

**President's
 Message**



The Greenberg Show was a success again, thanks to all whom participated. Our next show is in Hooksett, NH. Ron Wood is the coordinator. In the past we have used the end loops for a point to point layout. This show looks like we will have a standard layout.

I received an e-mail from Bob Pawlak with an attachment. We are invited to a run at the Wishakum Live Steamers in Holliston, MA on Sunday June 24th. They are having a meet and will have a number of locomotives running. I was at an open house a number of years ago and it was impressive. We will also have our annual business meeting there. If you know of any shows that might interest us we will discuss it at the meeting. Two shows that we have done in the past, that we have not done for a few years, Concord, NH and the Pepperell Siding Show (now in a school in Hollis, NH). Both show coordinators asked me "what do we have to do to get your club to come?"

Hope to see you at the June Business meeting on June 24th.

Mark

Children's Hospital
Change in day

The Children's Hospital Show has been scheduled for Wednesday, May 12, 2004 with set up to begin at 7 AM, show time 9 am to 3 pm.

I suggested Thursday, May 13, but that didn't work.

Please note the new date is a Wednesday.

Bob Pawlak

Remote Control Train Safety

March 21, *Star Telegram (Ft. Worth, TX)* - Remote-control trains' safety is questioned. The Brotherhood of Locomotive Engineers and Trainmen says remote-control locomotives are dangerous because they take one of the human operators out of the equation. Throwing the debate into starker relief, the east Arlington, TX, switchyard that is now using remote-control locomotives is the same one where an accident in December 2002 caused a derailment that left a railcar dangling over Texas highway 360. The union is lobbying for federal regulations that would require operators to see in front of the cars they are pushing, among other rules. Currently, the FRA offers only recommendations for the use of remote control locomotives -- not requirements. About 30 U.S. cities, such as

Shreveport, LA, have banned the use of remote-control switch engines until more safety considerations are put into place.

Trains Run Into Cars?

March 19, *The Trucker*. ATA endorses plans to make railcars more visible. Plans by the Federal Railroad Administration (FRA) to make all rolling stock more visible have drawn the support of the American Trucking Associations (ATA). In a written endorsement for the ATA in Alexandria, VA, S.W. Gouse II, vice president of Engineering, stated that, "improved railcar conspicuity will save lives." Most railroad rolling stock currently in use isn't marked with "retroreflective tape or any sort of illumination or reflectivity, and many are dark in color, which limits the capability of motorists "to see rail cars under many lighting conditions," Gouse stated. He pointed out that crash data collected from about 11,000 accidents involving tractor-trailers for two years beginning in 1997 "conclusively proved" that the use of high visibility tape resulted in a 37 percent drop in Pennsylvania. The ATA is encouraging the FRA to, once the rulemaking process is complete, "require lighting on railcars similar to that required on trucks, truck trailers and intermodal chassis to further enhance highway safety." From 1983 to 1992, there was an annual average of 583 fatalities and "tens of thousands of additional injuries," Gouse stated, resulting from railcars colliding with motor vehicles.

Source: www.thetrucker.com/stories

Schedule of Shows for Coming Year

Date	Set-up	Show Time	Show	Place	Show Coordinator
Apr 25	8am	10am to 4pm	Hooksett Lions Club	Hooksett Cawley Middle School, Rte 27, Hooksett, NH (New Location)	Ron Wood, 603-889-0741
May 12	7am	9am to 3pm	Children's Hospital	300 Longwood Dr., Boston, MA	Robert Pawlak, 781-862-2485

**Bridges Bottom
Story & Pictures by Dan
Pawling, Sr.**



(Photo 1 - Bridges Canyon bottom of left-hand module.

Bottoms, and backside, too. What you have not yet seen, will now amaze you. These photos were taken during the assembly of the Bridge's Canyon Module at Winterfest 2004. Designer/builder Bob Pawlak has reviewed this story for errors and omissions. I appreciate his help.

As previously reported, two 3 x 6 foot sections make up the whole display. Because of their size and complexity, weight reduction, while maintaining structural strength, was of prime consideration. In addition to the 3-track mainline which is built to Ntrak specs for connections to other modules, there are three, grade-separated, loops for continuous-running built within the overall length of 12 feet. During operation, the Bridges offer endless opportunities to study the details of the scenery and the trains entering and leaving tunnels and crossing the bridges. The photos give some idea of the design and construction solutions involved.



(Photo 2) Bottom of Bridges Canyon right-hand module.

Photos (1) and (2) show the undersides (bottoms, if you prefer) of the left- and right-hand sections of the module, respectively. The framing is one-half inch marine plywood. The brown areas, the undersides of the zero-thickness rivers, are quarter-inch plywood. The lighter colored material is extruded polyurethane insulation foam. Most wiring is in harnesses. Together with the legs, the "hands-off" screens, and a two-wheel transport dolly, the heavier right-hand section "flipping" weigh is about 103 pounds. The other section weighs 2 pounds less. Separately transported are sky boards and power supplies (16 and 27 pounds, respectively). In spite of the large size of each section, almost 18 square feet, the weight has been reduced by use of the lightest weight materials available, by voids - empty canyons, tunnels and other space not needed for structural integrity (for example, see the unfilled area inside the fascia in Photos (1) and (2)), and by avoidance -- the power supplies stand on the floor.



(Photo 3) Bridges modules standing on edges during assembly.

In Photo (3), Bob is attaching a leg to the right-hand section (right-hand as seen by the public). Both sections are standing on their backsides as they do when transported in Bob's van. The cross-sectional profiles can be compared. The tracks have been cut flush with the end of each section. The mating section end pieces were made starting with two pieces of plywood temporarily nailed together. Holes were drilled through the two pieces for two 1/4" steel pins used for alignment and 7 pairs of "T" nuts to clamp the sections together. The 1/4The right-hand

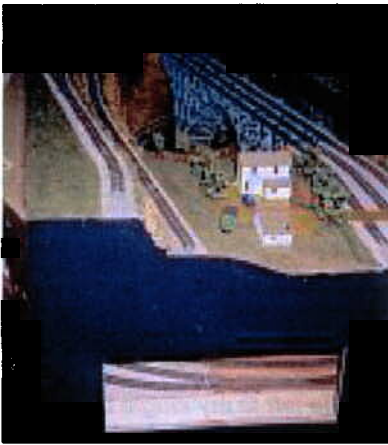
module (Photo (4)) is now flipped to the upright position. The holes on the backside allow access to the passing sidings on three levels and the holes on the corner are needed to run trains between the modules. (Incidentally, the sight of trains appearing and disappearing at the rear access ports fascinated toddlers of a certain age). Bob is on the left, Ernie Poole on the right and Dennis Yip is inspecting the scenery." threads of one "T" nut of each pair were drilled out to help maintain alignment and the mating pieces were pinned and bolted together while they were shaped as a finished matched pair. Twenty tracks cross the gap between sections (without connector tracks). Wires cross the gap using mostly 10-pin connectors. Female connectors are screwed to the right section and male connectors dangle on short cables from the left section.



(Photo 4) Right-hand Bridges module in upright position.

The right-hand module (Photo (4)) is now flipped to the upright position. The holes on the backside allow access to the passing sidings on three levels and the holes on the corner are needed to run trains between the modules. (Incidentally, the sight of trains appearing and disappearing at the rear access ports fascinated toddlers of a certain age). Bob is on the left, Ernie Poole on the right and Dennis Yip is inspecting the scenery.

(continued on page 3)



(Photo 5) Outer end of Left-hand Bridges module prior to attaching to end loop module.

Photo (5) shows how the outer ends of the Bridges Canyon module taper to match with standard 2' wide Ntrak modules. The "public" side of the left module is seen on the right side of the picture. Note the 3-track main and Mountain Division tracks which have the standard 2.5 inch setback from the module end. To the left of the sky board is a DCC programming and test run track. Note the access ports, compliance with Ntrak standard clamping zone requirements for deep modules, and turnout leading to one of the 2 passing sidings on the lowest level.

At Winterfest 2004, this module was connected to the Club's end-loop which allowed DCC operation on the private track and Mountain Division (MD) of Bridges Canyon to be connected to the MD and Yellow Line of the end loop. The right-hand end of Bridges Canyon was attached to another module designed and built by Bob -- the Black Hole Mine, an intriguing display in itself.

To better appreciate what I have attempted to show, I strongly suggest that you take a close look at the bottoms and backsides of the Bridges Canyon module at the very next opportunity.



August 5 to August 9, 2004

Convention Update by John Drye

We have passed 200 registrants in March. If only my NCAA Basketball Tournament predictions were as good. Along with the 100+ who have registered for our NSC "partner" convention, we are already just about the biggest NTRAK convention since 1996. Early Bird registration will end May 15, so if you haven't registered yet, join the crowd.

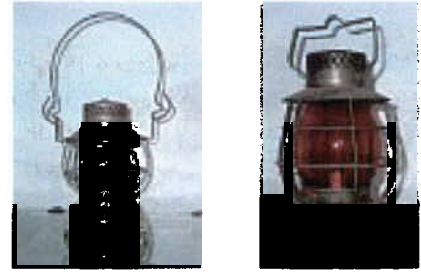
Speaking of registering, please send **Matt Schaefer** your module information ASAP. We need to start figuring out just how we're going to fill all those modules into 50,000 sq feet. Don't be left out! We have folks already registered from Japan and New Zealand, not to mention California, New Mexico and Texas.

A preliminary schedule of events has been posted on the Convention Website www.ntrak2004.org, thanks to Marc Sisk and Bill Rutherford. The schedule shows just how many great events have already been scheduled. Where else can one find a convention that provides a free shuttle bus to one of the most popular museums in the world? (see Saturday, shuttle to the Dulles Air and Space Museum--even though it doesn't have trains, it's pretty neat!)

If you are interested in putting on a clinic, please contact **Clint Hyde**: clinics.2004@nvntrak.org. We expect to have quite a variety of presenters, so sign up soon.

The list of manufacturers and vendors who will be at the Greenberg Train Show on Saturday and Sunday is growing as well. In addition to the folks we usually see, Granddad's Hobby Shop, MB Klein's, Neal's N-Gauging Trains, Tex-N-Rails, Athearn, Atlas, Bachman, deLuxe Innovations, Intermountain, Kato, and many others.

For Sale



These two lantern for sale. Just make and offer. Contact Roland Kelley by phone or email: rkrbbb14@msn.com.

Hub Division, Spring 2004

Convention & Train Show

**Holiday Inn
Peabody, Massachusetts**

**Saturday April 24, 2004
10 am to 4 pm**

If you are looking for something to do on Saturday try this.

Holiday Inn is at 1 Newburg Street (U.S. Route 1) at Ward, Peabody, MA. Take Rte. 128 (I-95) Exit 44.

Your Newsletter Roland Kelley

Would like to thank everyone that has elected to receive the Newsletter via E-mail. It does save time for me and money for the Club. I would like to have more of you consider the E-mail version. We have not even reached 50% of the members. Please re-consider if you are still receiving it by mail. Would like to receive an e-mail for you if you are willing to change as I then can confirm I have the correct e-mail address. rkrbbb14@msn.com

**Copper Canyon by Rail
by Roland Kelley**



Our power for the trip a GP 28-2

In the April issue I told you a little about the "Chihuahua al Pacifico". It is the regularly scheduled passenger train thru Copper Canyon. In this issue I would like to give you some information about the "Sierra Madre Express" which I took thru the Canyon. It is owned by a company in Tucson, Arizona. The train consists of four cars. A dome diner, two former crew sleepers and an observation car. The train was contracted By Tauck World Discovery out of Norwalk,CT. To say that travel is down is an overstatement. Our tour guide stated that prior to 2000 they were running 22 trips thru Copper Canyon a year. Now they are doing only 12. The onboard crew was very helpful and the food on the train was Great. The best thing about the train was the open areas that you could look out and take pictures. The weather was sunny every day and it was in the 80's. Couldn't ask for anything better.



**"Divisadero" Sleeper with open end.
Built as dormitory car for the Union Pacific in 1949 by ACF.**

The train trip started in Nogales, Mexico where we boarded the train. Most of the track was welded rail and very smooth. It was a single track most of the way with passing tracks. At one point in the night we were backed into a fenced in area, and the train was checked for drugs and unauthorized personal. They did not wake us, but did check out the train with dogs. After this they did a crew change and we were on our way again. The



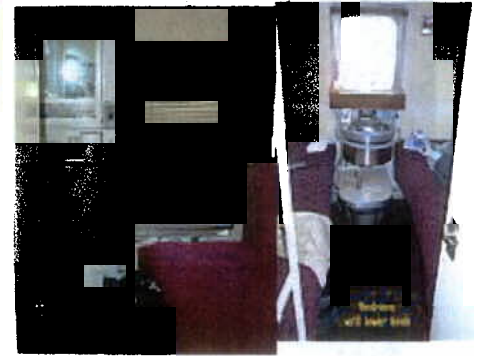
same check was done on our return trip heading back to Nogales.

As a private train we were at the lowest priority on the rails. It did not seem to slow us down that much as we only had to wait in the hole a few times. The longest being about 20 minutes.



"Tucson" dome diner. Built in 1955 for Union Pacific by ACF. After Union Pacific it was purchased by Autotrain.

An interesting thing to me was the selection of cars in our train. The two main sleepers were Converted crew cars. This put a baggage compartment at one end. One was opened up like an old open end observation with a bar added for drinks. The other ran with the baggage doors open and was the only smoking area on the train. The thing about these sleepers is that as crew cars they would sleep 6 per bedroom. They now have been converted to two lower beds. Great for us old folks, no ladders to climb, but the toilet was open between the beds. Most people did not use them for that reason. Glad I was traveling alone as I would have had to go to one of the public restrooms in the other cars, as most did. Each car had a single bedroom which I was told was for the conductor. The Observation car "Arizona" was the only car that had been a revenue car and had the toilet in a closet. To compare this to the American Orient Express all of its cars for passengers were revenue sleepers, so all the bedroom have a closet for the toilet.



On the left is my single bedroom, the right shows the bedroom with two lower beds.

Going up thru the canyon the tracks were in great condition, with mainly welded rail and concrete ties. They were not the type I have seen around here. It was concrete under the rails but an iron rod held the concrete in the middle. They had many greasers along the track and they worked well as you never heard the wheels Squeal as we took many sharp curves. It made for a very quite ride. The speed most of the time was Only about 30 MPH because of the grades some at 2.5% and the many curves, 86 tunnels and 37 bridges.



"Arizona" sleeper and lounge car. Built in 1946 for the Northern Pacific and ran on the "North Coast Limited" on the Chicago to Seattle run from 1946 to 1956.

There are no roads over the canyon for you to drive so if you want to just pass thru and go out The other side you need to take the train. If you are traveling be motor home or fifth wheel there is A train that takes you and your vehicle thru the canyon. We passed it on our trip, it had about 30 to 40 flats, each with a motor home or fifth wheel. It stops at the town of Divisadero, at the rim of the canyon, for a day. We were told the price is \$5,500 for your motor home or fifth wheel vehicle to be transported across the canyon.