

# THE CALL BOARD



A 100% **NVNTRAK** CLUB

Celebrating Our 14th Year!

December 2005

Volume XIV

Number 12

## Trip on the Western Maryland Scenic Railroad



On November 6th, a intrepid group of 52 club members of all ages headed north by bus to Cumberland, MD, and an excursion on the **Western Maryland Scenic Railroad**. The main body loaded at Franconia VFD and

the Maryland contingent was picked up at Shady Grove Metro. A few others joined us on arrival in Cumberland. [See photo of the entire group on the mailing wrapper.]

For the bus crew, we had enroute entertainment. Shortly after leaving Shady Grove, our **Operation Lifesaver** presenters gave a presentation on the bus. Fortunately, we also had many train DVDs to try and run on the bus system; some of them actually worked!

Arrival in Cumberland was early enough to allow for rest, refreshment, and shopping in the gift shop. Then it was time to load the train. Our reserved car still bore



traces of being the Red-skin special. (And the Skins beat Philly that night, so you can't blame their recent problems on this.)

With rain at various times throughout the day, and many leaves still on the trees, the *Consolidation* steam engine and *GP30* pusher could not overcome the grade for a time, just short of Frostburg. We had numerous examples of steam engine slipping, and a running start for a second attempt, before pulling in to Frostburg station.



Brian talking safety and trains on the way to Cumberland

Brian cleverly arranged an aerobic activity for us, as the shuttle bus to Frostburg does not run on Sunday. Lunch

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## Along the Orange and Alexandria

Brian Brendel, President

### *Our Little Toys... Can Help Those Tots*

An interesting email arrived last month through our NVNTRAK.org website from a producer at WUSA TV, Channel 9 News. Would it be possible, she asked, to provide them with a small model train layout for a "Toys For Tots" holiday promotion? Knowing our history in helping our littlest fans, there was only one answer: a resounding "YES!"

The producer, Ms. Sharlene Lewter-Flood, filled me in on the when and where, and what she needed, and the rest was just a matter of lining up the shoot. In a few short emails, **NVNTRAK** was suddenly helping kids once again, and getting TV notoriety to boot!

The request was simple. Ms. Lewter-Flood (okay, Sharlene - it's easier.) had a vision of the major sponsors of *Toy Drive 9* and some kids being filmed putting trains on a track, making up a train that would run at the end of the commercial, showing the various sponsors and the *Toys for Tots* logos. She needed some sort of portable "train parts" (gee, wonder where we could get *those* on short notice?) and some "cars", and someone "patient enough to work with children."

Well, since most of the firemen I work with are big kids, I actually fit into that last category, (takes

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

**BOLD** Events are NTRAK module events.

[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. Trains benefit OLI and Marine Corps Toys for Tots. [See page 4].

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

[No Back Shop in the month of January.]

**Saturday, January 7, 2006 1400-1700 Hrs. T-TRAK and Crash-Cart Layouts at Inova Fairfax Hospital for Children**, 3300 Gallows Road, Falls Church, VA 22042, 703-776-6551. Click-together at 2 p.m.; click-apart at 5 p.m. Coordinator: Steve Jackson. **T-TRAK layout only**. No trailer.

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. [See page 11].

**Saturday/Sunday, Jan. 21-22, 2006: Road Trip - York Greenberg Show**; York Expo Center, 334 Carlisle Avenue York, PA 17404 (717) 848-2596. Coordinator: Dale Rinker 757-564-8048. Trailer: NVX4 - trailer hauler still needed. Show Hours: Sat and Sun. 1000-1600 Hrs. Set-up: Saturday 0700 - 1000 Hrs. Clamp-down: 0900 Hrs. Layout Type: Medium Oval. A fun out-of-town show in a nice venue.

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

**Saturday - Sunday, February 4-5, 2006: Great Scale Model Train Show** [Nn3 layout only], The Cow Palace, Maryland State Fairgrounds, Timonium, MD 21094, (410) 252-0200. Coordinator: Marc Sisk. Trailer: None. Show

Hours: Sat. 0900 - 1600 Hrs.; Sun. 1000 - 1600 Hrs. Set-up: Fri. 1500-2000 Hrs., Sat. 0700-0900 Hrs., Clamp-down: Sat. 0730 Hrs. Layout Type: Nn3 layout only

**Sunday, February 5, 2006, 1300-1700 Hrs.:** *February Back Shop*. Fairfax (Franconia) Fire Station #5, 6300 Beulah Street, Alexandria VA 22310; (703) 971-5858. Contact: John Steitz. Projects: 1) Final check of, and repairs to, all modules for WGH Layout the following weekend  
2) Test set-up of multi-loop layout with all club junctions.

**Saturday - Sunday, Feb. 11-12, 2006: World's Greatest Hobby Train Show** Dulles Expo Center, North Hall, Chantilly, VA. Coordinator: Matt Schaefer (703) 978-2946, [cando.matt@verizon.net](mailto:cando.matt@verizon.net). Trailers: NVX1, NVX3 and NVX4 [Trailer Haulers Still Needed]. Set-up: Fri.: 1200-2000 Hrs.; Sat.: 0700-1000 Hrs. Clamp-down: Fri. 1500 Hrs. [Friday set-up mandatory for NVNTRAK modules.] Show Hours: Sat. and Sun.: 1000-1600 Hrs. Drive-in unloading Friday only. Layout type: Large multi-club, multi-loop layout in a 50' x 200' space. DCC Red Line and multiple Aristo blocks on each interior line. OLI. More details to follow.

**Sunday, Feb. 19, 2006, 1300-1600 Hrs.:** **Museum Layout**, Fairfax Station Railroad Museum, 11200 Fairfax Station Road, P.O. Box 7, Fairfax Station, VA 22039 (703)425-9225 Coordinator: John Steitz; Trailer: NVX4 [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 one line, run Caboose Layout

**Saturday - Sunday, Feb. 25-26, 2006: Great Train Expo Show (formerly Greenberg Train Show)** Prince George's Equestrian Center, Upper Marlboro, MD Coordinator: A volunteer is needed. Trailer: NVX3 [Trailer Hauler still needed.] Show Hours: Sat. and Sun.: 1000 - 1600 Hrs. Set-up: Fri. 2/24/06: 1500-1930 Hrs.; Sat. 2/25/06: 0730-1000 Hrs. Clamp-down: Sat. 2/25/06: 0900 Hrs. Layout Type: Medium Oval (with 45 degree corners?); DCC on one line, OLI..

*Have you RSVPed for the Holiday Party?*  
[nvntrak@yahoo.com](mailto:nvntrak@yahoo.com), or 703.815.2601

**Jim and Lee FitzGerald** would like to know when you receive the Nov/Dec **NTRAK Newsletter**. They are trying to determine how many days it takes to reach various parts of the country. Please send an email to Lee <[lee@t-trak.org](mailto:lee@t-trak.org)> when you receive it. Thanks.

As many know, **Dale Rinker** was admitted to a local hospital late Saturday, November 19th. After some tests, doctors released him early the next week to return home. **Edd Braithwood** and **Robert Parsells** made sure that Dale's modules and trains were packed up and secure. We all wish Dale the best and hope to see him at an event soon.

## View from Zoo Tower

John Steitz, Superintendent



Slowly, our 2005 Calendar is winding down. We only have a few more layouts before the holidays and a brief rest before we ramp up for **WGH** in February.

The first weekend in December, we repeat our double-header from last year, with an **NTRAK** layout at the College Park IKEA, and a stint at the caboose layout of *Fairfax Station*.

The IKEA show is one of only two layouts we do in P.G. County all year (the other is Greenberg Upper Marlboro). We set up the layout in a corner of the 2d floor cafeteria near the entrance to the store, so nourishment to keep is running trains is but a few feet away. The layout is usually **Edd Braithwood's** yard, plus enough others to fill the other side of the layout, is a 10' x 30' or 14' x 30' configuration. It's really like a mall show, because we set-up Friday evening and Saturday morning, and then run trains all store hours into Saturday evening, and again all day Sunday, tearing down around dinner time. This is our last show in Maryland for over two months.

That same weekend, we operate our *Fairfax Station* caboose layout during the Station's annual **Holiday Train Show**. Modular groups from other scales will set-up inside a very crowded station, and the Garden Railroaders will loop track outside around the station. [They claim to have maintenance of way equipment to handle any snowfall.] Antique cars will park outside, and supposedly, a gentleman in Red from the terminus of the *Polar Express* will be holding court on a sleigh somewhere near the caboose.

Besides being lots of fun for the youngest generation, the **Holiday Train Show** is an important fundraiser for *Fairfax Station*, one of the club's adopted charities. For our part, we need to keep trains running on the caboose layout all day Saturday and Sunday. Four-axle power, and short-wheelbase rolling stock are recommended.

The following Saturday, our **T-TRAK** Brigade will set-up a **T-TRAK** layout at the *Train Collectors Association Toy and Train Show* at the Kena Temple Hall on Route 50 in Fairfax, just outside the Beltway. This is our first appearance at this fundraiser for children's charities. To participate, please contact Steve Jackson. That same day, **VRE** Lifesaver will run its *Operation Lifesaver Santa Trains*. [See page 4]

Then, the next day (Sunday, Dec. 11) features our annual **NVNTRAK** Holiday Party at **Brian and Michelle Brendel's** home [See page 11]. Following the Holiday Party, we have no events until January 2006.

On Saturday, Jan. 7, the **T-TRAK** Brigade will take a **T-TRAK** layout to the *Fairfax Hospital for Children*, our other adopted Charity. This is the layout originally scheduled for December but rescheduled at the Hospital's request. The next day, Sunday, Jan. 8, we repeat our very useful off-site *Back Shop* at **Cotton and Judith Bowen's** home, where Cotton has offered his garage workshop to fabricate module frames. If you plan on building a module in 2006, please take advantage of this offer.

For 2006, Greenberg Shows has changed its name to "*The Great Train Expo*." But we expect little, if any, change in for-

mat. Our first venture with the renamed entity is our **York, PA, Show** on Jan. 21-22. **Upper Marlboro** returns on Feb. 25-26. And our **Nn3** contingent is setting up their layout at the *Great Scale Model Train Show* at Timonium the week-end of February 4-5.

Elsewhere in this *Call Board*, you will find information about the **NVNTRAK Annual Meeting**, scheduled for Sunday, January 15, with a snow date (if necessary) on January 29. Hopefully (unlike last year) we won't have to postpone to the snow date, but "*Semper Gumby*" means we do make contingencies for bad weather. As you renew your membership for 2006, please make sure we have accurate contact information for you (including a cell phone number, if you wish) so we can contact you if we need to make a change due to a current or impending blizzard. The "official" short-timeframe notification method remains the club phone tree, so please give us a phone number where we can reach you (or leave a clear message) if we have to cancel or postpone an event. Thank you!

Finally, you will see in the February section of the *Rail Events Timetable* [page 2] a notation for our layout at the *World's Greatest Hobby Show* in the North Hall of the Dulles Expo Center (Chantilly), February 11-12. Over the upcoming down time, we will be obtaining more information from show management and formulating our plans for constructing (in one day) and operating this layout with our sister **NTRAK** clubs in a 50' x 200' space. But if you want your module in this layout, it's not too early to contact Matt Schaefer [703-978-2946, [cando.matt@verizon.net](mailto:cando.matt@verizon.net)] to sign up.

Of the four new **NTRAK** corners the club acquired last Summer, one still remains to be semi-adopted and scenicked before it enters service in **NVX4**. If you are willing to take this corner home and scenic it as the snow flies, please let me know. The deadline for scenicing all four of the new club corners – and for all other repair projects to club-owned modules and property over the next two months – is Friday, February 10, for you-know-what.

I hope to see everyone at the **Holiday Party** on December 11, or at one of the early December shows. But whether I do or not, I hope you and yours have a very Happy Holiday Season, and a safe and prosperous New Year...full of trains, of course.

*Semper Gumby!*

**Winchester VA - Plans In The Works For Old Railroad Buildings** - Winchester's Economic Development Authority is working on plans to fix up and take control of the old railroad freight house on Cameron Street and the old passenger depot at the corner of Kent and Piccadilly Streets. E.D.A. Director Jim Deskins says the city will spend around \$200,000 to build **CSX** a new maintenance facility as part of the deal. The **Winchester Model Railroad Association** will continue to occupy the old freight house. The passenger depot would become new offices for the E.D.A., Winchester's Parking Authority, and the Old Town Development Board.

**Damascus Library—Nov. 5th**

By Dave Freshwater

*Model Railroad Month* started quickly for us, with the annual *Damascus Library Train Day*. The event did not conflict with the *Rockville Lion's Club Train Show* this year and the crowds seemed to be a bit larger.

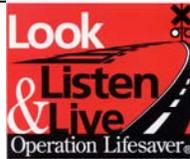
While this is a small layout for us, it goes up quickly because each member brings at most two modules. This year, modules were provided by **Nick Sklias, the Chibbaro's (Mat, Brian, and Stephanie), Howard Beall**, and, our newest recruits returning for a second year **Phil and Janice Poole. John Steitz** came by in the afternoon, ran trains, and stayed to help tear down. Three corners from the trailer, a quick set-up of **Aristo** throttles, and trains were running before many of the train sets that escaped from the basement for this one day show. **NVNTRAK** is the only club setting up at this show; all other layout and displays are from local modelers and cover every scale. Not many other shows will you see No. 1 gage trains operating.

In addition to our trains, we also set-up the **Operation Lifesaver** display. Stephanie has started helping out, assisting me in the morning as well as David Nickels, another local presenter who came in the afternoon.

Those who have done the show before come back because we are taken care of so well. I can't wait for next year.

**OLI Crossings**

By Dave Freshwater



Saturday, December 10th, brings the return of one of our community service events—the annual **VRE Santa Trains**. **VRE** runs these trains as a benefit for **Operation Lifesaver**. *Toys for Tots* also benefits from these trains, as toys are collected at each station.

*Santa Trains* run on each of **VRE's** lines. 4 trains depart from Manassas and 2 trains depart from Burke Center on the Manassas line; these trains pass each other as they run between these points. On the Fredericksburg line, 3 trains run from Fredericksburg, turning at Woodbridge. One train departs Woodbridge heading for and turning at Alexandria.

**VRE** recruits local chorale groups to sing carols at stations and on trains. But, the most popular feature of all is *Jolly Olde Saint Nick*. Working from the “*North Pole Car*” in the center of each consist, Santa Claus passes through every car, with **VRE** employees and others along to pass out candy and collect Christmas lists. While **NVNTRAK** members sometimes help with this, the main effort of our **OLI** presenters and our other members is handing out **OLI** materials and providing information about safety around trains to adults and children.

These trains are clearly popular with the public. Tickets went on sale on November 28th and many of the trains (600 tickets each) were sold out by November 30th.

But, you can always come out, help the **OLI** presenters, and ride the train, as well. We can use extra hands at Burke Center and Woodbridge. Or, if you live that way, they always need help with the Fredericksburg trains. If you are interested, please contact me as soon as possible so we can let **VRE** know who will be helping where.

**Trip on the WMSRR**

(Continued from page 1)

tasted pretty good after climbing the hill. The return trip to Cumberland—all downhill—was much easier.

After getting back on the bus, we toured the *Cumberland Yard and engine terminal*. During this tour, we revived the original post-convention tour tradition of watching the bus driver try to back out of a tight spot. Then off to Hagerstown for dinner and the final return to DC.

While we may not have had lots of other trains to watch and railfan, everyone had a great time. We can't wait to see the modeling ideas that came from this.

**Along the Orange and Alexandria**

(Continued from page 1)

one to know one.) Since I had an open schedule during the week she needed help, and since we didn't need a complete layout, only “parts”...*Shenandoah Junction* fit the bill.

Oh yeah. One tiny detail I forgot to mention. Now, just in case someone feels slighted for not being asked to have their module used for the shoot, I've got one word for you: SNOW. Ol' Sharlene wanted a “Merry holiday scene”, so she said we needed “SNOW all over on the train parts”! Now, knowing what spray-on snow would do to nearly everything, I hustled over to **Granddad's** and picked up some **Woodland Scenics** snow, and we were in business.

Even though it was only November 9<sup>th</sup>, there was a blizzard in the Shenandoah. (Speaking of weather, Topper Shutt stopped on by to say that he had trains as a kid, “but not this cool!”) The President of **Sun Trust Bank**, the rep from **Wal-Mart**, and the girls from the **Brownies** and **Girl Scouts** all had fun running trains up and down and also placing cars where they needed to be for the camera. (Naturally, there were adjacent **NVNTRAK** freight cars throughout the shoot, and even an **NVNTRAK** billboard visible in one shot!) As usual, after being introduced to it for the first time, the camera guy just LOVED our N-Scale: “All that scenery!” he remarked. “Great!”

Of course, as fun as it all was (all seven hours of driving to Broadcast House in DC, shooting, and driving back home again), it was well worth it in order to aid such a wonderful cause like *Toys for Tots*. Even though our “toys” aren't quite right for tots to play with, they certainly might help inspire folks to donate things that would be right for those little fingers. If you find that you're inspired, donate a new unwrapped toy (bigger than N-Scale, please!) at your local **Wal Mart, Sun Trust** or **Fire Station**. You can bring a toy to the Manassas, Burke Road, Woodbridge, or Fredericksburg VRE stations on Dec. 10<sup>th</sup>, when VRE supports *Toys for Tots* and runs the **Operation Lifesaver Santa Trains** (see page 4), where **NVNTRAK** members will be out helping. Or, bring one to the Holiday Party on the 11<sup>th</sup> and I'll make sure it gets to the right place.

Happy Holidays, everyone! See you all at the Holiday Party, where a continuous showing of the two commercials will carry on throughout the day.

Now, anyone got a snowblower?

## NVNTRAK BOD Meeting— November 15th, 2005

By Marc Sisk, Secretary

The **BOD** meeting was convened at 8:15PM. All **BOD** members were present with the exception of **Steve Jackson**. **John Drye** was also in attendance.

**Brian Brendel** started the meeting off thanking **Marc and Carol Sisk** for hosting the **BOD** meetings at their home for the past couple years. He mentioned that the *WUSA Toy Drive* 9 photo shoot that he did on November 9<sup>th</sup> went very well. He will let folks know when to watch for the airing of this event. **NVNTRAK** brochures have been updated and will be produced in sufficient numbers for the upcoming events. All **BOD** members agreed that the recent trip to the *Western Maryland Scenic Railroad* was a great success and all seemed to enjoy themselves. The club should consider doing something similar in the future. Holiday party preparations at the Brendel's house are coming along. Brian mentioned that folks could bring a dish if they are inclined to do so, but it is not required. Brian is going to contact the list of candidates that the **BOD** developed at the last meeting to see who wants to run for the board.

Marc Sisk mentioned that the board at the *Fairfax Station Railroad Museum* has agreed to provide snacks and drinks for our folks during the monthly setup there. A very nice gesture! He also reminded the board that a replacement will have to be named to take his place as the **NVNTRAK** liaison to the *Fairfax Station BOD*. Marc also writes a quarterly column for the *NMRA's Potomac Division Flyer* called "*NVNTRAK News*". This job will also go to some lucky club member in the near future. Carol and Marc will participate in the December 17<sup>th</sup> event at the *Inova Fairfax Hospital for Children* with the *Crash Cart Layout*. This is in addition to the **T-TRAK** contingent from the club.

**John Steitz** reviewed the club's schedule that went through February 2006. We have the Greenberg and Fairfax Station shows over the weekend November 19-20, Ikea, 2 **T-TRAK** events and the *Fairfax Station Holiday Train Show* in December and the *York Greenberg* show in January. *World's Greatest Hobby* is the big show for 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. The new set of module racks is under construction and should be ready in the next couple months. John is going to do some trailer cross-leveling at the Greenberg show and purchase some boxes, rail joiners, etc. to keep the club's trailers provisioned for our benefit. Thanks John! **Leo Bicknell** is moving to Memphis soon, so John will be announcing the need for a replacement deputy at the Annual Meeting. Step up if you desire to get involved.

**Ann Prentice** is working to get some of the new module skirts stenciled with the club logo. She is also ready to assist the **T-TRAK** folks with a sign. **Glen McLain** is going to check with **Lee-Monaco Fitzgerald** to see if there is any problem using the **T-TRAK** logo on the sign. Ann is also going to start working on the next generation artwork for the next run of club buttons. **Chester Freedenthal's** idea has

really taken off and is very well received by all of the club's little groupies.

Old business – **NVX-2** was sold to **Steve and Carl Zutter**. The Author Car is progressing. Next steps include painting and decaling. Members have been identified to help with this effort. The **BOD** again discussed the various ways that we can support the 2008 N Scale event that the *KSONS* are hosting. More discussion will take place over the coming weeks via email.

New Business – **Cotton Bowen** has approached John Steitz with a plan to build a box for the **Aristos** similar to the one Leo built for the *DCC* components. Cotton will build it and **Edd Braithwood** will do the wiring. Thanks to these two very dedicated club members! John Drye volunteered to scenic one of the club's new corner modules. Chester is doing two of them leaving one up for a volunteer. The *Santa Train* will be running again December 10<sup>th</sup>. **Dave Freshwater** coordinates this event but may reach out to a few members for assistance as in past years.

The **BOD** meeting adjourned at 9:50PM.

### New Member

By Steve Jackson

**NVNTRAK** welcomed another new member to the club in November bringing the grand total up to 93 members for the year.

**Paul "Kip" Petzrick** is a retired Army officer who currently teaches middle- and high-school science and history. Kip got hooked on model railroading with an HO set at about age 8. Prior to heading off to West Point, he had a nice 8' x 12' HO layout. However, with the constant movement required for a military career, Kip didn't have the ability to create a long-term layout. In 1991, his family had a house fire that largely destroyed his HO scale collection. He took that opportunity to try n-scale hoping that it would allow him to build a mobile layout, but the furthest he got was to build a couple of layouts for under the tree. (One included the tree stand, literally, within the layout.) Kip tends towards rural scenery east of the Mississippi, but does not have any specific roads or timeframes that he focuses on. When not modeling trains, Kip builds 1/32 scale military models and is also an active living history presenter for the Civil War, WWII, and Vietnam.

Let's all extend a warm welcome to Kip. Please make a point of introducing yourselves to him at upcoming shows.

**November 04, Department of Transportation - Train derailments lead to more detailed and frequent inspections of railroad track joint bars.** DOT will require railroads to inspect certain types of track joint bars more frequently using new uniform standards to help prevent train derailments, Secretary of Transportation Norman Y. Mineta announced. Noting that better inspection of continuous welded rail (CWR) joint bars is essential to improving rail safety, Mineta detailed the new joint bar inspection standards that railroads must incorporate into their track maintenance plans. Specifically, the interim final rule, which takes effect December 2, 2005, states that railroads must inspect CWR joint bars for visible or detectable cracks, loose or missing bolts, other damage and evidence of any rail movement. In addition, special on-the-ground visual inspections of the joint bars must be conducted on a regular schedule. Failure of CWR joint bars was identified by the National Transportation Safety Board (NTSB) as the probable cause of three serious train accidents, which resulted in two fatalities, more than 350 injuries, and the release of hazardous materials in Minot, ND, Flora, MD, and Pico Rivera, CA. Source: <http://www.dot.gov/affairs/fra2805.htm>

## The Hostler's Shack

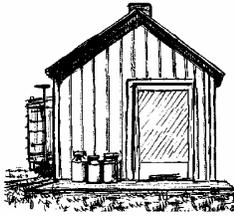
By Matt Schaefer

### WORLD'S GREATEST HOBBY -

The WGH show for February has been generous with the space planned for NTRAK. In some previous shows, we had to pay dearly for space. We want to make the most of this opportunity and put on a good show for the WGH. The main objectives are for members to have fun without gremlins and show off N scale equipment and its wonderful capabilities. That brings to mind plenty of action, long trains, bullet speed trains, lighting and animation, etc. The November Chantilly show was a warm up and we could have had more trains orbiting than we did. So, we will consider this in the WGH layout planning. So far, we have heard from 3 clubs that will have members participate and we anticipate many more. We will also show off T-Trak and Nn3 capabilities and whatever it takes to find your niche.

**STEAM LIVES** - I heard a steam train whistle through Burke the other night. It did not generate much interest because the news is out now that NS is going to run a freight with steam about once a night to keep the program going - and I have this dream every night. Yep, I was raised with cinders in my hair starting in 1934. Our Frostburg trip was like a dream, too. For those that didn't appreciate all the engine jerking, I can assure you a slip by the engine can give the steam nuts a thrill. We just didn't have to have that many slips! On the faster runs, you can get plastered with cinders and look like you were working in a coal mine. But, because of our slow speeds going to Frostburg, cinders in the eyes were not a serious problem.

**SOME SLIPS** - I was behind N&W 611 going west up to Bluefield and they had to back up twice on account of stuck sanders. The third time was a charm and they spun drivers several times on each try. That was exciting enough at night on the Bluefield Mountain. Then, I was riding behind the *Royal Hudson* on the **Southern Railroad's** saw tooth profile up and down the hills from Greensboro to Charlottesville. Around 50 MPH, you would get a thrill with a few slips as they poured on the coal. Slips put a lot of wear on the drivers. I was a station mouse in Wilmore, KY, hanging out with steam back in the 1940s. [See my picture of Wilmore, below, that we used to make a **oNeTrak** module.] I was standing right next to the drivers when the peddler got the high ball. The cowboy engineer pulled way back on the throttle and spun the drivers about 3 revs without sand. Then he eased her



on out and I saw a notch left in the rails where each driver spun!

**OPTIONS** - The WMSRR's regular pusher was in the shop and our trip was using the back up pusher, which was not as good. They had no more pushers as an option. [According to our member who used to serve as a car host, both pushers were usually assigned on these runs. But, with the other pusher in the shop with crash damage as a result of a runaway caboose in the yard, they only had the one pusher available. - Ed.] As a last resort, they could have uncoupled the rear of the train and taken a few cars with passengers to Frostburg. Then, they would come back to get the rest of the train. But doubling the hill would have been a slow operation. If the leaves were the basic problem I wondered why they didn't send out some helpers to dust off the rails but the engine just kept saying, "I think I can" and finally made it.

**THAT REMOTE CONTROL UNIT** - Some of us saw a strange black flat car in *Cumberland Yard* with a 3 x 3 box all across one end with the words on it, "Do not ride." It also had a black overhead frame with blinking yellow lights on top. I was hanging out at the Hostlers shack in *Russell Yard*, Ashland, KY when I first saw one of these cars. The conductor can run the engine with this R/C car and carry on his normal job with his switch list, calling out the switches to switchmen on his radio. And they do not even need an engineer. This is a remote control car that can be attached to any engine and operated by a conductor on the ground - just like **NTRAK!!**

## NVNTRAK Holiday Party

Our annual *Holiday Party* provides an opportunity for us to get together, chat with friends, have some good food, and not worry about setting up a train layout. You can bring trains and run on a home layout—a much different experience than we normally have. And, a comedy routine normally breaks out.

A comedy routine? Is *George Johnson* coming to conduct an auction with *Brian*? No, but the **ALMOST FAMOUS NVNTRAK Gift Exchange** is almost as humorous.

If you have never attended one of these *Gift Exchnages*, some information is probably in order. [Maybe this will also keep down the "rules" discussions during the exchange. Oh wait. Yeah, right.] As noted on page 11, bring a wrapped gift for every one attending who wants to participate. Although it is harder to keep within a \$10 cost, the gifts should not be expensive. Half the fun is often disguising the gifts. You never really know what may appear when you unwrap something that looks like a car or kit box. Sometimes, they are filled with old Rapido trucks or other **White Elephant** items from home workshops.

Don't want to take a chance on the present pile? If you are not the first individual choosing, you can choose to take an already opened present from someone who chose before you. Don't get too attached, though. Until the item changes hand three times, it can be claimed by another (but not the person who just lost it.) We draw the order from a hat, so hope that you get a high number.

And then there is always **The Grand Prize**. You have to attend to know what this is....

### A Return to Chantilly

*John Steitz, Superintendent*

The third weekend of November featured our first layout that *Dulles Expo Center* since **Capitol Limited '04**. During the intervening year and a half, we had bypassed the Nov. '04 show to give other clubs shut out of **Capitol Limited** a chance to set-up; then **Greenberg Shows** omitted a summer show at Chantilly this year.

On top of the long absence, **Greenberg** had not conducted a show in the North Hall at the Expo Center in some time. Final measurements of the space were obtained only the morning before the show. We retained the 50' x 20' we had been promised earlier, but we could not expand the width of that space. This posed a problem, because all of the modules signed up for the show would not fit in a rectangle 50' x 20'. So what would Gumby do in this situation? Reconfigure the layout! As Set-up Coordinator, I merely borrowed a page from my notebook, the "U-shaped" *Fairfax Station* layout last August. While the lobes of the "U" could not be mirror images, and only very crazy people would go into the narrow lobe, the configuration did allow us space for the equivalent of six modules that would have been shut out of the layout had we gone with a standard parallelogram. Modules were contributed by **Paul Diley, Phil and Janice Poole, John Cook, Ann and Matthew Prentice, Doug Stuard, Richard Hykes, Dale Rinker, Edd Braithwood, Leonard White, Marc Sisk, Howard Beall, Leo Bicknell, Matt Guey-Lee**, and myself. We had just shy of 4 scale miles of track around each of the mainlines (plus eight modules of loop-to-loop *Mountain Line*).

The other experiment we conducted (successfully, in my opinion) was the use of multi-block **Aristo** on the *Blue* and *Yellow* lines, and **Digitrax DCC** on the *Red Line*. We hadn't done multi-block **Aristo** (that is, more than one block per circuit of track) since the Convention. That is something we needed to practice before the **World's Greatest Hobby Show** layout in February. We, again, need to be the ones teaching our guests at **WGH** how to operate with that power system.

For the most part, folks seemed to re-learn the art of changing your block setting on the **Aristo** throttle just prior to entering a new block, and runaway trains were rare. Similarly, on the DCC Red Line, we had several trains running simultaneously for long periods of time, and I saw some new faces had crossed over to "The Dark Side." <g> Between both systems, we did keep lots of trains running throughout the show, and that's our #1 priority at any public show, whatever power system is used.

There was always a crowd over at John Cook's tables. The sales of donated merchandise there cleared a sizable amount for the club and for **NTRAK National**.

In all, we ran lots of trains, had lots of fun, and showed that we have not lost our touch with the logistics of large layouts. Our next visit to the *Dulles Expo Center* will feature a lot more modules and trains, so please circle February 10-12 on your calendars. How many clubs can yawn over having *only* 250 modules for a layout? <g>

### Our Last 2005 Fairfax Station NTRAK Layout

*John Steitz, Superintendent*

On November 19-20, we had a two-day layout at Chantilly, plus a third-Sunday layout at Fairfax Station, our final layout there for 2005. You can read about the Chantilly layout solution elsewhere in this *Call Board*. But to accommodate the supplies needed for both layouts, I concocted a plan for trailer allocation that, strangely enough, seemed to work.

On Friday afternoon, **Ann Prentice** and I towed both **NVX3** and **NV4** out to Chantilly, where we emptied 4, and used half of the contents of 3. After the Chantilly layout was up and running Saturday morning, we re-packed **NVX3** with just enough power supplies and bridge modules, plus all its corners and extra club *POFFs* from **NVX4** not needed for the Chantilly layout.

Then on Sunday morning, after breakfast at Anita's and a brief perusal of the wares at Chantilly, I towed **NVX3** the dozen miles or so to *Fairfax Station*, where we used it to set-up our layout. I was joined there by **Cotton Bowen** with 12', **Nick Sklias** with 10' and **Jim Nickle** with his new *POFF*. Those modules, plus four corners and three *POFFs* from the trailer, were enough to build our "standard" 14' x 18' Fairfax Station layout.

Manpower was tight, as only **Jim Altobello** and **Bob Tucci** joined our labor pool to set-up that layout. Jim A. concentrated on the **Lindsay** and **Aristo** power supplies, while Cotton, Nick, Jim N., Bob and I hooked up modules and inserted connecting tracks. Nonetheless, we had trains running by the time the Station opened for guests.

And we kept them running for three hours with the skeleton staff, thanks in part to lunch provisions provided for us by the Station, and a small portable TV, which let us watch the Redskins implode. Bob kept the caboose layout running all afternoon. Public turnout was a little light, due in part to good weather, but I did see one young fan and his Mom who had visited our Chantilly layout the day before. We have some hard-core followers!

Tear-down took a little longer than normal, because Jim A. had to leave early, and it was only the five of us. But in just under an hour, we had the trailer packed, and I towed it back to Chantilly, where we cross-loaded both trailers and got them back to their original state. **Ann and Matthew Prentice** then hauled them both back to Franconia, each with a separate vehicle.

As the calendar stands now, we resume our *Fairfax Station* shows in February, the weekend after WGH, and continue them the third Sunday of every month through November 2006. Fairfax Station is an excellent debut venue for any new module, and it's also a good location to learn how we set-up layouts and their power supplies. If you're interested in learning more about how we do layouts, please join us one Sunday next Spring.

And thanks to Cotton, Nick, Jim N., Jim A. and Bob for all their help on the 20<sup>th</sup>.

Have you RSVPed for the Holiday Party? [nvtrak@yahoo.com](mailto:nvtrak@yahoo.com), or 703.815.2601

**View from the Loo: T-TRAK Update**

*Steve Jackson*

The NVNTRAK T-TRAK Subdivision had two successful showings in October.

First, we set up a layout at the October *Backshop*. At the *Backshop*, we were able to plan for the show the following weekend at Timonium and try out Glenn McLain's new T-TRAK inside corner. Now, we are able to setup L-shaped layouts. Glenn has completed one corner, and has a second one framed out and is just waiting for a couple of pieces of track to come in the mail to complete the other.

The second show was at the **Great Scale Model Train Show** in Timonium, October 8-9. We had 3 tables full of n-scale trains. We ran DC and DCC on the layout all weekend. Nick Sklias, Steve Jackson, Glenn McLain, Ed, Pat and Chris Hyland and Matt Guey-Lee contributed modules to the event.

On December 10th, we will be setting up at the **Train Collectors Association Toy and Train Show** in Fairfax, VA. This is a one-day show that the club has been unable to participate in previously due to scheduling conflicts. The T-TRAK sub hopes to get a foot-hold into this show and see what it is like for consideration on next year's schedule.

The T-TRAK sub had scheduled an additional setup on December 17 at the **Fairfax Hospital for Children**, but a scheduling conflict has come up at the hospital. The new date has been set for January 7<sup>th</sup>. Whether you are a T-TRAKer or not, this is a great event to come out and let these deserving kids run our trains.

Lastly, the club now has a T-TRAK-specific mailing list. If you want to send a message to all of the T-TRAKers, you can send it to [trak@nvntrak.org](mailto:trak@nvntrak.org). If you are not on this list and would like to be, send a note to the list and we will get you on. Finally, if you are interested in seeing T-TRAK, come out to any even-month *Backshop*, or watch the schedule for one of the T-TRAK sub shows.

**Memphis Bound**

*by Leo Bicknell*

As many in the club already know, I have taken a new job in Memphis, TN. While this will present many challenges, one is that there is no NTRAK club in town. It appears I will have to live vicariously through NVNTRAK until I can get one up and running. I am going to miss the club, which is filled with great people.

With any move comes house cleaning. In that department, I have three items which may be of interest to club members. First come, first served.

The first item is a small "layout". This one was inherited from a neighbor. It's approximately 3'x4', and is plywood with a layer of cork board over it. It is all flat, and devoid of scenery. It is wired with Atlas selectors, and has 8-10 Atlas snap switches on it. Quite frankly I think it would be best torn apart (I saw no soldered joints from a quick look) yielding some good flex and switches, but it could be finished.

The second item is another layout. This one is on a 30"x54"

door. This was a layout I started before well, I knew what I was doing. It's an up and over plan with a reverse loop. It has a double track mainline. The reverse loop could be easily eliminated. It's mostly Peco, but has a branch of Atlas Code 55. Again, taken apart there are some switches to recover, including a Peco double crossover. If someone will take the whole thing off my hands, they can have it.

The third item is a working module, but may not be available. My *Big Rock Mountain* is the complement to Leonard White's reverse loop, so I think it would be best if it stayed in the club. I've offered it to Leonard, but he's still working on the logistics. If he doesn't take it, then anyone else in the club who wants it can have it. It's a fully functional ready to go module and comes with free phone technical support. I only ask that you coordinate with Leonard to make a working *Green Line* loop at as many layouts as possible.

If you're interested in any of them e-mailing me is the best form of contact, [bicknell@ufp.org](mailto:bicknell@ufp.org). You can try calling as well, 703 421 6693. First come, first served.

I promise to send you all updates from Memphis. *Semper Gumby*.

**November 14, Department of Transportation - Railroad switch safety demonstration project begins testing.**

A federally funded test of new technology designed to prevent train accidents in dark, or non-signalized, rail territory by electronically monitoring the position of railroad switches is underway, announced Department of Transportation Secretary Norman Y. Mineta. If successful, the new technology will help reduce accidents like the recent collision involving a hazardous materials release in Graniteville, SC, Mineta added. The test involves the installation of wireless communication devices at 49 switches along a 174-mile section of non-signalized BNSF Railway track between Tulsa and Avard, OK. Train dispatchers at an operations center in Fort Worth, TX, will monitor the devices to identify when hand-operated switches are set in the wrong position. If a switch is misaligned, the dispatcher directs a train to stop until railroad crews in the field confirm it is safe to proceed. Approximately 40 percent of all mainline track is located in dark territory and carries only about 20 percent of all rail traffic. Thus far in 2005, there have been nine accidents involving misaligned switches in dark territory resulting in ten fatalities and over 600 injuries. The **Federal Railroad Administration (FRA)** is contributing \$527,308 to the test. BNSF Railway is providing an additional \$472,680 for the cost of equipment. Source: <http://www.dot.gov/affairs/fra2905.htm>

**November 30, New York Times — National Transportation Safety Board proposes measures after South Carolina train wreck.**

To prevent train wrecks like one in January that killed nine people and forced thousands from their homes for days in Graniteville, SC, railroads should equip tens of thousands of switches in the United States with devices that will "compellingly capture the attention of employees," the National Transportation Safety Board said Tuesday, November 29. In the Graniteville wreck, a crew put a train on a siding at the end of

*(Continued on page 9)*

## MER and NVNTRAK Go South

by Gil Brauch

In the world of model railroading, sometimes us Suthurn boys and girls feel a skosh bit slighted. Even our brothers and sisters on the wrong side of Richmond seem to be looking more north than south. Well, we showed 'em *real good* last month what Suthurn Hospitality was all about. The **Carolina Piedmont Division of the Midwestern Region, NMRA** hosted the **MER Regional Convention** in Cary, NC (That's just west of Raleigh, NC – the state capitol – for all you north-erners) the last weekend in October. **NVNTRAK** was represented well with **Clint Hyde** (MER President), **Noll Horan** (MER Vice President), **Marc Sisk** (Contest Judge), and **Gil Brauch** (just a plain old conventioneer) in attendance. Rounding out participation by members of our N Scale fraternity were **John Wallis** (Convention Chairman and member of **North Raleigh NTRAK** and **NVNTRAK**), along with folks from **North Raleigh NTRAK** (who were among the most active volunteers for the convention and who hosted an **NTRAK** layout for the weekend), and folks from the **French Broad eNginners** from Hendersonville, NC (who brought modules for the layout). Gil Brauch represented **NVNTRAK** with two of his modules in the layout: *Nova* and *Nova Industrial Park*.

The layout was 57 feet by 16 feet and comprised of two loops interconnected by two junctions. In the layout spline were twelve feet of inline yard from **the French Broad eNginners**. One of the eight-foot bridge modules in the main loop had *RYB* passing tracks, crossovers, and *R&B* double-ended sidings on it so it could effectively be used as a mini-yard. North Raleigh also had their interior setup yard and junction-like yard throat module. Finally, several of the other modules had *RY* and/or *YB* crossovers on them in different directions. All of this gave us plenty of places to stage, pass and set up,

(Continued from page 8)

the work day and left a switch aligned so that the next train through also went into the siding. The tracks in the Graniteville area, near Aiken, SC, were "dark," meaning that they had no electronic signals that would have allowed a dispatcher to realize that the first crew had forgotten to reset the switch. While the Graniteville accident had particularly severe consequences — killing six people working the night shift in a factory by the tracks, a truck driver asleep in his cab and a man asleep in his bed — crashes caused by misaligned switches are common. The board also recommended that railroads put tankers with materials that turn to poison gas, including chlorine and anhydrous ammonia, toward the rear of the train, where they would pose less danger, and reduce speeds through populated areas, to minimize impact forces. Source: <http://www.nytimes.com/2005/11/30/national/30chlorine.html> Related - <http://www.nts.gov/pressrel/2005/051129.htm> - NTSB Press Release; <http://www.nts.gov/Publictn/2005/RAR0504.htm> - NTSB Summary of their report; <http://www.nts.gov/Pressrel/2005/051115.htm> - NTSB Most wanted list of safety improvements (2 for rail)

but more on that later.

A unique feature of North Raleigh setups is their *Loopy Junction*. This junction takes the main lines up about half way to the level of the *Mountain Division*. All the modules in the loop off this one-way junction have to be placed on *Schaefer Blocks* because of this. As trains re-enter *Loopy* after going around the loop, they can either proceed the rest of the way up to the *Mountain Division*, or go back "down the hill" to the rest of the layout. It is a pretty neat concept, but you have to watch your motive power requirements. Most steam needs to be double-headed "up the hill", and some diesels need helper service, as well.

As part of the convention, **North Raleigh NTRAK** hosted an operating session on the layout on Saturday afternoon, during the height of the train show, complete with train orders and individual car cards. Trains were staged out of one side of their inside setup yard and manifested to run around the layout (including the *Mountain Division*) to the other side, dropping off and picking up cars at selected locations as they went. Because this was the first time they had tried this, the trains were generally "fleeted" in one direction. However, several of us were given run-throughs and unit trains that ran in both directions to serve as opposing traffic and increase the fun (or frustration factor, depending upon the circumstances). Seven conventioners, mostly HO geeks, actually paid a modest fee to participate in this session and they seemed to have a lot of fun. Most were surprised at how reliably and well the trains operated. About the only "negative" comments I heard were about the difficulty in reading the numbers on the rolling stock and how it was not easy to uncouple cars using toothpicks. The other thing I noticed was that it was easy to tell where the "working" trains were on the layout during the session because there was always a little cluster of observers gathered around the engineer and conductor as they worked an industry or siding.

All this should be music to the ears of JHS and his "merry band of operators". It may take a little more planning and you don't want to base a whole layout session around operations, but operations does give the "round and rounders" a break and does inject some interest in what can be a loooong, boooooing setup. The key to the success of this operating session, in the author's opinion, is that they kept it simple. There was no dispatcher, no timetable, no rigorous train control or signaling system. The wayfreight engineer and conductor were given train route cards, car cards, and instructions to protect their head and back ends. The thru and unit train engineers were given their train routes and instructions to protect their trains and warn others of their approach so they could get out of the way because, in general, these trains had priority. The object of the drill was diversity and fun, not prototypical reality, and it worked!!

In summary, the **MER Convention** was a great success. **John Wallis** and his crew were superb hosts and everyone left in a good mood (which is quite a compliment considering how cantankerous a bunch of crusty old model railroaders can be). The next **NMRA** convention in our area is in Philly in July 2006. I'll be there. Hope to see you there too.

NOVEMBER PHOTO ALBUM

WMSRR

Rockville



Chantilly



John Cook and Matt Schaefer searching for bargains in the donated items.

Janice Poole checks out her "briefcase train" for teaching.



OLI video draws a crowd at Rockville



Thomas and long trains attract many spectators



Photo Credits

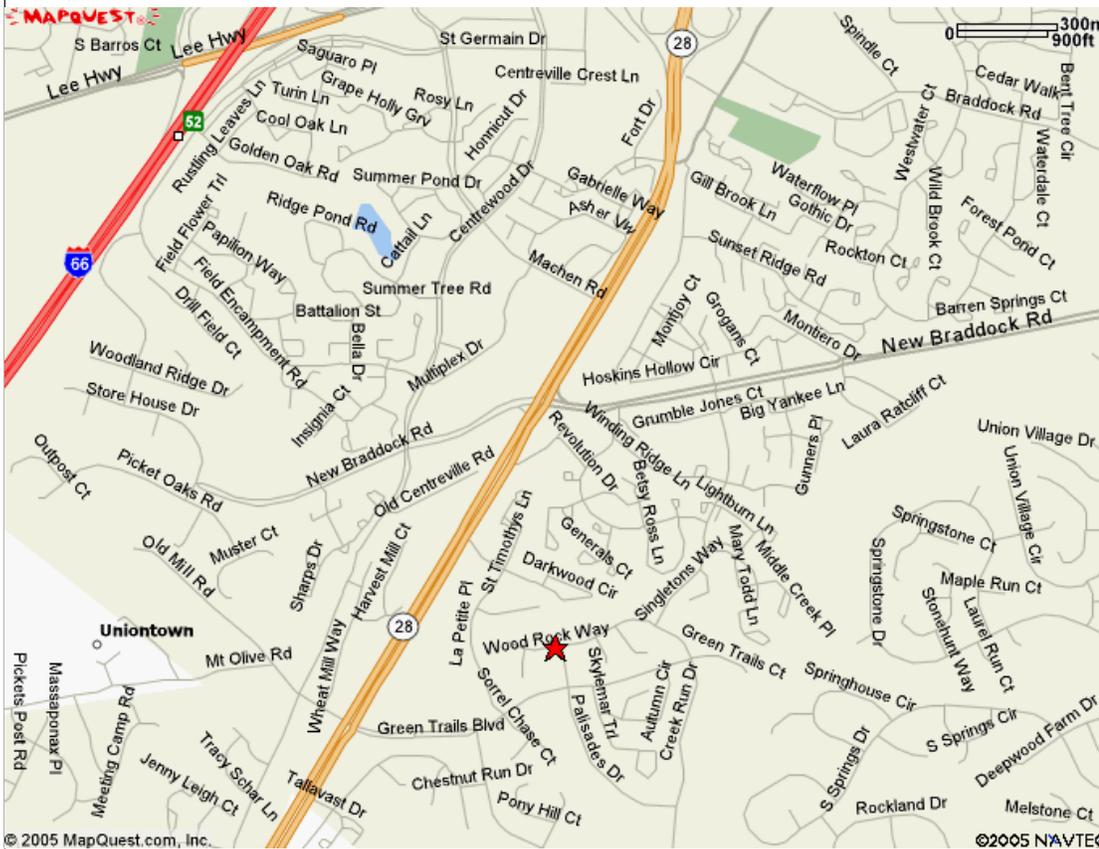
Jim Altobello—Rockville; Matt Schaefer—SRR at Wilmer, page 6; Dave Freshwater—Interior WMSRR photos; member photos at Chantilly; Dave Davies—Public at Chantilly; Mailing Wrapper

**Northern Virginia NTRAK Holiday Party—Sunday, December 11, 2005—1PM-7PM**

**Brian, Michelle and Jake Brendel's; 14144 Wood Rock Way, Centerville, Virginia**

RSVP or Questions: [nvtrak@yahoo.com](mailto:nvtrak@yahoo.com), or 703.815.2601

**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!

**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.**



**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.

As always, a silent auction will be conducted to allow members to buy and sell items.

A live auction of items donated to benefit the club, will also be held.

Snow day: January 29th, 2006.

**FAIRFAX STATION MEMBERSHIP & DONATIONS**

*Our 2006 Membership Drive is underway!*

*Don't you still want to support our museum and be on the mailing list?*

Dues are a major income source for the station. Your support will help preserve local history.

Name: \_\_\_\_\_  
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 I would like to volunteer \_\_\_\_\_

_____ 2006 Renewal	_____ New Member
_____ Railroad tycoon \$1,000.00 **	** Tycoons receive a 21x39 framed Limited Edition Fairfax Station Print and a Life Membership
_____ Station Master 500.00 *	* Stationmasters receive a Fairfax Station Print
_____ Conductor 100.00	
_____ Engineer 50.00	
_____ Brakeman 25.00	Please make checks payable to <b>Friends of Fairfax Station</b> and mail to:
_____ Passenger 15.00	<i>Friends of Fairfax Station</i>
_____ Junior (under age 12) 10.00	P.O. Box 7
	Fairfax Station, VA 22039

All contributions are tax deductible. In accordance with the new Federal Tax laws, the Friends will provide the donor with a written acknowledgement of any receipts of \$250 or more.



**IT IS THAT TIME OF YEAR AGAIN. IT IS MEMBERSHIP RENEWAL TIME!!!**

Please complete the information below so that our records of your membership are current. If your mailing label shows an expiration date of 01/01/06 or earlier, you need to renew. If you wish to vote at the Annual Membership Meeting, you must renew before the meeting. Non-members wishing to continue receiving The Call Board for 2006, must renew by January 31<sup>st</sup>. Membership dues are \$45.00 per year. Non-member Call Board Renewals are \$20.00 per year.

Please make checks payable to Northern Virginia NTRAK, Inc. and send your check or money order and this completed form to:

**Northern Virginia NTRAK, P.O. Box 523051, Springfield, VA 22152**

Please renew my membership. My \$45 annual dues are enclosed. < OR >  \$20 contribution - newsletter only

Name \_\_\_\_\_

Name you want on your name tag \_\_\_\_\_

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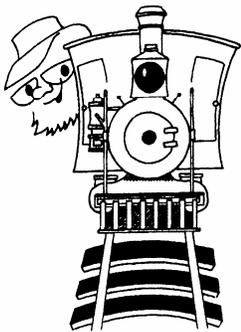
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These entrepreneurs are NVNTRAK members, who offer benefits to all NVNTRAK members. Be sure to show membership card and ask about benefits before your purchases are rung up.



# Granddad's Hobby Shop.

We have trains - we have lots of trains.

N scale of course!!

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### Northern Virginia NTRAK, Inc.

P.O. Box 523051; Springfield, VA 22152

Member Helpline: (703) 391-2941 (Ext 3)

<http://www.nvntrak.org/>

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Nick Sklias, (410) 290-6637 <nicksklias@hotmail.com>

### 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 January 2006 issue MUST be received by December 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

December 2005

**NV**  
NORTHERN  
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*Club Trip, November 6th  
Ride on the Western Maryland Scenic Railroad*