motel all or part of the weekend, peruse the mercantile offerings before the show formally opens, and run trains when you're tired of shopping?

It was good to see again our friends in **Keystone NTRAK**, who told me they had a blast at the layout and would hope to do it again some time. Many thanks to all the **NVNTRAKers** who brought modules, assisted with set-up or tear-down, or ran a train throughout the weekend. And thanks to Dave, Bob, Stan, Art, and all the other members of **Keystone NTRAK** who joined us on this layout. It was wet enough, that I will nominate all of them for the *AONV's* maritime service award – even if they are "Damn Yankees!"

A lot of us started out that way, too... <g> *Semper Gumby!*

Sounds like one of our wrecks, but please don't model the gas cloud!

October 15, Associated Press - Derailment releases poisonous fumes, prompts evacuations in Arkansas. A fiery train accident in Arkansas has left one person dead and forced the evacuation of hundreds of homes. Seven empty train cars and a tanker containing a flammable gas derailed in a Texarkana switchyard and exploded in a ball of fire. At least two homes were destroyed. Police said the person who died was in one of them. Several vehicles were totaled in the quarter-mile area surrounding the accident. A plume of smoke covered the south end of the city, and at least seven people went to hospital emergency rooms with complaints of respiratory problems. Police said the chemical that caught fire in a train car is propylene, not the more dangerous vinyl acetate that was originally suspected. Still, they recommend that residents stay away from their homes. A **Union Pacific** spokesperson said the train was headed for Laredo, TX, when it hit the back of another freight train in the rail yard.

Source: <http://www.wmtw.com/news/5102608/detail.html?rss=port&psp=nationalnews>

OCTOBER PHOTO ALBUM

B-CC Show (after the candy cane!)



Trains are a popular attraction at B-CC

Sly Fox and Birdie always attracts attention

Mitch Brown, the Chibbaros, Jeff Peck and Nick Sklias supervise Brian

Timonium

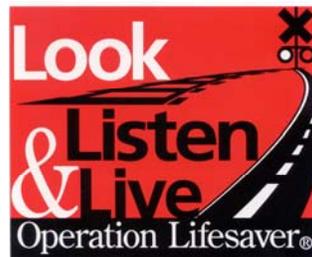


Franconia Fire

Fairfax Station

Photo Credits

Jim Altobello—Timonium, Franconia, Fairfax Station
Dave Freshwater—B-CC
Mailing Wrapper—Dave Davies



Dave Nickles doing his OLI presentation, while the gang cleans up a train wreck

October was Fire Protection Month!
November is Model Railroad Month!



Northern Virginia NTRAK Holiday Party

Sunday, December 11, 2005

1PM-7PM

at

Brian, Michelle and Jake Brendel's!

14144 Wood Rock Way

Centerville, Virginia

RSVP or Questions: nvntrak@yahoo.com, or 703.815.2601

Directions:

Interstate 66 to Route 28 South, Manassas.

Go south on Route 28 about 2 miles, turn LEFT on Green Trails Blvd, (Elementary School on left.)

Take the second LEFT, which is Palisades Drive.

Take Palisades 1 block to the end, then LEFT on Wood Rock Way. Go about 1 block to 'pipestem' driveway on RIGHT, opposite Creekbed Court.

Please park on Wood Rock or Creekbed and walk up the pipestem to 14144, last house on RIGHT.

Bring a wrapped gift under \$10 value (or a White Elephant) for the world famous NVNTRAK Gift Exchange!

See progress on the NEW West Virginia Central!

Annual Meeting Notice

The Board of Directors of Northern Virginia NTRAK, Inc.

announce the

2006 General Membership Meeting

Sunday, January 15, 2006; 1:00-6:00 pm

Business Meeting begins at 3:00 pm

Franconia Fire Station #5, 6300 Beulah St, Alexandria, VA 22310

Two members of the Board of Directors, Brian Brendel and John Steitz, are eligible to, and plan to seek, re-election. There will be two vacancies on the Board of Directors to be filled at this meeting.



PLEASE CHECK ONE: ASSOCIATE LEVEL 1

1 of 4

OPERATION LIFESAVER VOLUNTEER APPLICATION
PLEASE PRINT VERY CLEARLY. DO NOT USE ABBREVIATIONS.

First Name: MI: Last Name:
Title: Organization:
Home Address: City: State Zip:
Work Address: City: State Zip:
Preferred Mailing Address:
Home Phone: () Work Phone: ()
Fax: () Pager: () E-Mail:

Have you ever been convicted of a felony? Yes No
I am prepared to provide a minimum of hours per month to Operation Lifesaver activities. I will be presenting in the following state(s):
My employer approves of my involvement in Operation Lifesaver and will support my commitment to these activities.
Yes No NA
If activities will be on company time give supervisor's name and phone number:
Supervisor: Phone ()

PLEASE READ CAREFULLY

I understand and agree to abide by the policies of Operation Lifesaver, Inc. (OLI) and those of the state in which I wish to present, and to use only materials approved by OLI in my presentations. I hereby affirm that the information provided by me on this application is complete and accurate. I understand that any falsification or omission will be grounds for immediate removal from my work with Operation Lifesaver (OL). Should OLI determine that an investigation of my background be advisable and warranted, I hereby authorize OLI to obtain data regarding information provided on this application and my background in general, including but not limited to any charges and/or convictions I may have had for violation of municipal, county, state or federal laws since reaching the age of majority (legal age). This information may be gathered from any source, including any law enforcement agency of this state or federal government, or from third-party providers of information originally obtained from law enforcement or court records. OLI reserves the right, in its sole discretion, not to certify an individual or to suspend or terminate any individual from participation as an OL presenter and/or from the OL program. Non-certification, suspension or termination may be made for any reason, including but not limited to violation of OLI policy, and/or any other reason based on the needs and best interests of OLI.

SEE ATTACHED RELATED BACKGROUND CHECK POLICY AND COMPLAINT PROCESS DOCUMENTS.

APPLICANT'S SIGNATURE: Date:

THIS PORTION IS TO BE COMPLETED BY THE TRAINER(S)

Training (Certification Course with Acceptable Rating on 10 minute Presentation)
Location: Date:
Trainer(s) Post Test Score:

THIS PORTION IS TO BE COMPLETED BY THE STATE COORDINATOR

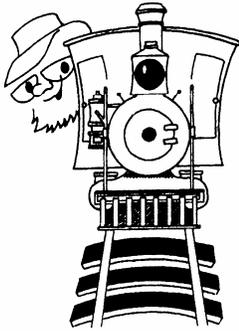
Date of first public presentation: Reviewed by:
Submitted by (State Coordinator's Signature): Date:
Trainer and State Coordinator should retain a copy of this form. One copy must be sent to OLI.

FOR OLI OFFICE USE ONLY

CERTIFICATION NUMBER: DATE ISSUED:
STATE NOTIFICATION: OLI:

Revised 2/01

These entrepreneurs are NVNTRAK members, who offer benefits to all NVNTRAK members. Be sure to show membership card and ask about benefits before your purchases are rung up.



Granddad's Hobby Shop.

We have trains - we have lots of trains.

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military, rockets and figures.

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NVNTRAK E-mail Lists

NVNTRAK maintains a list server in conjunction with the club web site. A message addressed to <nvntrak@nvntrak.org> reaches all club members who are subscribed to the list. To subscribe, or if your e-mail has recently changed, contact the Webmaster, **Matt Guey-Lee**, at <matthew.gueylee@cox.net>.

NVNTRAK also has a Yahoo Group. One advantage of the Yahoo Group is that files can be uploaded and shared. To join the Yahoo Group, if you are not already a member, go to: <<http://groups.yahoo.com/group/NVNtrak/>>. There will be a button there that allows you to join.

THE CALL BOARD

Editor—David Freshwater

The *Call Board* is produced monthly by and for the membership of NVNTRAK and selected supporters.

A subscription for continental USA residents is available for a \$20/year donation. Payment should be made to the club treasurer, at the address in the box to the left.

Items for publication should be submitted in MS Word or text format; either are acceptable. Send submissions to the Editor:

david.freshwater@west-point.org

All submissions must contain clear text identification of the author to be accepted for publication. **Articles and other submissions for the December 2005 issue MUST be received by November 22, 2005.**

Northern Virginia NTRAK membership is \$45/year Dues are payable each January. **Northern Virginia NTRAK membership includes NTRAK membership.**

Northern Virginia NTRAK is a 501(c)(3) educational organization. Donations are accepted at any time and may be tax deductible. Send checks for membership or donations to: Treasurer; **Northern Virginia NTRAK, Inc.**; P.O. Box 523051; Springfield, Virginia 22152

November 2005

NV
NORTHERN
VIRGINIA **NTRAK**

P.O. Box 523051
Springfield, VA
22152

Place
Postage
Here



Club Trip, November 6th—Ride on the Western Maryland Scenic Railroad

Few seats remaining

Contact Brian Brendel as soon as possible!