

THE CALL BOARD



A 100% **NTRAK** CLUB

Celebrating Our 19th Year!

March 2010

Volume XIX

Number 03

I NEED ARTICLES AND PICTURES FOR THE CALL BOARD!

Northern Virginia NTRAK Operation Lifesaver – Southern Division

By Bob Tucci

I was privileged once again to man the OL booth at the *Williamsburg/James City County Library in Norge Virginia* on Saturday and Sunday, December 5 and 6. The show is an annual event and features the **Fords Colony Model Railroad Club's** various layouts of the various scales, z to G-scale. In the past the OL booth was primary a table with the slides and handouts. The OL presenter would respond to questions about OL and hand out brochures, pins, pencils coloring and activities books and, of course, the engineers hat. Last year I used a continuous timed PowerPoint presentation that caught the attention of the attendees and actually allowed me to do a couple of presentation.



This year, the library coordinator wanted to add a “Story Telling” session for the youngsters. This presented a new challenge. My plan for this was to show DVDs of “Sly Fox and Birdie” and “Tracks are for Trains, Not for Kids” and other stories. I would have my laptop running in an adjacent area. I figured between the two, I could attract either an older audience and/or the younger audience. The other part of my plan was to have an area for the youngsters to color and watch the videos. After meeting with the Library personnel, we decided to move the presentation area from the small and cramped quarters in a room to a more open area between the two show rooms where two tables were set up. Since **Melvin Jones**, the Virginia OL State Coordinator and I had trouble meeting to obtain the materials, he dropped them off at the library.

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Traveling the Mainline

JB Weilepp, President



The poet T.S. Eliot wrote in his epic poem “*The Waste Land*” that April was the cruelest month. He obviously never experienced a series of winter snowstorms in February!

February was one for the record books! The snow and ice forced the cancellation of our February back shop and our monthly running at the Fairfax Station Railroad Museum. The absence of any club events in February means the absence of articles and photos for this issue of the **Call Board**. Kudos to Call Board editor **Chester Freedenthal** for pulling this issue together. Thank you, Chester. Hopefully, Mother Nature will smile on us in March.

After a cancellation (due to the snow), the Board of Directors was finally able to convene a meeting in February (but, alas, no photographers were present to take a picture of the new board). At the board meeting, I announced the formation of three advisory committees to undertake a review of DCC procedures, communication methods, and bylaws. Club Treasurer **Jim Davis** has accepted the task of conducting a review of DCC practices and how to encourage and improve the running of

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

Upcoming NVNtrak Events

Wear NVNtrak Member ID to all events—**BOLD** events indicate set-ups.
(Events are NTRAK unless Noted)

Saturday - March 6, 2010 – Lorton Station Elementary School PTA Health and Safety Fair 0930-1230 hrs. Lorton Station School, 9298 Lewis Chapel Road, Lorton, VA. (703.642.6000) (**T-TRAK**) Set-up Coordinator: James Altobello; no trailer. Set-up 0800-0930 hrs; click together 0900 hrs. OL presentations.

Sunday - March 7, 2010 – Back Shop 1500-1800 hrs. Fairfax (Franconia) Fire Station #5 6300 Beulah Street, Alexandria, VA (703.971.5858). Coordinator: Rod Bohlmann; no trailer.

Saturday & Sunday - March 13-14, 2010 – Boy Scout Troop 964 Train Show. Saunders Middle School, Manassas, VA (703.670.9188). Set-up Coordinator: Dale Rinker; Trailer and hauler: Cotton Bowen & t.b.d. Set-up Friday 1600- 2100 hrs (4-9pm); Saturday 0700-1000 hrs (7-10am); Clamp Down – 0900. Show hours Saturday 1000-1700 hrs (10am-5pm); Club Play Time Sunday 0900-1300 hrs (9am-1pm); Layout: medium to large oval; DCC and analog. Show hours Sunday 1300-1700 hrs (1pm-5pm). Multiple OL presentations will be provided to Boy Scouts earning the Railroading merit badge.

Monday – March 15, 2010 – Board of Directors Meeting 1900-2100 hrs. JB Weilepp's home, 5412 Blacksburg Road, Springfield, VA 22151 (703-941-4035).

Sunday - March 21, 2010 – Fairfax Station Railroad Museum 1300-1600. 11200 Fairfax Station Road, Fairfax Station, VA 22039 (703.425.9225). Setup Coordinator: Cotton Bowen; Trailer: NVNX-3; trailer hauler: t.b.d. Set-up: 1130 - 1300 hrs; Clamp-down 1230 hrs.

Friday & Saturday - March 26-27, 2010 – C&O Historical Society Convention – Hawk's Nest State Park, WV (**oNeTRAK**) (NVNTRAK's participation in venue unconfirmed at press time.)

Sunday - April 4, 2010 – Easter - No Back Shop

Saturday & Sunday - April 10-11, 2010 – Great Scale Train Show. Show Times: Saturday 0900-1600 hrs; Sunday 1000-1600 hrs. The Cow Palace, Maryland State Fairgrounds, 2200 York Road, Timonium, MD (410-252-0200). (**NTRAK and T-TRAK**; DCC and analog) Set-up Coordinators: t.b.d.; trailer and hauler, t.b.d. Set-up Friday: 1300-2000 hrs; Saturday: 0700-0900; Click & Clamp down 0830.

Monday – April 12, 2010 – Board of Directors Meeting 1900-2100 hrs. JB Weilepp's home, 5412 Blacksburg Road, Springfield, VA 22151 (703-941-4035). (*tentative date*)

Saturday - April 17, 2010 – 0830-1600 hrs. NMRA-MER-Potomac Division Minicon. South Columbia Baptist Church, 8814 Guilford Road, Columbia, MD 21046. \$10 payable at door.

Sunday - April 18, 2010 – Fairfax Station Railroad Museum 1300-1600 hrs. 11200 Fairfax Station Road, Fairfax Station, VA 22039 (703.425.9225). Set-up Coordinator: Cotton Bowen; Trailer: NVNX-3; trailer hauler: t.b.d. Set-up: 1130 - 1300 hrs; Clamp-down 1230 hrs.

NV 
NORTHERN VIRGINIA NTRAK

(Continued from page 1) President

DCC at club events. Former club President **Dave Freshwater** has accepted the invitation to lead a review of the club's bylaws. The appointment of the chair to conduct a review of how to effectively use emerging technologies to improve the club's communications methods is pending. All three committee chairs will be dependent on your enthusiastic support and input. Please plan to lend your service if you are approached to serve on any of these advisory panels.

Attention T-TRAKers. **Matt Guey-Lee** has volunteered to be the T-TRAK Coordinator for the club. Matt has graciously stepped up to lift the burden from Steve Jackson in coordinating all club T-TRAK events with the Superintendent. Matt will be looking to fellow T-TRAKers to serve as set up coordinators and to run trains at T-TRAK events.

The cancellation of the 2010 Alexandria Red Cross Waterfront Festival opens a potential opportunity for a two day set up at Fairfax Station Railroad Museum on the Father's Day weekend. I have approached Joan Rogers with this idea but I am mindful that if the Museum has a paying event on Saturday, June 19th, we would be bumped. Stay tuned.

* * *

This is my Nanny Moment:

- Did you know that Set Up Coordinators and Trailer Haulers get first priority in running trains.
 - Club members who run trains at events are reminded to always monitor the operation of their train and to observe their scheduled running time.
- Finally, club members who run trains are expected to assist in the set up and/or tear down at events.

* * *

Looking ahead – There are three train running events in March: Saturday: March 6th at the Lorton Station Elementary School in Lorton (T-TRAK); Saturday and Sunday, March 13th-14th at Saunders Middle School in Manassas; and Sunday, March 21st at Fairfax Station Railroad Museum. See this month's Rail Events Timetable for details and set up coordinators.

NV
NORTHERN
VIRGINIA **NTRAK**

Thoughts of the Superintendent

By **Rodney J. Bohlmann, Superintendent**

Will return next month

Recalling Along Time Ago

By **Jim Anderson**

I had occasion to attend my 45th Reunion at Rensselaer Polytechnic Institute in Troy NY in early October. Marg and I drove up and while there we planned to visit the **Rensselaer Model Railroad Society (RMRRS)** layout which was build after I graduated. The layout is a large historically motivated HO layout in the basement of one of the freshman dorms where it was built beginning in 1972. The RMRRS web site says layout occupies a space 33 feet wide by 123 feet long. It boasts a main line which is roughly 500 feet long, i.e., seven scale miles long. As a carry-over from earlier layouts, it continued the fictitious New England, Berkshire & Western RR (NEB&W) name. The layout is set in 1950, during the steam to diesel locomotive transition and represents routes and industries going north to Lake Champlain region and Vermont from Troy.

In typical fashion for a college which hosts schools of architecture and engineering, the completed scenes are minutely detailed, scratch built and often focused on pictures and maps from the town or region. It is an impressive layout. Their web site identified that most of the track is hand laid. Many layouts parts are finished (my guess 75-80%) but sections are only modeled in cardboard or awaiting completed bench work. It is a DCC controlled operation but we visited when little was running. The RMRRS layout has been written up in *Model Railroader*, circa 1989. For your enjoyment, I invite you to visit the scenes and techniques which are described on their web site. <http://railroad.union.rpi.edu/>

(Continued from page 1) OLI

Unfortunately, he didn't leave the cardboard engineer's hats or the OL Banner. I will have to make a note of this for next year. However, the Library Coordinator came to the rescue and created a banner for me from slides off the OL web site. So now I was ready to roll or so I thought. I couldn't get the DVD and Screen to work although I had tested it the night before. Then we brought in the Library's A/V equipment but couldn't get that to work until we located the remotes. Finally, we had success 2 hours into the show.

The videos and PowerPoint presentation worked well, attracting youngsters and oldersters. I was even able to have three presentations for 13 attendees on Saturday. Unfortunately, I didn't have time to set up an area for the youngsters nor to have a schedule for the "Story Time" for the youngsters. On Sunday, I moved a table and chairs into the area for the kids to color and watch videos. The Library coordinator created a sign posting the times for the presentations so the adults could look at the trains and then come back for the videos. The sign also included a statement to come and see "the Engineer's Challenge" which is the crossing used in other presentation. I also created a timed 10-minute adult presentation that corresponded to the information in "Sly Fox and Birdie" plus additional information for the adult population. As the children sat to watch the video, I invited the adults to watch the corresponding presentation on the laptop and included the Engineer's dilemma. I managed 2 more presentations for 8 people on Sunday.

Overall, it was a good show attracting 1,100 attendees on Saturday and 500 on Sunday. My only regret was the Ford's Colony Train Club turning down a request to bring a Trak layout to the show. They said it was because of liability issues and their relation with the library. I was also disappointed about missing the W&M football shellacking of Weber State and the basketball team beating VCU. Go Tribe.

Passengers were rescued by a steam locomotive after modern rail services were brought to a halt by the snowy conditions in south-east England.

Trains between Ashford and Dover were suspended on Monday when cold weather disabled the electric rail.



Some commuters at London Victoria faced lengthy delays until Tornado - Britain's first mainline steam engine in 50 years - offered them a lift.

They were taken home "in style", said the Darlington-built engine's owners.

Train services in Kent were hit hard by the freezing conditions at the start of the week.

"If any operators want to modernise their services by using steam trains, I would be happy to give them a quote" Mark Allatt, A1 Steam Locomotive Trust

The weather-related disruption included three days of cancellations for Eurostar services through the Channel Tunnel.

Tornado, a £3m Peppercorn class A1 Pacific based at the National Railway Museum in York, was in the South East for one day, offering "Christmas meal" trips from London to Dover.

Its "Cathedrals Express" service, the last mainline journey in its first year of operations, was about to depart when staff heard about the stranded passengers.

About 100 people were offered free seats, according to Mark Allatt, chairman of The A1 Steam Locomotive Trust - the charity which built Tornado.

'All credit'

He said: "It was a nice way to finish for Christmas, though I

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Northern Virginia NTRAK, Inc. Annual Meeting

The NVNTRAK Annual Business Meeting was convened on January 17, 2010 at 4:15 pm at *Franconia Fire Station #5*. The 2009 President, **Dave Freshwater** presided over the meeting. All seven 2009 Board of Directors, approximately 45 club members and 6 spouses or children were present. This constituted a quorum of the 72 members renewed at this point. Dave opened the meeting and noted this is the start of our 19th year. He briefly introduced the officers and members of the Board of Directors. **Matthew Prentice** was Treasurer, **Jim Anderson** was Secretary, **Rodney Bohlmann** was Superintendent, and **Jim Davis, Chris Hyland** and **JB Weilepp** were Directors at Large. **Dave** recognized the retiring Board Members: Officers **Jim Anderson** and **Dave** are completing their Board service having served two - two year terms. **Matthew** has resigned due to time challenges. Dave noted the great job **Chester Freedenthal** had done as editor of the *Call Board* for the past year.

Dave made a quick review of the major activities and events of the past year. The club lost one of its founding members with the passing of **Matt Schaefer**. Matt had been instrumental in the oNE TRAK (C&O) Hawk's Nest group, the design of junction modules, as a prolific author in the Call Board, and contributor to the NTRAK newsletter and the NTRAK "How To" book. He was an idea man known for layout/module sketches on pizza boxes. He had a desire to create realistic modules and was known to have revamped several of his all ready constructed modules starting with a chain saw amputation. The club honored Matt with a moment of silence.

Dave remarked that the club conducted a lot of update activity on club assets in the aftermath of last year's NVX-3 trailer accident. Projects were completed on power boxes, wiring, and new legs for modules. The club had a baseball outing in the summer and just completed a snowy and busy December and early January with OL Santa trains and multiple NTRAK-TTRAK layouts on several weekends. The Holiday party was cancelled due to 18 inches of snow and the catered party food was donated to two Fairfax area fire stations - drawing a rousing verbal approval from members present. Dave also presented an OL "window scrapper" to **Edd Braithwood** for his recent inability to leave WV to attend the York PA show due to deep snow (Edd's words). He noted his gratitude to others, who filled in when Edd's 28 feet of modules were unable to make the show layout that weekend. In a quick look at events coming up, Dave reminded all that *World's Greatest Hobby* (WGH) show on January 23-24th is a full building with module and trailer unloading outside. Also, the Franconia Fire Station has rented the hall we use for Back Shops and for now, Back Shops will begin at 3 pm instead of 1 pm beginning February 7. This Fall, the NTRAK Convention is in Danville VA. The Eastern N-Scale Partnership is bringing their DCC layout to the WGH show for a trial setup. NVNTRAK will not participate in Danville, as a club, due to limited venue space but individuals may join another layout there, so sign up with them early while space is available.

Dave provided a summary of Operation Lifesaver support in 2009.

	<u>2009</u>	<u>2008</u>	<u>2007</u>
Presentations	200	325	83
Events	56	49	30
People	971	1,397	
Directly Contacted	12,107	8,192	

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Nineteen of our 20 trained OL presenters have completed retraining with the new charts and were re-certified. They are planning another Presenter training session in the Spring 2010. The OL national symposium will be in Baltimore, Aug 29-Sept 1, and we may be asked to provide a layout similar to the TTRAK layout Dave used in Cincinnati last year. The Boy Scout 100th Year Jamboree is July 26-Aug 4 at AP Hill and we will be asked to assist in the Railroad Merit badge there.

Board Member Reports

Treasurer, **Matthew Prentice** reported 72 members as of meeting and we gained 11 new members since last year's annual meeting, including **Bill Criss** who joined at today's meeting. Last year the membership was 90 members. The bank account stands at \$10,500. Income is dues, sale/auction of donations, and show honoraria. Major expenses were incurred for the *Call Board*, NTRAK dues, insurance, PowerPole supplies, DCC boxes, haberdashery inventory and our purchase of OL supplies. The club made donations to; Matt Schaefer's church, INOVA Fairfax Hospital for Children, and Franconia Fire Station. Fairfax Station shares in the proceeds from our sale of "special" donations and received approximately \$800 as their share in 2009. And this year, the Holiday party food was donated to the fire stations.

Secretary, **Jim Anderson** noted that last year's Annual Meeting minutes were approved by the BOD in February. He had copies available for anyone who wanted a copy. Monthly BOD minutes have also been in the *Call Board*.

Superintendent, **Rod Bohlmann**, reported the club met on 50 occasions during 2009 for a wide variety of purposes, the most fundamental of which was setting up and running trains. Nineteen events had NTRAK layouts; the largest of which was at Greenberg's show in August with a two loop layout, TTRAK, OL and 50 members participating. Numerous out of town shows were supported in WV and PA in addition to VA, MD and DC shows with members also going to OH, MT, ME, OR and NJ for events. Nine NTRAK layouts were led by **Cotton Bowen** at Fairfax Station and the club ran the caboos layout on four other occasions. **Jeff Peck** is sprucing up the caboos layout and upgrading the well used track. TTRAK supported six layouts including two at Fairfax Station. The club had eight Back Shops and one module construction meeting at Cotton's garage. Santa trains, baseball and party were some of the non-show events as noted earlier. Back Shops offered chances to upgrade club power, legs and certify members modules, along with "how to" clinics and general camaraderie.

JB Weilepp noted that he had served as the club's liaison to the board for Fairfax Station and they have expressed their gratitude for the club's continued participation and support. JB also fills in as the trailer hauling POC. He thanked those who have hauled and is looking for others who have the capacity and willingness to tow one of the club trailers to events. He is working to have a plaque installed in the station caboos to honor **Matt Schaefer** who was instrumental in that layout.

Chris Hyland said he was happy to serve on the board this past year and has focused on TTRAK and bringing ideas back to our club from other groups and clubs

Jim Davis thanked Dave for his club leadership this year with rousing approval from the members. Jim has been focused on four projects this year in his "at large" role. He described the projects, each of which has a fully documented plan, objective, resources, timetable and what constitutes an end result:

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(Continued from page 6)

- 1) Upgrade the Aristo boxes – finished March;
- 2) Self contained metal legs for club modules eliminating the leg boxes – NVX-3, NVX-4 modules finished as of December, NVX-1 junctions are yet to be done;
- 3) Powerpole conversions – NVX-3, NVX-4 modules finished, painted and labeled as of December (note odd numbers in NVX-3, even numbers NVX-4), junctions in NVX-1 to go; and
- 4) Standardizing trailer content, layout etc – Inventory taken, modules pictures for NVX-3 and NVX-4 modules are complete.

Future projects can be suggested by anyone but must be planned, documented and the member must be willing to participate and finish the project. Jim's 2010 project is

- 5) Attention to DCC – Procedures, equipment documented, etc

Chester Freedenthal, as editor of the *Call Board*, noted the need for articles from all preferably well before the end of the month when he puts the next edition to press.

Other Reports

Haberdasher – **Brian Brendel** said he has hats, shirts, and jackets and can order other specific sizes, if desired.

Subdivisions

TTRAK – **Steve Jackson** noted the previously mentioned growth in TTRAK modules and shows. They are an active subdivision.

Nn3 – Narrow Gauge is quiet for now but **Steve Zutter** said they continue to monitor other narrow gauge events.

Mountain (aka oNe) - Brian noted oNe TRAK participation in Hawks Nest.

20XX – **Steve Jackson** and **John Drye** have begun informal inquiries with Greenberg's and NMRA among others for a possible 2014 convention. Dave noted the club has a separate CD account for start up funds for the next convention.

New Business

Dave solicited any new business there being none, the meeting proceeded with awards.

Awards

Dave said the BOD had a series of discussions to honor innovation and had proposed an Innovation Award. The inaugural N Scale Innovator award will honor **Matt Schaefer** and the plaque will be given to his family. The award honors his role in junction design, oNe TRAK, inside corners and his many other first time contributions. The citation reads "For his series of innovations throughout his lifetime. Touching on all aspects of N scale and NTRAK model railroading."

On behalf of the NVNTRAK BOD, **Rodney** presented the first "C. Matt Schaefer Innovator Award" to Paul (Kip) Petzrick "For his Internal Mountain Loop". Kip's design includes two transition POFFs and a variable length bridge. The track proceeds from a transition Mountain POFF across the pit on bridge which accommodates a single track and a siding. It emerges from a tunnel on the other side of the layout on a matching transition module then loops back to the standard mountain line position just in front

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of the sky board. The bridge has been built for 1, 2 or 3 Mountain POFF loop widths. The transitioning Mountain POFFs have changeable scenery to provide variety between different shows. The innovations have had some eye catching effects at shows. A train that comes out of the mountain, stays in sight for a half mile or so, and then dives back into the mountain, to the delight of the train watchers. The long siding allows for one or two short trains to stage up and keep a number of trains on the open loop. This allows steady flow of trains and keeps the public engaged.

Dave presented BOD Service Awards to retiring BOD members; **Jim Anderson** for serving as Secretary 2006-2010 and **Matthew Prentice** for serving as Treasurer 2009-2010. **Brian Brendel**, two time Director Emeritus and two time President came forward and presented **Dave Freshwater** with his Service Award for President 2008-2010, BOD 2006-2010 and previous service as BOD 1997-2001 and President 2000-2001.

Nominations by the current Board of Directors for Board of Director positions were presented. **JB Weilepp** and **Rodney Bohlmann** will run for a second two year term. **Wayne Rash**, **Jim Altobello** and **Matt Guey-Lee** are running for their first two year term. Dave asked if all would accept the nominations. All five verbally affirmed their acceptance. **Dave** opened the call for nominations from the floor. There being none, **John Drye** moved and **Brian Brendel** seconded that nominations be closed. Members voted in affirmative to close nominations. **Chester Freedenthal** moved and **John Drye** seconded to vote the slate of five nominees as presented to the Board of Directors by acclamation. Members approved the motion by acclamation and the new BOD members were elected. Meeting temporarily adjourned so that the BOD could meet and elect officers.

The new 2010 BOD met separately and voted **JB Weilepp** President, **Jim Davis** Treasurer, **Matt Guey-Lee**, Secretary and **Rod Bohlmann**, Superintendent. **Jim Altobello**, **Chris Hyland**, and **Wayne Rash** were board members at large. Next BOD meeting would be set by email.

The Annual Meeting reconvened and **Dave** thanked all the members and especially the board for an outstanding job and especially to those departing board members. The new officers were announced. There being no further business, the Annual Meeting was adjourned at 5:20 pm.

Respectfully submitted,

Jim Anderson
Secretary, NVNTRAK

*Annual Meeting and January 2010 BOD Meeting minutes, as corrected, were approved by email or direct review at the WGH train show January 24-25, 2010 with **Freshwater**, **Anderson**, **Bohlmann**, **Weilepp**, **Davis**, and **Hyland** voting in the*



(Continued from page 4) Rescue Train

think some of the rescued passengers didn't realise they'd even been travelling on a steam train until they got off."

Mr Allatt, who was on the service at the time, said he only saw a handful of other trains between London and Dover throughout Monday.

He added: "If any of the train operators want to modernise their services by using steam trains, I would be happy to give them a quote."

A spokesman for Southeastern Trains congratulated Mr Allatt on his "moment of glory".

He said: "I'm sure those passengers were saved from a lengthy wait, all credit to him."

(Editor— You'll notice there is no byline on this article. My apologies to whomever sent it. Please remember to include a clear text identification (Your Name) whenever you send an article for inclusion in the Call Board. Thanks)

prone to falling off the tracks. The locomotive was an ALCO RS-1 (as I recall) that had seen too many years of service and too many years of neglect. It pulled a short consist of heavyweight coaches all of which had passed beyond the limit of reasonable service. Most of the passengers were working class Panamanians commuting to jobs. It truly was a train that one would expect to find in some third world country.

On my business trips to Panama in the 1980's, I would take the train from Gamboa to Frijoles, a stop in the middle of the jungle overlooking the Panama Canal. My purpose for taking the train to this remote jungle location was to visit a scientific research facility located on Barro Colorado Island in the middle of the Panama Canal. In those days, visitors and workers had to take the train to Frijoles and then take a launch from the tiny dock at Frijoles out to the island. By 1986, track and equipment conditions had deteriorated to such a state that the US government cautioned US agencies in Panama not use the train. Visitors and workers traveling to Barro Colorado Island had to be taken by high speed launch from Gamboa to the island.

Today, the Kansas City Southern, in partnership with Mi-Jack Products and under contract with the government of Panama, operates the new and completely rebuilt Panama Canal Railroad. The railroad provides both freight and passenger services. The freight service primarily transships containers to and from yards in the port of Panama City and the port of Colon. It operates a fleet of 10 F40 locomotives purchased from Amtrak and one GP10 locomotive leftover from the old Panama Canal Railroad. Its freight operation consists of 22 rebuilt Gunderson 5-well double-stack bulkhead cars, 6 flat cars, and 10 open top hoppers. The passenger service consists of 5 luxuriously refurbished lightweight coaches and a completely rebuilt 1938 Southern Pacific dome car. The passenger service operates two trips daily primarily for the benefit of cruise ship passengers and tourists. Unfortunately at the time of my last trip to Panama, I did not have an opportunity to ride the rails; something that I need to add to my To Do list now that I am retired.

Traveling on the Transcontinental Railroad
by
JB Weillepp

Question: What year was the first transcontinental railroad completed?

Answer: 1855. (Trick question)

The first (and shortest) transcontinental railroad was completed January 27, 1855 and crossed the Isthmus of Panama from Colon on the Atlantic Ocean to Panama City on the Pacific Ocean. The original Panama Railroad was 47 miles of long. The original track route remained operational until it was abandoned in 1912 in favor of a new track that ran parallel to the soon to be completed Panama Canal. Following the opening of the Panama Canal in 1914, the railroad became secondary in the shipment of cargo across the Isthmus of Panama

A business trip to the Republic of Panama in 2008 brought back memories of riding the Panama Canal Railroad on several occasions in the 1980's. In those days, the railroad was operated by the government of Panama and was primarily a passenger service between Panama City and Colon with intermittent stops at Gamboa, Frijoles, and Gatun. By the 1980's, the railroad had fallen into disrepair from years of neglect by both its American and Panamanian operators. Traveling the rails was a slow journey as the train was





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 01/01/10** or earlier, you need to renew.

If you wish to vote at the Annual Membership Meeting, you must renew before the meeting. Membership dues are \$45.00 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**

Name _____

Name you want on your name tag _____

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E-mail Address _____ OK to publish to members? YES NO

Evening Phone _____ OK to publish to members? YES NO

Daytime Phone _____ OK to publish to members? YES NO

Cell Phone _____ OK to publish to members? YES NO

FAIRFAX STATION MEMBERSHIP & DONATIONS

Our 2010 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: _____

Address: _____

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Phone _____ Email _____

I would like to volunteer _____

_____ 2010 Renewal _____ New Member

_____ Railroad tycoon	\$1,000.00 **	** Tycoons receive a 21x39 framed Limited Edition Fairfax Station
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_____ Brakeman	25.00	Please make checks payable to Friends of Fairfax Station and mail to:
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_____ Junior (under age 12)	10.00	<i>Friends of Fairfax Station</i> ., 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.

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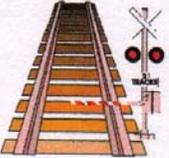
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Northern Virginia NTRAK, Inc.

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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—Chester Freedenthal

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

Items for publication should be submitted in MS Word format. Photos should be in jpg format. Send submissions to the Editor: callboard@nvntrak.org

Submissions must contain **clear text identification** of the author to be accepted for publication. **Articles and other submissions for the April 2010 issue MUST be received by March 26, 2010.**

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 2010

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