

Willis (Bill) Baldwin
February 4, 2006
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ALL BOARD



A **NTRAK** CLUB

Celebrating Our 15th Year!

March 2006 Volume XV Number 3

16,000 See NTRAK Layout at World's Greatest Hobby Show
By John Steitz, Superintendent

Along the Orange and Alexandria
 Brian Brendel, President

Standards-izing?

When a cold, cloudy morning dawned on February 11, it was hard to imagine than anybody would be able to see the layout we were about to build. The forecast was for 8+ inches of snow that day, usually the kiss of death for attendance at a train show, especially a first-time train show. Even if the public came out, would there be a layout for them to see? We had only four hours before the doors opened, four hours to get 130+ module together into a functioning layout.

Little did I realize, that before that day was out, 13,000 people would have seen the largest **NTRAK** layout ever set-up in a single day. [And another 3,000 would see it the following day.]

Members of six different **NTRAK** clubs all pitched in to clamp together a four-loop layout that had as many as 20 trains running at one time. We barely had any trains running by 10 a.m. when the show opened. The *DCC Red Line* didn't come together totally until some time between 12:30 and 1 p.m.

But, once trains were running, they continued running until 6 p.m. on Saturday and seven more hours the following day, over 567 feet of *Red Line Route*, and another 167 feet on a 3T/1T branch line, with long stretches of analog interior track on three of the four loops.

It all came together on that day, because a little train show came to town with a simple premise: set-up lots of running trains to attract new members to our hobby, individuals and families alike. It came together because a crack team of **NTRAKers** dug in hard and did what they do best, this time on a grand scale.

BANTRAK, RANTRAK, Lynchburg NTRAK, and members from **North Raleigh, Peninsula and South Hampton Roads NTRAK** clubs all traveled far to reach Chantilly that weekend. We could not have done a layout that large without all their time, money and effort.

Within our own club, **Matthew Prentice** coordinated **NVNTRAK's** trailer hauling, hauled a trailer himself, and set up the analog power supplies on Loop 3. **Jim Anderson** and **Mike Landgrover** hauled the other two **NVNTRAK** Trailers. **Edd Braithwood** and **Dave Greenacre** handled the analog power supplies in Loop 2. **Brian Brendel** harped on all the aesthetic elements of our layout to improve our image with our guests and also served as the "*Mad Clinician*" twice at packed clinics on scenery production.

Marc Sisk and the *Nn3 Subdivision* produced a fine narrow-gauge layout, and **Steve Jackson** and the *T-TRAK Brigade* created a nice **T-TRAK** layout up at the far end. **Dave Freshwater, Gil Brauch, and John Drye** set-up **OLI** booths in both halls of the Expo Center. **John Cook** and all his deputies our company store all weekend. Brian, JD, and **Monroe Stewart** opened their homes in the middle of a snowstorm for home layout tours. And countless other members of **NVNTRAK** helped build or pack up our layout, fixed a problem, or explained what we were doing to our guests.

John Wallis, Dave Davies, Doug Stuard and Matt Guey Lee set-up

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No, not "supersizing". Although I think we're all growing a bit supersized in the solar plexus with age, that's not what I'm talking about. I'm talking about applying "standards" to our favorite modular model railroad club.

Standards are what we follow when we hook together the world in the big layouts we do, like the wonderfully successful (thanks to all of you!) **WGH show**. When we wire or track **NTRAK** modules, or buy N-scale locos or rolling stock, we usually rest easy knowing that "somebody" made sure a standard was applied during design and construction, so we can run all that stuff together in the same train of layout. Standards are the things that let us play big-time railroading in N scale.

NVNTRAK uses standards all the time, in order to do the things I mentioned. Where do the standards come from? Well, we know who tries to sort them out and make sure they are correctly applied: the **National Model Railroad Association**, or **NMRA**. They make sure that manufacturers play by the "scale" rules. **NMRA** conventions, along with **NMRA** regional and local "meets", allow model railroaders to get together and have an opportunity to learn how to improve their modeling by being taught by folks who have some experience in their chosen model railroad field. **Jake** and I went to Cincy last year and saw a bit of that; I'm sure many of us will travel to Philly this summer in

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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.

Saturday, March 4, 2006, 0900-1300 Hrs. *Lorton Station Elementary School PTA Health and Safety Fair*, Lorton Station Elementary School, 9298 Lewis Chapel Road, Lorton, VA 22079 571-642-6000 Coordinator: John Cook (703-670-9700), jcook@nvnttrak.org. Trailer: NVX3. Set-up: 0700-0900 Hrs. Clamp-down: 0800 Hrs. Layout Type: Small NTRAK oval with OLI.

Sunday, March 5, 2006, 1300-1700 Hrs.: *March Back Shop*. Fairfax (Franconia) Fire Station #5, 6300 Beulah Street, Alexandria VA 22310; (703) 971-5858. Contact: John Steitz.
Projects: 1) Prep for Mini-Con
2) Track Laying on New Modules

Saturday, March 11, 2006, 0900-1600 Hrs. *NMRA Potomac Div. Mini-Con* Location: Laurel, MD (See Page 9). Coordinator: John Steitz; Trailer: NVX3 [Trailer Hauler still needed.] Set-up: Friday, 1800-2100 Hrs.; Sat. 0700-0900 Hrs. Clamp-down: Saturday, 0800 Hrs. Layout Type: NTRAK and T-TRAK layouts. All attendees must pay \$10 fee.

Saturday - Sunday, March 18-19, 2006: Boy Scout Troop 964 Train Show Saunders Middle School, 13557 Spriggs Rd., Manassas, VA 20112 (703) 670- 9188; Coordinator: Edd Braithwood, 703-860-2899. Trailer: NVX3 [Trailer hauler still needed] Show Hours: Sat. 1000-1700; Sun. 1300-1700. Set-up: Sat. 0700-1000 Hrs. Clamp-down: Sat. 0900 Hrs. Layout Type: Small-Medium Oval; OLI presentations

Sunday, March. 19, 2006, 1300-1600 Hrs.: **Museum Layout**, Fairfax Station Railroad Museum, 11200 Fairfax Station Road, Fairfax Station, VA 22039 (703)425-9225. Coordinator: T.B.D.; 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

Tuesday, March 21, NVNTRAK BOD Meeting; time and place TBA.

Thursday - Saturday, March 23-25, 2006: *C&O Historical Society Convention*, Hawk's Nest State Park Lodge, P.O. Box 857, Ansted, WV 25812. (304) 658-5212 1-800-CALL WVA, <http://www.hawksnestsp.com/> Coordinator: Matt Schaefer (703) 978-2946, cando.matt@verizon.net. Trailer: None. Set-up: Thursday 1800-2300 Hrs.; Clamp-down: Thursday 1800 Hrs. Show Hours: Friday: all day and evening; Saturday: all day until 2000 Hrs. Layout Type: Serpentine medium-sized NTRAK layout with members of Lynchburg NTRAK (DCC).

Saturday - Sunday, April 1-2, 2006: Great Scale Model Train Show , The Cow Palace, Maryland State Fairgrounds, Timonium, MD 21094 (410) 252-0200. NVNTRAK participation: T.B.D. Show Hours: Sat. 0900 - 1600; Sun. 1000 - 1600.

Sunday, April 2, 2006, 1300-1700 Hrs.: *April Back Shop*. Fairfax (Franconia) Fire Station #5, 6300 Beulah Street, Alexandria VA 22310; (703) 971-5858. Contact: John Steitz
Projects: Trailer Maintenance and packing

[April Fairfax Station Layout cancelled because the third Sunday of April is Easter Sunday.]

[T-TRAK layout at Paul Spring Retirement Community, and NTRAK Layout at Landmark Mall, both to be scheduled some time in April.]

Tuesday, April 18, NVNTRAK BOD Meeting; time and place TBA.

Sunday, May 7, 2006, 1300-1700 Hrs.: *May Back Shop*. Fairfax (Franconia) Fire Station #5, 6300 Beulah Street, Alexandria VA 22310; (703) 971-5858. Contact: John Steitz
Projects: 1) Wiring of new Modules
2) Conversion of module wiring from *Cinch-Jones* connectors to *PowerPole* connectors.

Tuesday, May 16, NVNTRAK BOD Meeting; time and place TBA.

Friday, May 19, 2006 through Sunday, May 21, 2006: *Mid-Atlantic Narrow Gauge Guild 22nd Annual Module Meet* Kimberton Fair Grounds, Route 113, Chester County, PA. Coordinator: T.B.A. Trailer: None. Set-up: Friday, 1200 - 1800 Hrs. Clamp-down: Friday 1500 Hrs. Show Hours: Friday 1800-2200 Hrs. Saturday 0800-2300 Hrs. Sunday 0800-1200 Hrs. Layout Type: Nn3 layout only. Details: <http://midatlanticng.railfan.net/modmeet.html>.

Sunday, May. 21, 2006, 1300-1600 Hrs.: **Museum Layout**, Fairfax Station Railroad Museum, 11200 Fairfax Station Road, Fairfax Station, VA 22039 (703)425-9225. Coordinator: T.B.D.; 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



View from Zoo Tower

John Steitz, Superintendent



Our Spring Campaign continues. But, before I review our show schedule, a word about our trailers.

Granted, the labeling of club equipment in our trailers is a little confusing. But, we will soon re-label all equipment for either **NVX1**, **NVX3**, or **NVX4**, the trailers we now have in service. Brian is now assembling a second "Mount Footlocker" for **NVX4**, so it will match the arrangement in its twin, **NVX3**. **OLI** materials, clamps, and stanchions/stanchion bases still have their own locations within each trailer. But, the other loose items will go into one of the three footlockers in each trailer.

Also, we are retaining the color coding system, which we used with the two old trailers successfully. An Orange tag (splotch of paint) on any equipment means that it resides in **NVX3**. A Yellow tag means it belongs in **NVX4**. I will soon choose a third color (probably day-glow Green) to indicate all the equipment that belongs in the big, old trailer, **NVX1**. (Junctions and their legs, and a few seldom-used items, reside in **NVX1**.)

Why do I bring this up? Well, the Sunday after **WGH**, we were setting up our layout at *Fairfax Station*, and we realized that half of the legs for modules in **NVX3** were sitting in the leg box for **NVX4** – and vice versa. You can guess what happened next, a trip to the Franconia parking lot in 25 degree weather.

As you pack up our trailers after any show, PLEASE note the color tag and label on each piece of club equipment. We are working on packing diagrams and photos for each container and for the packing arrangement of each trailer that will make this core easier for you. The April Back Shop will be the massive re-labeling and tagging of all club equipment, the painting of one trailer rack, and all the housekeeping items we need to stay sane when we do as many shows as we do.

We have a Back Shop and six shows in the month of March – at least one event on every weekend. Please pick one or two and bring your modules out to it. If you can't do that, please come out help with set-up and/or tear-down. Many hands make light the work.

On Saturday, March 4, we have a small layout for the *Lorton Station Elementary P.T.A. Health and Safety Fair*, our sophomore visit to this very worthy event. **John Cook** is coordinating our layout, and our **OLI** presentations. If you would like help out, please contact him.

The following day, Sunday, March 5, we have a *Back Shop* at Franconia. So far, two items on the agenda for this *Back Shop* –

1. Diagramming and planning the **T-TRAK** and **NTRAK** layouts at the *Potomac Division Mini-Con* six days hence. At the *Back Shop*, temporary foster parents will also take possession of **T-TRAK** and/or **NTRAK** modules proffered for these layouts by owners who can't attend but still want to help support our efforts.
2. A track-laying clinic for new modules. If you built a

frame at Cotton's in January (or otherwise), bring it out, along with your roadbed and your track, and we'll show you how to attach the latter to the former.

You probably won't want to lay roadbed and track at the *Back Shop*. You want to allow time for the glue holding the roadbed to the module to dry. You also want to spend time and smooth out any rough spots in the roadbed before you attach track. Just like on the real railroad, the more time you spend working on the base, the better trains will travel in the long run.

A trick I learned a while ago is to paint your roadbed the color of the ballast you plan to use eventually. When you go to ballast your track down the line, you'll be able to use less ballast, because you won't have to cover up the color of cork. And, if ballast ever chips away on the module as it sees service over the years, the underlying roadbed will at least have a similar color, so the missing ballast will not be as obvious. You don't have to match the color of your ballast perfectly. Just take a bag to your local Lowe's or Home Depot and get something close in flat latex (can for brush painting or spray) to roughly match the ballast color. Make sure you get latex, though, because enamel will attack and destroy any blue or pink scenery foam it touches.

Plan on attaching roadbed to your module at the *Back Shop* and then viewing the clinic on laying track. Then lay track over the next two months, and take your time while doing it. Our next installment of the module-building series will happen at the *May Back Shop*, where we tackle module wiring.

The Saturday after the Back Shop, we are setting up **T-TRAK** and **NTRAK** layouts at the *Potomac Division Mini-Con*, just over the Howard County line, near Laurel, MD. This show is a little different than most of our shows. It's not totally open to the general public. After you help set-up the layout, you can attend some very good clinics. But, everyone who comes into the hall (exhibitors, clinicians, contest judges, show organizers, everybody) has to pay a \$10.00 admission. You don't have to be a member of the **Potomac Division, the Mid-East Region** and/or the **National Model Railroad Association (NMRA)**, but you do have to pay the admission. I am serving as set-up coordinator for the layouts.

The next weekend, March 18-19, we have a double header. Both days of the weekend are the *Troop 964 Train Show* in Price William County. Here, our layout serves a direct educational purpose, as we help hundreds of Boy Scouts obtain the Railroading Merit Badge (and teach them a lot about rail safety, to boot). If you haven't seen our **Operation Lifesaver** presenters in action, here is a great chance to help them out and learn about one of our great missions as a club. **Edd Braithwood** is serving as Set-up Coordinator.

On Sunday, we have our layout at *Fairfax Station Railroad Museum*. We need a Set-up Coordinator and could also

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View From Zoo Tower

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use a veteran hand to help with power supplies (*Aristo* and *DCC*) and to make sure the caboose layout is staffed.

The week after the double-header, the last full week of March, features our annual pilgrimage to West Virginia. Thursday night through Saturday night (with Thursday and Sunday as travel days), we have the infamous *Hawk's Nest New River Subdivision* layout at Ansted, West Virginia. More about that in Matt Schaefer's column, elsewhere in this Call Board.

Looking ahead to April, there is another *Timonium Scale Show* the first weekend. I don't know what (if any) layout we will do for that – more details to come. Also to be scheduled is a layout at Landmark Mall, if we can arrange that with the mall management. Landmark would have to be on the 2nd, 4th or 5th weekends in April. And, our April Back Shop will be that big club equipment re-org session I talked about earlier. Easter Sunday falls on the third Sunday of the month, so we won't have any layout at *Fairfax Station* in April.

I'll see you at a *Back Shop* or a layout sometime soon. Until then ... *Semper Gumby!*

Docents Needed For Fairfax Station Museum

By Ann Prentice

The **Fairfax Station Railroad Museum** is currently seeking individuals interested in becoming docents. Docents give tours to the public or work in the gift shop during the Sunday open hours of 1 – 4 p.m. Training will be provided. The museum is located at 11200 Fairfax Station Road, Fairfax Station, Virginia. For further information about the docent program, contact Ron Beavers at (703) 978-6820. The station houses Civil War, Red Cross, and historic railroading memorabilia along with a variety of local artifacts. **NVNTRAK** conducts a regular monthly layout there on the third Sunday of every month.

Compliments to the Nn3 guys

From E-mail

Hey!!

Great layout at Timonium. I was the scenery clinic guy. You all had very good modules. I felt like I was in Colorado, and I have never been there. Good job!

Jeff Jacobs

Thank you

Thank you to all who helped with setting up and tearing down *Triggs Yard* at the February *Back Shop* and the *WGH* show. It is fun to bring the full yard out once in a while but setting it up is a difficult task for one or two people. Thank you again to all who helped, especially those who fought with connecting track and rail joiners.

Matthew & Ann Prentice

Along the Orange and Alexandria

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order to participate in this year's convention and National train show.

To get a taste of what a convention is like, you should try out the **Potomac Division NMRA Mini-Con** on March 11. It is a 1-day event that has a nice series of clinics on model railroading "stuff" (see <http://home.comcast.net/~Potomac_NMRA/2006_minicom.html> for a list of the clinics that will be presented there.) **NVNTRAK** is going to provide "running trains" at the *Mini-Con*, and I invite you to come out and help set up for the small layout(s), and then attend a seminar or two on a subject that might get your creative juices goin'.

Like anything in this life, there's no such thing as a free lunch. The *Mini-Con* costs \$10 per person to get in, so that the building rental space can be paid for. For the price of a boxcar, you can probably find out how to ruin one <grin>, or to do some electrical work, scenery, or others of the thousands of things we do to make model railroading fun. Everyone from the **Potomac Division** Superintendent, through the convention staff and on down to those of us who choose to display and run trains at the *Mini-Con*, are expected to pony up. But, it will be worth the price of admission.

We've traditionally done a **oNeTRAK** layout at the *Mini-Con*. This time, we'll have both 3-Trak (with maybe a little **oNeTRAK** thrown in on a spur) and our **T-TRAK** guys participating, showing up those "Horribly Oversized" guys (um, that would be in their *modeling*, not their physical constitutions—though recall the supersized discussion above) These regional meets allow us to show everyone that the "lil train guys" can and do have a thriving portion of the hobby. Contact **John Steitz** if you're planning to attend.

Also, in the spirit of "standards", we're going to be standardizing the trailer loading and equipment, now that the second set of rolling racks has arrived. The plan is to mark and photograph where things go, to allow better loading and unloading of the trailers. We'll also soon tackle the new wiring RP--yet another standard. Perhaps you should look over your modules to see if they remain "standard" after all that bumping and clamping and dropping and moving at *WGH* and other shows. Just a once-over, once-in-a while, can do wonders to help keep our standards up to, uh.....standard.

See you at the *Mini-Con*! Maybe there will be something there about the "Standard Railroad of the World...."



Northern Virginia NTRAK gratefully acknowledges items donated for the Live Auction during the Annual Meeting:

Chauncey Durden, Granddad's Hobby Shop (Doc Thatcher and Noll Horan), Matt Guey-Lee, Jim Weedon, Bob Budens, Bill Rutherford, Mitch Mitchell, Dave Freshwater, John Cook, and John Drye.

This should have appeared with Annual Meeting report, but better late than never.

WGH Layout

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the *DCC System* around the entire layout. Throughout the weekend, they ran around troubleshooting all those gremlins caused by track problems, and by locos and passenger cars tripping boosters on under-insulated turnout frogs. And, in the center of it all, was **Matt Schaefer**, our Jedi Master of Layout Design.

It was a Herculean group effort, over a very short amount of time, and we came up with a layout of impressive size. Given a more relaxed and thorough pace for set-up, who knows what size and kind of layout we could do in the future? After all, the record is **only** 524 modules. <vbg>

Semper Gumby!

The Hostler's Shack

By Matt Schaefer



WGH - We had the equivalent of 130 neat modules. The *Red Line Route* was about 20 miles long, not counting the long mountain sub and the wild wonderful **oNeTRAK** sub. But who's counting when **NTRAKers** get together! Saturday was a 12 hour day for the show and the after show activities with the Midnight Madness in Brian's bath. A lot of overtime was put in to this happening by members and our sister clubs! We only had one module cancel because of the snow warnings. Also, our super Super did a super job tearing around NV coordinating everything and making house calls. It was a happening not to be missed.

PIZZA BOX TECHNOLOGY - My recommended procedure for coordinating the larger layouts is to start with the pizza box top and get an agreement with the Super as to size of the space and the type of layout you would like to design. To fit in **Nn3**, **T-TRAK**, company store, etc., I cut out 3 x 5 cards the shape of each loop and the other attractions. I move these chess pieces around until I make the most out of the space. It's a no-brainer.

NEXT STOP HAWKS NEST - Well, we are really "on a roll" now. We will meet up with the Lynchburg boys again that were in the WGH layout in the Hawks Nest lounge March 23rd to set up and run the 24th and 25th. We will fill the 24' x 17' lounge with our typical layout anchored by *Coal River*, with a sweet 4-mile dogbone run. We are adding **oNe-TRAK** this year to add variety and mileage and eliminate those exciting reversing blocks! Brian has been asked (by me) to give a talk, which I'm sure will wave our flag. If you are passing by, don't miss this annual activity in this WV lodge. It really "hangs out" over the old **C&O** mains in the New River Gorge.

From The Crystal Anniversary Files

Who was the first (and only, so far) birth announcement in the *Call Board*? *Hint*: The event was reported 11 years ago in this issue.

Answer—page 10.

NVNTRAK BOD Meeting—February 24, 2006

By Jim Anderson, Secretary

The **BOD** meeting was convened at 8:00 pm at the Prentice home. Four board members, **Brendel**, **Anderson**, **Steitz**, and **Prentice** were present along with **John Drye**. President Brendel led off with a strong note of thanks for all the participants at *World's Greatest Hobby (WGH)* show 11-12 February. We had 13,000 into the main show on Saturday and 3,000 on a snowy Sunday. He especially mentioned the red line setup work of **John Steitz**, **John Wallis**, **Edd Braithwood** and **Matt Prentice**, who laid out the modules in **Matt Schaefer's** pizza box layout design with minor adjustments. As a smooth operation, we caught most of the trouble spots but missed a few (block boundaries, frogs) that caused some trouble running DCC. It's important for members to become familiar with the big set up routines. The floor tiles were a hit. Also, **Bob Tucci** has agreed to **Velcro** modules at the next *Back Shop* to smooth the installation. **Jim Anderson** took pictures of each **NVNTRAK** module and will try to bring them into the web. The work at the last *Back Shop* in producing connector track with **Howard Beall's** standard measurement tool also helped the setup.

The discussion shifted to the **NMRA Potomac Division's Mini-Con** in Laurel MD on 11-12 Mar. This venue is focused on modeling skills with a lot of clinics. All participants including instructors etc pay a \$10 entry to cover cost of the hall. Several **NVNTRAK** members will be putting on clinics. After much discussion about distance, cost, etc, the **BOD** said we should have a running layout there and members who participate should be prepared for the \$10 fee but can join in the clinics without being **NMRA** members. Further, the *Mini-Con* has a similar flavor to the Philadelphia convention this Summer.

The 2 April *Back Shop* on the Franconia Fire House will be a used to reshuffle the contents of the trailers, **NVX-4** needs painting of racks, putting masonite shelves in the rack, and build/mark/photo new foot lockers for an **NVX-4** "Mount Locker", etc. Also, the experience at Fairfax Station this past weekend showed the leg boxes were miss-packed and must be reshuffled and marked.

Brian noted he participated in the presentation of the **N-Scale Collectors (NSC)** donation to the **Fairfax Hospital Children's Fund**. **NSC** was our partners from the *Capitol Limited 2004* show and convention and they made a \$2,500 donation.

John Steitz reviewed the next several month's schedules. Easter Sunday would normally be the *Fairfax Station* but the *FFX* will be closed for that Sunday. See the schedule in the Callboard. John asked the **BOD** to purchase new power supplies (\$80 for two PS-515) for the *DCC* boosters and the **BOD** approved. He is also looking for a simple reliable 12 volt, 2 amp DC power supply for the analog **Aristos**. (*DCC* power is 15 volt and 5 amp, so it does not translate for analog ops). If anyone has a source, contact John. **Nick Sklias**

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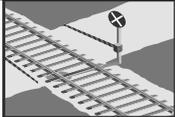
has donated a new *POFF* (needs track, scenery) and it will be set up as a mountain unit in **NVX-3**, cost about \$50. There are four new club corners which various members are adding scenery. They should be finished and returned by the June *Back Shop*.

The treasurer was absent and didn't provide a report. Jim Anderson, as secretary, noted that we receive a number of other club newsletters (**BANTRAK**, **RANTRAK**, etc). He asked the **BOD** whether these need club exposure. The **BOD** asked that samples be available to the next *Back Shop* for members to see.

Ann Prentice reported out from the *Fairfax Station Board*. Easter is a non-operating day. She noted *FFX Station* is looking for docents and mentioned need for more Jr. Train Engineer buttons. A button inventory will be taken at the *Back Shop*. Ann mentioned that members were impressed with the **NVNTRAK** logo silk screening and wanted a similar logo on their skirts. She will act at central point for any members who want to get the stencil logo on their skirts.

John Drye, Chairman of the *Capitol Limited 2004 Convention*, was approached by Louisville Convention group for 2008 for information on procedures and finances. The **BOD** agreed that he could share that information as long as they agreed to hold our data in confidence.

The **BOD** meeting adjourned at 10:30PM.



The Other Side of the Tracks

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

Sorry I could not be with you at the Chantilly show. Unfortunately, the weather did not cooperate for me. It sounds like it was a good show. Personal issues will keep me from many of the shows this spring. That's unfortunate because I like many of the smaller shows we do during this time of the year. I'm still working on the two club corners I promised to scenic (sorry John!), so that will have to be my contribution to the club over the next three or four months.

Recycling is a good thing even in newsletters. I liked this when I wrote it and wanted to share it again. There once was a *POFF*. It was a nice little *POFF*, with three main lines, some good scenery and stood on its own. It was in a few shows and had a good time, but soon became sad. It was sad because many of its other *POFF* friends were gone, replaced by bigger, longer *POEF* (*Plain Old Eight Footer*). The poor *POFF* could no longer compete as the *POEF* pushed it out.

Unfortunately, some of the new owners of *POFF* never have the opportunity to show because a *POEF* (and even larger *POTF* [*Plain Old Twelve Footer*] and *POSF* [*Plain Old Sixteen Footer*]) don't leave room for them in confined space shows. Sure, some of the *POEF* look good, darn good as a matter of fact. But, there are also plenty of good-looking *POFF* (okay, and maybe some average looking *POFF*) that should have the opportunity to show... and you owners should take advantage of that opportunity, especially if you and your *POFF* are new. Shows with lots of space are great, but the

small confined space shows offer a lot and are often in venues that are not railroad related, so we get a different crowd. Some *POEF* are designed to work in eight feet, others can be two *POFF* if they want to.

So, I am proposing what some will call heresy... At small, confined space shows, like *FFX Station*, give priority to *POFF*, and then allow the *POEF* to set up if there are not enough takers. We need new blood (and new modules) at shows like *FFX Station*, and this may be an opportunity. Is it a hassle to set up for only a few hours? Yes. Is it limited running time? Yes, but it is a good show, as are many of the small one-day shows. Let's see some new modules and new faces at these shows.

Railin' on the River

By Leo Bicknell

It's been a while since my last update; moving to a new town and starting a new job has been slightly more difficult than anticipated. One of the positive developments is that I found at least part of the Memphis N Scale crowd. Let me say a few words about what's going on in the Mid-South.

The big story is the **NMRA South East Region** is having their 2006 convention in the Bluff City (that's Memphis). The local liaison is the **Memphis Society of Model Railroaders**, and their web site is <http://www.msrmr.name/>. Follow the link to the convention information. If anyone wants to come down and visit, you'll find all the information you need to attend. Clinics, layout tours, prototype tours, and a train show - they have it all lined up. There's even a rare opportunity to see inside the **FedEx** hub, if you're willing to be up in the middle of the night.

I met with one of the local groups. I'm unclear of the formal organization, so I'm not even sure how to name them. What I can tell you is that the group has space in a local business that has around 25,000 square feet of unused space in the end of their building. The N scale group, along with an HO scale group has secured part of the space for a semi-permanent layout. The N scale group had a working oval, around 30'x50', and was working on two track out and back extension they hope to have ready for the convention. The HO crew had a slightly smaller oval, perhaps 25'x40'.

In talking with them, I found out that there are many N scale modelers in Memphis, but there is a challenge in getting them out. There are very few train shows driving people to come together. The housing situation is also a major factor. Compared to the DC area there are few people in apartments and town homes and many more in houses with room for layouts. These factors seem to make it easier to have a home layout and make it harder to get people together.

There is at least one other active module group in Memphis that has picked the **BendTrak** standard. I hope to be able to go to one of their meetings soon and find out what they are doing. I'm still settling in myself and trying to get my own life back to normal, so it may be a few more months before I can devote real time to trains. If anyone is interested in N scale in Memphis or the convention I can be e-mailed at Bicknell@ufp.org.

Norge Station makes a Historic Trip

By Dale Rinker

In the late 19th century, the community of Norge was established by a group of Norwegian-Americans with persons resettling from other places in North America. The word “Norge” is one of two Norwegian spellings of Norway.

Carl Martin Bergh, a land agent for the **Chesapeake and Ohio Railway (C&O)**, introduced the area to the new residents. The **C&O** was built through the area in 1881 to reach the coal piers on Hampton Roads at the new city of Newport News. In 1908, the **C&O** build a railroad station at Norge. By 1909, the community of Norge was thriving with 25 buildings, including homes, churches, stores and other business.

The station was closed in 1969, and **C&O** passenger services ended in 1971, although **Amtrak** continues to serve the area with a stop in Williamsburg. **CSX** continues to pull coal drags through here every day. Early in the 21st century, plans were underway to relocate the historic Norge railroad station to a location near the James City County Library in nearby Croaker, along side the **CSX** mainline that is still used today.

On the morning of February 23, 2006, the one mile journey, which will take four days, began. For the past several months, Ace House Movers has been preparing the run down station for the short trip to its new home.

The building weighing in at 65-tons was lifted about four feet off the ground and placed on steel beams that weigh 9 tons each. The whole structure was placed on 48 wheels to support the weight of the building and the beams as it moves. The building was pulled along Peach Street, where is was located, behind a grocery store, through a corn field onto a vacant lot until the next phase begins. This process, which was delayed for about two hours when the drive shaft of the special rig pulling the building broke, took almost an entire day.

Phase two begins before sunrise on February 27, when the building is to be pulled onto Croaker Road, make a 90-degree right turn, then ascend over the railroad tracks to the library parking lot. The project was paid for by grants from VDOT, matching grants from the county, the county Historic Commission and community volunteers. The plan is to renovate the building and create a museum in the near future.

I have attached a few pictures as the station is pulled

through the corn field.
[Below-Ed.]



A Tradition of Giving Continues

By John Cook

On the February 7th, **John Cook** and **Skip Hayes** presented a check for \$2,500 from the **N Scale Collector Society** to Dr. David Ascher, the Chairman of Pediatrics at the *Fairfax INOVA Hospital for Children*. The check represented the profits from the **NV NTRAK/NSC Special Run car** with the convention and hospital logos that was produced after the **2004 Convention** in Chantilly, VA. Michael Nixon, Co-Chair of the hospital's Development Committee and **Brian Brendel**, president of **Northern Virginia NTRAK**, look on.

Northern Virginia NTRAK received a plaque at the same event in recognition of their continuing support of the hospital.

Corrections

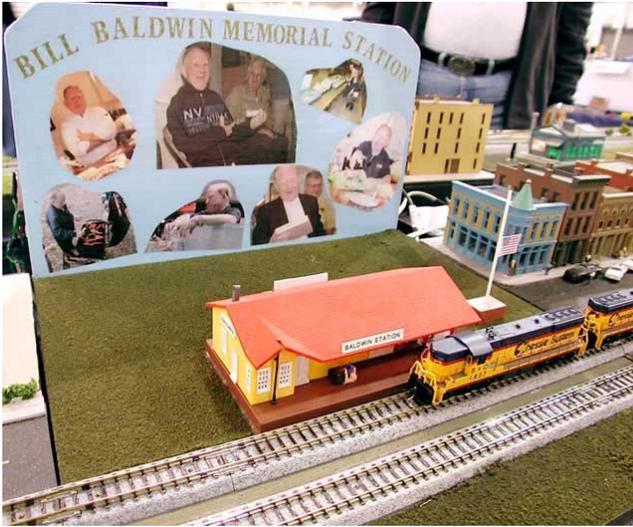
Profuse apologies to Marc Sisk for completely getting his name wrong on the Annual Meeting Report. *Mea Culpa!*

And another *Mea Culpa* for getting the VA **OLI** Coordinator's name wrong in print—it is Melvin Jones, Sr.

For everything else I messed up that isn't listed, Mea Maxima Culpa.



NVNTRAK Remembers Bill Baldwin



On February 4th, NVNTRAK lost member Bill Baldwin.

We all remember Bill as quite a character with a twinkle in his eye. Many of us know that Bill was a D-Day veteran, was mistakenly reported KIA in France, and earned a battlefield commission. Undoubtedly, his experiences led him to treat every day as a gift and share that with you. He especially loved sharing trains with kids. While Bill passed on his squirt gun in recent years, we remember the delight he, and kids at the layout, took when he showed them “real water” after talking about the firefighting scene on his module.

Bill was one of the original 5 NVNTRAK members who were certified as **Operation Lifesaver** Presenters. As **John Drye** noted in a message to Bill’s family, “He probably handed out more pencils, pens and coloring books than any of us. He insisted that the kids listen to a few minutes of his gentle admonitions on railroad safety. No doubt, his instructions have helped keep the rails safe.”

Bill was well known in the club and among the area NTRAK clubs for his hospitality suites during our excursions to other locations. After a long day of running trains, we would gather in Bill’s room for food, drink, and “adult beverages.” This further enhanced the close camaraderie within the club and with other clubs. Many a module, layout, or operat-

ing scheme were hatched during those sessions. Bill was quickly nicknamed the “Quartermaster General of the Army of Northern Virginia” for his role in putting these together. This came complete with a flag (look for the hotel room with the general’s flag on the door) and general’s stars. The club recognized Bill’s efforts as the Quartermaster General twice, once with the presentation of NVNTRAK Type *QM-1* Business Car, the *General Baldwin*; and with a NVNTRAK Helper Service Plaque.

At the time of his passing, Bill still had model railroading plans. He was acquiring 4 T-TRAK modules. One of these has now been completed as *Baldwin Station* and will be part of every T-TRAK layout.

Bill requested that no services be held after his passing. President **Brian Brendel** has expressed the sympathy of the club to the family and is collecting stories about Bill to share with them. **Dave Davies** has collected several photos of Bill and placed them in a file on the Yahoo Groups web site, <<http://groups.yahoo.com/group/NVNtrak/files/>>. You are welcome to contribute stories or photos directly to Brian or Dave.

After World War II, Bill remained in the Army until retirement. One of his assignments was to the Post Engineer at West Point, where he undoubtedly heard the *Alma Mater* many times. One stanza seems particularly apropos.

*And when our work is done,
Our course on earth is run,
May it be said, “Well done!
Be thou at peace.”*

Well done, Bill. Be at peace. We will all miss you.



Railfan Notes

Among our **Operation Lifesaver** handout materials is a **Key Safety Tips** folder and an insert covering railfanning and security and the railfan. That might not be a bad thing to have along, both to remind you to stay clear of railroad and other private property while railfanning and to help explain this aspect of the hobby if needed.

Marc Fisher’s column in the February 26th **Washington Post** (Metro Section, C1) notes that **MARC** police stopped someone taking photographs at *Odenton Station*. The situation does not sound as bad as the **NJ Transit** police encounters described in **Railpace**. But, security concerns seem to remain somewhat irrational.

If you are traveling to Rocky Mountain States or further west, check out the **Timetables** published by Altamont Press (P.O. Box 754-A, Modesto, CA 95353-0754, <www.altamontpress.com>).

These provide mileposts, detector locations, radio channels and other information about the mainlines and spurs in the area covered. It helps you sort out where you are and where those trains that you hear on the scanner are in relationship to you. I spent a year’s worth of trips figuring out this information for areas in New Mexico. Too bad they don’t publish them for us back East.

Scanners with over 100 channel capability are relatively cheap at **RadioShack**. I keep mine programmed for all the AAR Radio Channels. (Check out <http://www.qsl.net/n4jri/aar_ch.htm> or just Google AAR Radio Channels). Knowing the AAR Channel can help pinpoint the railroad talking when you are new to an area.

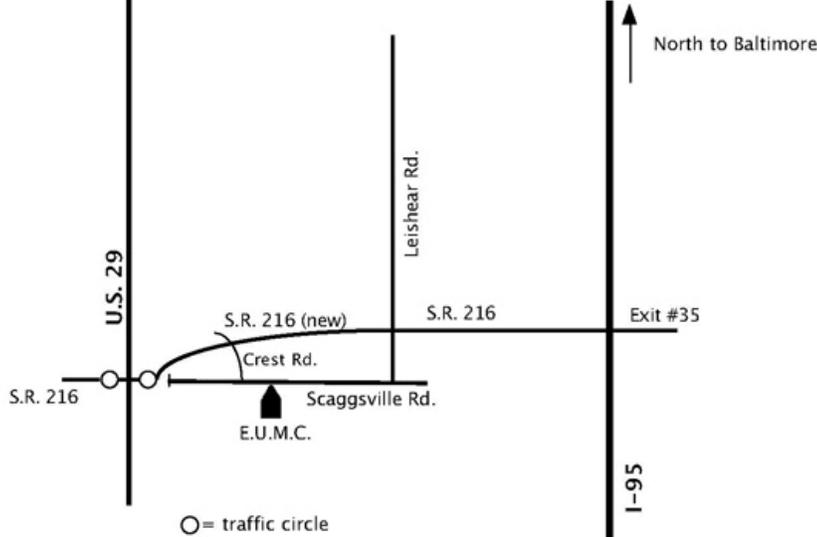
And, yes, we will publish info about railfanning sites in the DC area, when we can find sufficient room in the **Call Board**. Just like modeling info or module descriptions, you are welcome to share any favorite information through these pages.



Potomac Division Mini-Con Program
March 11, 2006 at Emmanuel United Methodist Church (EUMC)
10751 Scaggsville Road, Laurel MD 20723

Schedule (as of February 19, 2006)

8:00	Registration					
8:30	# 10 JMRI Software Projects: PanelPro Introduction & DecoderPro – A Tool for Programming Decoders - Dick Bronson	# 2 Painting and Staining Rock and/or Stone Castings - Noll Horan, MMR	#1 Intermediate Resin Casting - John Griffith	White Elephant Sales	All models to be judged must be in place by 8:30 Contest display and judging	Modular layout operations Come run a train
9:30	break					
9:45		#3 Building Trees - Marc Sisk	#4 Making Dwarf Signals - Marshall Abrams			
10:45	break					
11:00		# 7 Using Sanborn Fire Maps in Planning a Layout - Ed Ovsenik	#5 Introduction to Steel Mill Modeling - John Glaab			
12:00	Lunch & Business Meeting					
1:15	# 11 Wood Trestle Bridge Building - Steven Wills	# 9 Two Trains to Towanda - Bill Cox	# 6 Cranes Around the Railroad - Tom Brodrick			
2:15	Contest Awards (if judging complete)					
2:30		# 8 Hands On – Build An Animated Warehouse Roll-up Door - Bill Day	# 12 DCC Basics & Decoder Installation from Beginning to End - Charles Gregory			
4:15	Final announcements					



From D.C., take Beltway to either I-95 north or U.S. 29 north, traveling roughly 12 mi. north on 95, or 13 mi. north on 29.

From I-95, exit S.R. 216, west, to Scaggsville (second exit going north). Proceed about 3/4 mi. to first traffic light, intersection with Leishear Rd. Turn left on Leishear and head south to T-intersection (stop sign) at top of hill. Turn right on Scaggsville Rd. and proceed about 1/2 mile to EUMC, on the left.

From U.S. 29 north, exit at S.R. 216. and enter traffic circle. Go around circle 3/4 of the way (270°) and exit onto 216 east, toward Laurel. Travel about 1/2 mi. to the first intersection, Crest Rd. Turn right on Crest. Turn left at the T-intersection with Scaggsville Rd. EUMC is on the right just past the first dip in the road.

FEBRUARY PHOTO ALBUM

Back Shop

Timonium Nn3



WGH



Who is that sleeping in Gil's chair?

Answer from page 5—**Jacob (Jake) Brendel**

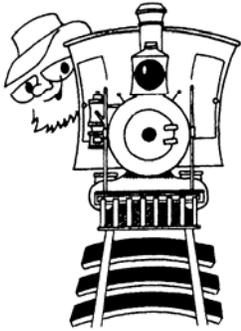
Happy Birthday, Jake!



Photo Credits

Jim Altobello—Back Shop, Timonium, and WGH T-TRAK, this page; Dale Rinker—Norge Station Pages 7; John Cook—Donation Page 7; Stephen from South Hampton Roads—WGH Snow Picture; Gil Brauch—Mystery Sleeper; Dave Davies—WGH Layout Photos; Bill Baldwin Photos; Mailing Wrapper

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.



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Northern Virginia NTRAK, Inc.

P.O. Box 523051; Springfield, VA 22152

Member Helpline: (703) 391-2941

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

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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, **Matthew Prentice** <webmaster@nvntrak.org>.

NVNTRAK also has a Yahoo Group. This list is maintained by **Dave Davies**. 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 April 2006 issue MUST be received by March 23, 2006.**

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

March 2006

NV
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Place
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***NVNTRAK Mourns the Loss of Our Quartermaster General
Bill Baldwin***

February 4th, 2006

See Page 8