



September 2013
NEWSLETTER

President - Frank Dignan Vice Pres - Geof Smith
Treasurer - Robert Pawlak Editor - Roland Kelley

Editor - Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, or
e-mail: NortheastNtrak@msn.com Web Site - www.northeastntrak.org



**President's Message
Frank Dignan**

Hello everybody Frank Dignan your newly elected president of Northeast Ntrak and thank you Its hard to believe it been twenty four years since I joined this organization. Why do we do this yes we enjoy running our trains but we are to promote the hobby .That gets us new members and hopefully new modules. What we need to do is clean up our modules and get our trains ready for another season of running.

I was thinking we need to get new shirts with maybe a new color think about it. One thing I will be doing is holding two meetings on Sunday mornings at the Greenberg show before it opens to the public. I hope to see a winter work shop sometime before we get rolling.

For now enjoy the rest of your summer and call your show coordinators early That's it for now Frank D

We Need Your Help with Articles

Is has been the hardest Newsletter I have done in a while. It seem that members are not writing articles anymore. Need your help. Anything from trips you took on vacation and the trains you saw, problems you are having with your layout or suggestions you would like to give to other members as to how you solved a problem. Maybe you would like to find a member that would help you to build your module. Our Newsletter is for the exchange of information within our club. It is not enough to just read it once a month. We need your input and surport to keep it going. We are at the start of a new year and lets see if we can't come up with enough articles to keep each months full.

Election Results for 2013 - 2014 at the Annual Meeting

President: Frank Dignan
Vice President: Geof Smith
Treasure: Robert Pawlak
Editor: Roland Kelley
Membership: Bob Pawalk
Winterfest Chairman: Bob Fallier

**Summary of Annual Business Meeting
June 8, 2013**

The meeting was called to order by Mark Ferracane. First was the election of officers for the 2013-2014 year. The winners are listed above.

Dan Pawling Jr., suggested that we have a long weekend work session to work on the modules and trains. This would be a way to bring our modules up-to-date with all the new standards and to help any members that need help with there modules or rolling stock. Bob Fallier will look into finding a place to hold it. As we do not have any shows in September it was felt that would be a good time to schedule it.

Membership. At the beginning of the 2012-2013 year we had 45 members at the start of the 2013-2014 year we have 50 members. We added one new module during the year from George Michaels.

Treasurer's Report. We started the year with a balance of \$10,762.65 and ended with \$10,866.47.

Web Page. We have a new person in charge of our web page now it is Steve Vallin.

WinterFest Module Awards. Roland Kelley brought up the point that it is not clear how the awards are given out. We ask the public to vote for the module they think is the best and the people attending winterfest from the different clubs. But the module with the most votes does not always not always win a prize. At this time and in the past behind closed doors any module that has one before was dropped from the contest even if it did win the most votes. This is not right as we are telling people that there vote will pick the most popular module. It should not matter if a module has won before. The most popular module in our club, it

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NE Ntrak Meeting 6-8-2013 Mark Ferracane & Roland Kelley



John Deveau, Frank Dignan, Alicia Piscitello & Marilyn Pawlak



Toshiyuki Abe & Carl Mesrobian



Mark & Dan



Carl Mesrobian, Larry Lockwood & Peter Wisniewski



Bob Fallier, Geoff Smith, Ron Wood & George Michaels



Mark Ferracane & Dan Pawling Jr



Dan Pawling, Jr & Paul Azevedo



John Doehring & Frank Dignan



Mark Ferracane



George Michaels, Toshiyuki Abe, Peter Mathews & Mike Walker



Bob Pawlak



Peter Wisniewski & Bob Pawlak

NE Ntrak Meeting 6-8-2013

Pictures from the June 8, 2013 annual business meeting and cookout held at Bob Pawlak house.
(Pictures taken by Roland Kelley)

Futuristic High-Speed Tube Travel Could Take You From New York to Los Angeles in 45 Minutes

By Melissa Knowles - Trending Now -Fr, May 31, 2013

Traveling across the country or the world via any modern mode of transportation is a time-consuming affair. It can also be really annoying with the long lines, crying babies, armrest hogs, cramped space, etc. Would it not be the most awesome invention ever if some new type of transportation could cut that travel time significantly?

Get ready, because it may only be a few years from becoming a reality. A company called ET3 has plans in the works for the [Evacuated Tube Transport](#), a high-speed transportation tube that uses magnetic levitation. The ETT can travel at speeds of up to 4,000 miles per hour, and each tube seats a maximum of six people and comes with a baggage compartment. How does it go so fast? It's airless and frictionless and could have you from New York to Los Angeles in 45 minutes, as opposed to the nearly five hours a direct flight would take. It could even have you depart from New York and be in Beijing in two hours.

The tubes would be set up like freeways to prevent crowding and traffic congestion problems. Plus, ET3 claims that passengers need not worry about feeling discomfort while traveling at such high speeds. The high velocity at which the tubes move is equal to 1G of force at top speed, which is similar to the force felt by someone traveling in a car on the freeway.

[Daryl Oster](#), the founder and CEO of ET3, says that he got the idea for the tube transport system when he visited China back in the 1980s. When and if the tubes make their debut in the next decade, they will initially be used to transport cargo, not people.

N-Scale Enthusiast Convention 2013 by Mark Ferracane

Day 1 Tuesday: We got up at 3:30 to get to the airport by 5:50; our flight was at 6:45am. Our flight was smooth and uneventful. We picked up our Rental Car and headed to the hotel. We then headed out to explore Milwaukee. We headed north to the Harley Davidson Museum. The .

Museum is fantastic. It features Motorcycles from 1903 to 2013. 110 years of Cycles

Day 2 Wednesday: We went to the Convention Hotel to check in and get our packet for registration. Later that evening was the Micro-Trains Reception. More desserts than you can shake a stick at.

Day3 Thursday: We went to the Hotel and got on the bus to go to the Illinois State Railroad Museum. The museum is all volunteer. We got on a trolley that took us around the facility. They have a lot of Historical Locomotives and freight and Passenger cars. They have a Union Pacific Turbine and the Pioneer Zephyr. We then headed back to the Hotel to get ready for the Auction. We sold two club cars!

Day 4: Friday: We arrived at the hotel for the Swap-a-Rama, I did double duty looking and taking Videos for the N-Scale Enthusiast. The show opened to the public at Noon. There were 3 layouts at the hotel, two were NTRAK Style and one was much higher off the floor.

Day 5 Saturday: We spent the day at our hotel and then got ready for the Banquet at 7pm. I had bought raffle tickets and won a few items.

Day 6 Sunday: We arrived at the convention hotel and attended the Manufacturers Breakfast. A lot of manufactures spoke about what they have coming up. There is a bright horizon in the future for N-Scale. After the Breakfast we headed to the Airport for our flight home. Our flight was supposed to leave at 2:45, it left 1 ½ hours later.

The Convention next year will be in Roanoke, Va on June 24th to 29th.



What do you think of this "N" Scale model of a wooden roller coaster. It looked great in person and would love to have it in my layout. Guess where I found it? Mc Donalds, Times Square, New York. That is the last place I would have looked for an "N" scale model. It had some damage as it was glassed in on the sides but people dropped things in from the top.

2013-2014 NENtrak SHOW PARTICIPATION SCHEDULE

October 6, 2013 Pepperell Siding Show, Varnum Brook Elementary School, Pepperell, MA

Set-up: 7:00am - Show 10am to 4pm

Coordinator: John Doehring - 978-433-6337

October 26-27, 2013 South Shore Model Railroad Club Show, 19 Fort Hill Street, Hingham, MA.

Set-up: 7:00am - Show 9am to 4pm

Coordinator: Geof Smith - 781-214-9401

November 23-24, 2013 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set-up: Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm

Coordinator: Frank Dignan - 508-866-9660

Dec 7-8, 2013, Hub Division, Royal Plaza Trade Center, Marlboro, MA

Set-up: 7:00am - Show 9am to 4pm (HOURS)

Coordinator: John Doehring - 978-433-6337

Jan 24-26, 2014 Winterfest, Springfield, MA Amherst Railway Society - Big Railroad Hobby Show

Big "E" Exposition Center, West Springfield, MA

Set-up: Fri noon to 5pm & Sat 7am to 9am

Show Sat 9am to 5pm - Sun 10am to 5pm

Layout Coordinator: Dan Pawling Jr., 617-244-5261

Winterfest Co-Chairman: Bob Fallier - 603-465-3785

Feb 15-16, 2014 National Heritage Museum, Lexington, MA

Set-up: Fri 1pm - 4:30pm & Sat 7:30am to 10:00am

Show Sat 10am to 4:30pm - Sun noon to 4:00pm

Coordinator: Bob Pawlak - 781-862-2485

March 22-23, 2014 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set-up: Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm

Coordinator: Frank Dignan - 508-866-9660

April 20, 2014 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up: 8am - Show 10am to 4pm

Coordinator: Ron Wood - 603-320-0639

June 2014, N-Scale Enthusiast Roanoke, VA

For Sale

I have three Car Case padded MR storage boxes I would like to get rid of. They are practically new. Willing to accept \$5.00 each. If interested contact Ken Harstine. kharstin@nonotuck.us

Phone Number Change

Paul Azevedo has a new phone number 508-416-2252.

Message for Show Coordinators by Bob Pawlak

The next revision of the Membership Listing will indicate that Bob Fallier has the club's pair of one-foot bridge modules. He has agreed to haul them to a show when they are needed. Bob Fallier has been regularly displaying a 4' corner and the pair of one-foot bridge modules are usually necessary to compensate for the other three corners of the loop being 3' corners.

Roland Kelley has recently built, and likes to display, an additional 2' to make his previous 8' module into a 10' module. Be advised that the next revision of the Membership Listing will also indicate that Frank Dignan has a 6' straight with Mountain Division. I never knew that! These two modules, with the extra 2' of straight, can in theory be next to each other on the same leg of a rectangular layout or the two can be in parallel legs of the rectangle without bridge module compensation.

If all four corners of a rectangular layout are 3' corners and only one or the other of the 6' or 10' modules is part of the layout, then the pair of one-foot bridge modules are necessary to make a two-foot bridge to compensate for the extra 2' of module. If, in addition, any one of the four corners is a 4' corner, then it is possible to use just the two one-foot bridge modules, judiciously placed, to compensate for both the extra 2' of module and the 4' corner at the same time! I suggest you think about this, draw some sketches to convince yourself that what I have said is true, and be prepared for such layout designs when coordinating future shows. If you have any questions, give me a call at 781-862-2485.

Looking for something to do? Well try going to the Middlesex Canal Museum, 71 Faulkner St., North Billerica, Ma. It is free. It gives the history of the Middlesex Canal from 1793-1853. It also covers the start of the Boston & Lowell Railroad in 1835 that replaced the canal as a means for move freight to and from Boston.

(continued page 1) has won awards all the way to the National level is Bob Pawlak's Bridge Canyon, if the people vote for it again next year it should win and the votes not be discarded. If we are not going to award the prizes by the vote then we should stop asking the public to vote and tell the WinterFest members which modules they are to select from and not put numbers on all the modules. A vote was asked on the subject but the subject was changed and no vote was taken.