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President's Message



The date of our annual club meeting will be 1 PM, May 14th. The location will be at the Bay State Model Railroad Museum in Roslindale, Massachusetts. We will have full access to the club and the layouts. So bring something to run. We will discuss the 2006-2007 season. If you have the dates of next years shows please bring send them to me so I can work up the show schedule. Instead of a cookout we will be having pizza and refreshments. The club has a club room that we can use to hold the meeting. I will be bringing some video I shot in the early 90's (was it that long ago?). If you have any pictures or videos, feel free to bring them. There will be some members of the museum available to show you around. Also, PLEASE HAVE YOUR DUES with you. Remember its \$20 for a year and that is a good value.

On Saturday April 1st, I was able to get to the show to see a few members and to see a former president of the club. Bill Munroe and his GRANDSON. It looks like we will have a new member joining us again. We are a club of many personalities, but we all enjoy the same thing. Model Railroading. It is always nice to see friends at the shows.

Our last show of the season will be in Hooksett, New Hampshire. Ron Wood is the coordinator for the show. Lets give them a awesome layout.

See you at the annual meeting. If you go to the website www.bsrmr.org There is a contact section for directions to the club. Using Yahoo, MSN or Google maps the address is: 760 South Street, Roslindale, MA 02131.
Mark

Show Schedule for 2005 – 2006

April 30 Hooksett Lyons Club, Hooksett Memorial School, Hooksett, NH
Set-up 8am Show 10am to 4pm
Coordinator: Ron Wood - 603-206-5572

New Member Paul Rackowe

24 Meadowbrook Lane, Palmer, MA 01069-1135
413-283-5168 gable5dog@comcast.net

Paul is retired. He has been in the hobby for 15-20 years and is a member of Amherst Railway Society.

Children's Hospital Show, Wednesday, April 12, 2006 by Bob Pawlak

Dan Pawling, Rand Hoven, and Bob Pawlak brought 20' of straight, one 3' corner, and two 6' long end loops to form an interesting 25' by 13' "L" shaped layout (counting the corner twice). All modules had Mountain Division track and short (30") legs so the children in their special wagons, beds and wheel chairs could get a better view of the trains. This linear style layout provided a level loop using the Red and Blue Lines and a two-level loop using the Yellow and Green (Mountain Division) tracks. Roland Kelley, John Consigli, and his son Steven Consigli also came to help with the set up and tear down of the layout and brought trains to run.

Track cleaning trains were running just before the scheduled start of the show at 9:00 A.M and a full compliment of trains, one on each of the two mainline loops and one on each of the 3 Bridges Canyon loops were running by 9:30 A.M. Later, the Yellow and Green Line loop was converted to DCC and another train was added to that loop. The sidings on the end loops provided some opportunity for switching and space for setting up trains.

This was the eighth annual Children's Hospital show and Rand Hoven donated a pint of blood again this year. Bob Pawlak spent a lot of time trying to keep two trains separated on the top loop of Bridges Canyon. There were only a few mishaps usually while answering questions from the public. Steven Consigli spent a lot of time changing train consists and motive power to try to find the best running European passenger train from among Rand's collection of options. Dan Pawling seemed to enjoy trying to see how long a train he could haul up and around the end loop grade. Rand enjoyed hiding among the viewers while controlling his steam train with the DCC radio throttle.

There were a lot of parent and sibling viewers in addition to the hospital patients who enjoyed the trains and welcomed the break from the primary mission of being there for the children. Of course the hospital personnel who happen to come along also enjoyed the trains as a break from their work of caring for the patients. The total audience for the day was certainly smaller than most typical train shows, but the Children's Hospital show is definitely not a typical train show. The satisfaction of seeing even a few smiles from some of the children patients, in my opinion, more than justifies the work of performing the show.

June 24th & 25th, 2006 Invitational Show with Brooklyn Ntrak

Brooklyn Ntrak annual Hangar Show at the historic Floyd Bennett Field. Bring your trains, Bring your modules, Bring your family & have some fun Great Trains, Vintage Planes, & Bus Road-ee also Vintage City Busses on display courtesy of the New York Transit Museum. For information call 718-646-6509 or email Charlie D'Avanzo at kahluadee@msn.com

Dan Pawling JR is planning to take an end loop and transition corner and possibly more. John Dunne thought he could do it I am not sure what he will bring Daniel F Pawling SR is going to bring his trains and help Roland Kelley is planning to bring the circus modules. Mike Walker is trying to arrange for the kitchen pass. We are looking for drivers and or passengers so we can buddy up to travel or split cost for lodging.

Is there any one else out there who would like a change of scenery? Please give Dan Pawling JR, a call at 781-801-6480 cell and let's coordinate travel plans, rooms and eating together.

Danger on the Rails It seems that we are having more major rail crashes lately. Here are pictures from the Greenberg and Children's Hospital Shows. Many were injured when a passenger train rear ended another passenger train causing many injuries. Also look at Dan Pawlings coal train accident at the Children's Hospital Show.



In the above picture the westbound track has been cleared and the first train passes.



Children's Hospital Show

This is what happens when children play too close to the tracks. Below are two pictures of Dan Pawlings coal train accident at the Children's Hospital Show.



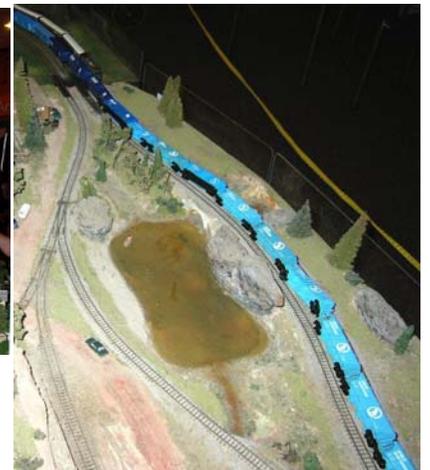
Pictures of the group at Children's Hospital



Bob Pawlak & Dan Pawling going over operational plans for the day (above). Below John Consigli, Roland Kelley and Rand Hoven waiting for instructions.



Dan Pawling and Steve Consigli setting up the coal train.





Some pictures from the Greenberg Show

Some More Picture from the Lexington Show



Some of the many children that came to the show. This show has a very large about of children visitors and they are all very interested in watching the trains. Here they are at Bob's bridge module enjoying all the trains.

(Above) Rand Hoven and Doug Lawson. (Below) John Dunne and Peter Wisniewski.

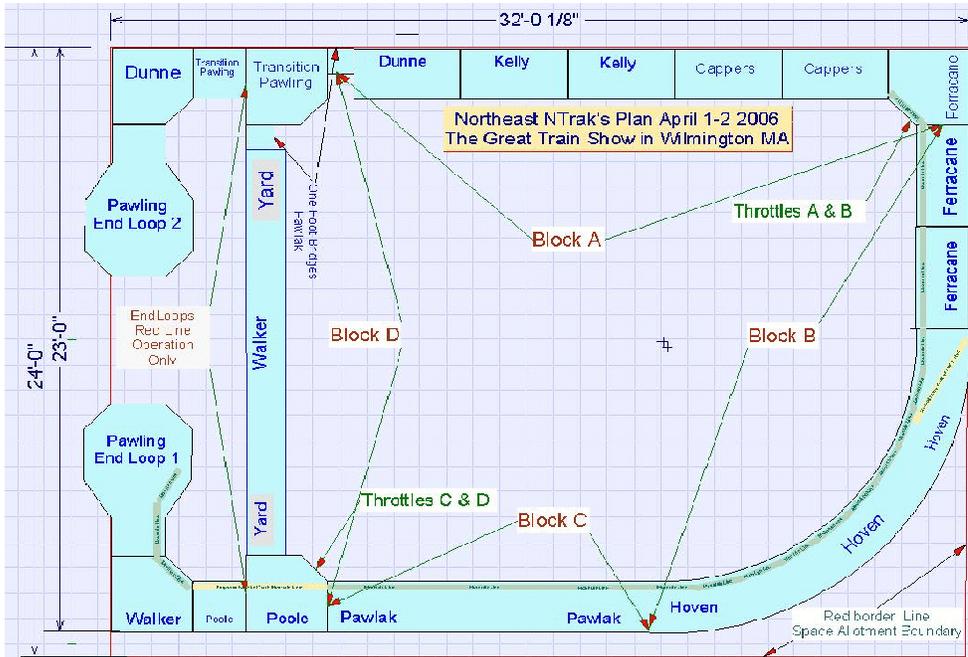


(Above) It seem that Steve Cappers high speed train had a derailment on the curve. It turned out to be the guide rail on the bridge came loose and caused the derailment. Linda Cappers is taking the passengers case to court and suing the railroad. (Below) Bob Pawlak's bridge Module from above.



Now what would a train show be without our Vice President Dennis Yip working so hard he can't make it through the day without a nap. Picture by Mark Ferracane.





The Great Train Show Report - Wilmington on April 1-2 by Dan Pawling

It was great to see such a good turn out of club members on Saturday & Sunday to display modules and to help set up. We had a great set up crew which helped us set up a more complicated layout than usual. Doug, Peter & I were tripped up at the beginning of the show because the blue line was not working on one of the four throttles. It took us a while to figure out that it had nothing to do with the wiring of the transition modules. The non-typical hook up that has to go on for the inclusion of transitions modules can throw off the most seasoned Ntraker and we were stuck on the thought that something was wrong there. The problem was finally traced down with a multi tester. Part of my goal for this show was to get more mountain line running and to incorporate that with using the yellow line on the end loops to get up to the mountain line and run across Bob's Bridges & Canyon to Hoven's Corner down the hill to cross over blue & yellow lines to join up with red again. The yellow line for this would be accessed on the transition module switch from the red line. This would have been nicely tied together with DCC making it not necessary to hook up more throttles for separate blocks. The DCC system would also allow you to run several switching operations on the same line that the main line trains are running on. It would also allow moving some coal porters, gravel hoppers into the coal yard and gravel company at the end loop #1 module (see layout plan). I was planning to add coal cars to the to the coal mine yard by starting out at the club yard running around the lay out to there destination and back to the yard to pick up more. So many Ideas so little time.

Next show with this kind of set up I would like to find an interested crew to run an operation for about three hours that will utilize the available yards, sidings, & end loop industries, while others are running normal operations on the blue, Yellow, & DCC red-green lines. We will need DCC trains to match the industries and through passenger trains. Although I still find it fun to run around in the standard Ntrak loop with a long train I believe

organizing a group to do an operation like this would show us that there can be a lot more depth to what we can do at a show like this. It would also reveal to the public that there is more to modern model railroading than just the standard train running around in a circle. This would be scheduled on the second day of a two day show and at the end of the first day the necessary maintenance required to work out as many bugs as possible for smooth running would be completed.

I felt that I was really close to this last show. I ran into several problems that I did not expect. The bridge was out at the Poole Transition between Walkers Corner and the Bridges & Canyon module. There were technical difficulties in connecting the Kato Uni-track Bridge to a curved mountain line connector track on the Walker Corner. Another problem that I spent some time resolving on Sunday was that DCC in the past has been dropping out and losing control of the equipment. To solve this I built several patch in cords with male and female Clinch Jones connectors at each end so that the DCC signal delivery was stronger in more remote places in the layout by adding in lines underneath the modules. These cords are also needed to help deliver the signal to the track needed on the end loops. I made up two cords at the show to add to the cords that the club already has and was able to get from the end loops to the other side of the lay out where the DCC was installed. This gave me a total of five connection points for the DCC on the red line & at Hoven's corner on some of the siding tack. I did not hear of any DCC dead spots on the main line of travel which included the two end loop's. This was an improvement from my experience with DCC on the Ntrak show layout. I was running in the yards of the end loops and found that there needs to be better connection there too. It would have also helped if I had connected the two halves of the end loops wires together. It will be very interested to hear any comments or suggestions you all may have on putting this idea into motion. See you all around Dan Pawling