

## President's Message



As another season comes to a close we must look back and reflect on the past. Some of the show we did this year were a waste of time, but we had fun. The shows were too small and did not draw the big crowds. I have put together a list of shows that are potential. We will be discussing the schedule at the annual meeting on June 27<sup>th</sup>. Not all the dates are final. I look forward to any input you may have. Here is the list:

### September

date? Concord, NH  
19<sup>th</sup> Pepprill Siding Show (Hollis, NH)  
or  
Old Colony Show (Taunton, MA)

### October

23<sup>rd</sup> Northshore Model Railroad club show

### November

7<sup>th</sup> Bedford Boomers  
? Hub Division Show in Bolton, MA  
? Mystic Valley Show in Auburn, MA

### December

18+19th Greenburg Show, Wilmington, MA

### January

28-30th Winterfest 2005 Springfield, MA

### February

19+20th Museum of Our National Heritage  
? Mystic Valley Show Braintree, MA

### April

2+3 Greenburg Show Wilmington, MA

I look forward to our next season. Hope to see you at the annual meeting.

## Module Building Update: by Ernie Poole

Ed smith and I have been building seven new modules as our time permits. Here is where we are as of mid-May. The five 4' straight modules are all built and assembled with the exception of one that is a kit. Mark Ferracane wants to do a video of the assembly, so the finish date of that module will depend on that project. We are doing the mountain division on four of them now, and should be done this month. The non-mountain division module is with Bob Pawlak getting it's wiring.

The two corner modules are kits at the moment. Assembly and finish of those is a bit farther away. Sorry to keep you waiting, but I think you will like the finished product.

Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, Web Site - [www.northeastntrak.org](http://www.northeastntrak.org)

## Annual Dues

It is that time of year again. The annual dues of \$20.00 should be sent in by **August 1st 2004**. Make checks payable to "Northeast N-Trak" and mail to: Chuck Tremblay, 4 Baggar Avenue Wilmington, MA 01887-4001

Or bring the check to the Annual Business Meeting on June 27.

## Children's Hospital Show

by Bob Pawlak

Modules for the 11 x 19 layout were brought by 6 members and another 3 members came to help with the show. A 15 x 23 layout is the goal for this show as the largest that will fit in the space available, but it is hard to muster people to do a week-day show in downtown Boston with a 7:00 A.M. set up time. Thanks again to all those who came and contributed to making it a brighter day for the children and those who brought them to the show area.

We were set up and finished running test locos 10 minutes before the promised 9:00 A.M. start time and Dennis Yip launched his bullet train to heat up the Red Line. (I recommend this new approach as an immediate attention getter and jump start for possible use at future shows.) We switched the Yellow line over to DCC almost immediately and followed with DCC on the Red Line when Dennis pulled the bullet train. This meant that 2 radio throttles were then available for use by the children to run their own train. As a result, I would say we initiated at least 50% more first time Ntrak engineers at this show than at any of the past five shows at Children's Hospital.

New members John Consigli and his son Steven provided most of the energy for the show. Steven got checked out on the Black Hole corner and spent most of the afternoon running trains around the reversing loop on the Mountain Division. He also learned how to bring blocks of cars from the private track at Black Hole out onto the Blue Line and over to the yard to make up a longer train which he then ran.



Here is part of the gang at the Hooksett Show on April 25th. The layout looked great with Bob Pawlak's Bridge Module as the star of the show. Attendance was on the light side.



Bob P. replacing the spacer tracks after changing the module trying to find a problem. Dick B. is helping by holding the tool box. As it turned out the problem was located somewhere else.

## We Wish You Well

Malcom Frazier said goodbye at the Hooksett Show. He and his wife will be moving to Florida. They have sold their home in Center Harbor, NH. He has been a member for some time and will be missed. He and his wife have had some up and downs health wise and are both feeling well at this time. Just a little too much work with two places. We wish them well. Good luck and good health. He gave his module to a member of the club. If you are in Florida in the Orlando area say hello to Malcom and visit the Nscale club. He will be glad to see you.

## Thank You.

As this is the last issue for the 2003 - 2004 year I would like to thank some special people that have helped make the Newsletter. The Newsletter is nothing without articles. The following contributed in a major way, by articles and pictures.

Thanks Bob Pawlak, Dan Pawling Sr, Ron Wood and from Long Island Club Bob Gatland. We need more of you to contribute next year. Start writing your articles this summer. The next issue of the Newsletter will be for September and sent out about August 20. Need your articles by August 15. Send them to me via email at rkrbbb14@msn.com or mail to: Roland Kelley, 41 Easy St, Lowell, MA 01850. I will return any pictures to you after scanning them in.

## Rich Old Farts by Bob Gatland

The editorial by Bob Hundman in the May/June issue of "N Scale" provides interesting information. The ranks of model railroaders are definitely shrinking. Our average age is also rising.

The manufacturers are not suffering all that much, however, since the prices of all train related things are going up. When was the last time you saw an N scale freight car for under \$3 or purchased a \$25 loco?

The quality of our products keeps going up, which we applaud. But, so are the prices. Much of the price increases are due to improved technology. DCC is a good case in point. Compare the cost of a regular analog DC power pack with a DCC setup.

While most of us can still acquire our favorite locomotives and rolling stock, Bob Hundman points out that young modelers can hardly afford to get started in model railroading. If that is the case, where will the next generation of model railroaders come from?

## Capitol Limited 2004 August 5 to 8, 2004 Chantilly, VA.

This is a convention update from John Drye of the Northern Virginia Ntrak. With only two months left they have about 250 from around the country and around the world registered at this time. Matt Schaefer has about 350 modules registered. If you are planning to attend please get your module info to Matt as soon as possible. We have filled up one hotel already and are in the process of filling up a second. We'll fill up the layout, too.

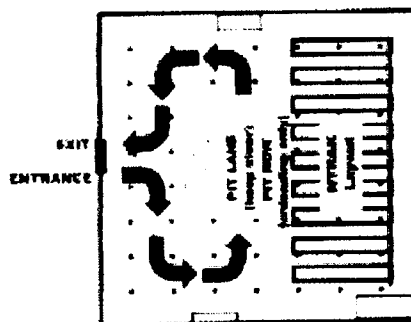
**DON'T WAIT TO REGISTER YOUR MODULE;** we will eventually run out of space. First registered; first in.

The layout tours and clinic schedules have been posted on the Website [www.ntrak2004.org](http://www.ntrak2004.org). Clint Hyde has done a fantastic job putting these together. Some folks have already commented that the slate of clinics rivals that of a NMRA National Convention.

We have sold nearly a quarter of the Convention Cars. They will be advertised in the N Scale Collectors Magazine shortly and will go quickly after that. Don't wait to order.

For those Northeast Ntrakers that are going below is a map of the unloading. As you can see you will drive into the building and unload. So far John Dunne, Roland Kelley, Frank Dignin, Mark Ferracane and Ernie Poole will be going.

Setup Plan - The Chantilly 500"



## LETTER FROM NEW YORK

Dear Editor : It may be the political season, or something in the drinking water, that has floated some rail transportation proposals to the surface in the past few weeks—

- a proposal to extend the east-west subway line under 42nd St. to a proposed West Side stadium and an expanded Javits Convention Center—this seems to have replaced to idea of a light rail line on the surface;

- construct over the present open-air, sub-surface Long Island RR passenger train yard just west on Penn Station a football stadium for the New York Jets;

- adjacent to the yard, the unused, former NYC RR freight line becomes elevated as it curls around the yard and heads south to 23rd St.. Some want it destroyed; others want it re-used for recreation (elevated rail trail). The northern portion of the line is used by Amtrak to reach Albany, Boston, Chicago and Montreal;

- the badly needed 2nd Ave. Subway has had some funding earmarked by the MTA Board for an RFP for design and construction of a 34 block section with 4 new stations & connection to other north-south lines for \$3.9 billion. When fully built the line will run from 125th St. to lower Manhattan. Projected cost \$16.8 billion;

- to take some 62 million annual truck miles off trans-Hudson crossings, a 5.5 mile rail tunnel is proposed to link Greenville Yard in Bayonne, NJ with the existing freight terminal in Brooklyn;

- fully automated subway trains are being tested for use on a line from Manhattan to outer Queens Borough;

- the governor has proposed a new subway line from lower Manhattan directly to JFK airport (no money was mentioned);

- quiet are earlier proposals for a transportation center adjacent to the World Trade Center site, and several feasibility studies for east-west, trans-Hudson rail transit lines linking counties north of NYC.

Is the money there? Or is some of this marsh gas bubbling up?

Best regards, Dan P. in NYC