

## President's Message



**WINTERFEST 2005** is approaching fast. Now is the time to make your hotel reservations. We are staying at the same place we have been for the past two years. The Hilton Gardens Inn in Springfield. The room rate for this year will be \$79.00. Use the discount code of NTRAK when you make your reservations. This rate can only be honored until December 24th. More information to follow.

The Taunton show was great. We will be going back next year (just hope that the Patriots do not have a home game that weekend).

Dan Pawling is having work nights at his home on Tuesdays. We are working on modules and running trains. Give Dan a call if you plan to come.

Until next month,  
**Mark**

## Sto Atwood Leaves Us.

When Sto passed away recently, Roland asked me to write a few words about him. I had to stop and think back quite a way. As best I remember, none of us here in Northeast NTRAK knew Sto real well. He lived in Maine years ago, and had invited us to come up and do a show with him. I believe the show was in Brunswick. I have a memory of that happening maybe twice. Sto also came down to run with us on a few occasions. He latter went to Florida to live, and stayed there for quite a few years in the Orlando area. He came back home just a year or two back, and I had not seen him. He was a pretty prolific module builder, and a very nice guy. I remember a very scenic Maine waterfront module, with a sailing ship. I wish I had known him better. It just didn't happen that way. Goodby Sto, from all of us here at Northeast NTRAK.

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

## Taunton, MA Train Show by Bob Pawlak

Dan and Jeff Pawling, Dennis Yip, Mark Ferracane, and Bob Pawlak brought 36 feet of modules with Mountain Division to form a linear layout for the first show of the new season on Sunday, September 19. The two end loops were used to form two large loops. The Red/Blue Lines formed one loop with 3 blocks on one, 3-knob, DC throttle box and the Yellow/Green (Mountain Division) Lines formed another loop that was wired for DCC. There were usually 3 trains running below the mainline level on the Bridges Canyon module and at least 2 other trains running on the two large loops during the show.

We were happy to see John Dunne there to greet us and show us where to set up. John originally arranged to do this show with his 20' city scape but has been taking it easy since he had a stroke while at the Chantilly, VA show. Ron Wood came later to help out running trains. John and Steven Consigli came by to see the show. (Sorry if I forgot anyone else.)

This was the 3rd annual show run by the Old Colony Railroad Club and seems to be a "growing" show. The "green shirt" hosts were quite helpful using a set of carts to assist in hauling everyone's stuff in and out between the show area and the loading area behind the Holiday Inn. This sort of spirit makes you want to come back again next year.

## Membership Data by Bob Pawlak

The Northeast Ntrak Membership Data 2004-2005 is attached to the November newsletter. Please review your particular listing for content and accuracy and send any corrections to Bob Pawlak. Corrections will be gathered and published periodically in subsequent newsletters.

Please give a warm welcome to new member, Peter Mathews of Billerica, MA.

The Membership Data includes 3 categories: "honorary" members that were regular members of our club and have moved to other parts of the country but still receive our newsletter; "contact" persons from other Ntrak clubs who receive our newsletter and send us theirs; and "regular" members that have paid their dues as of October 15, 2004.

Membership renewal dues were due August 1, 2004. Unfortunately, there are still about 6 people who were regular members last year whose names do not appear on the new listing because they have not (as yet) paid their dues.

## Show Schedule

**Nov 7 Bedford Boomers**, McKelvie Middle School, Bedford, NH  
(End loop layout)  
Set-up 7am Show 10am to 4pm  
**Ron Wood, 603-889-0741**

**Nov 21 Mystic Valley RR Show**, Christina's Function Facility, Rte 1, Foxboro, MA  
Set-up 8am Show 10am to 4pm  
**Ron Wood, 603-889-0741**

**Dec 18 & 19 Greenberg Show**, Shriners Auditorium, Wilmington, MA  
Set-up Sat 8am Show 10am to 4pm  
Sun 9am 10am to 4pm  
**Dan Pawling, 617-244-5261**

**Jan 28 to 30 Winterfest, Amherst Railway Society**, Big "E" Exposition Center, Springfield, MA  
Set-up Fri Noon to 5pm, and Sat 7am.  
Show 10am to 5pm on Sat and Sun.  
**John Dunne 508-697-7635**

**Feb 13 Mystic Valley Show**, Braintree, MA  
(Point to point w/end loops)  
Set-up Show  
**Mark Ferracane, 617-489-2159**

**Feb 19 & 20 Museum of Our National Heratige**, Lexington, MA  
(Normal layout w/end loops)  
Set-up Sat 8am Show 10am to 5pm  
Sun noon to 5pm  
**Bob Pawlak, 781-862-2485**

## Sky Train Vancouver, BC, by Roland R Kelley



*Sky Train a Bombardier MK II. Picture taken at Pacific Central in Vancouver, BC*

This summer Ken Dana and I took the American Orient Express for Vancouver, BC to Montreal, QE. Our tour started in Vancouver and not far from our hotel was the Pacific Central Train station so being interested in trains we had to go see. We got to see the Sky Train. This automated train glides along the elevated railway stopping at stations along the way. They say it is the world's longest automated light transit system moving customers quickly, efficiently and reliably across the region along 49 kilometers on the Expo and Millennium lines through 32 stations. Sky Train runs on electricity, traveling high above traffic on elevated guideways. They run every 2 to 8 minutes.



System was built for Vancouver's worlds fair Expo 86. That fair's theme was, of course, transportation. With the fair long over, the Sky Train continues to serve. This photo is taken just after the train crosses the Fraser River from Surrey to New West Minster. In the background one can see the Pattullo Bridge.



*View looking down the tracks for inside the Sky Train.*

## Winterfest 2005 Layout Operation by Bob Pawlak

Since the Northeast Ntrak Club is the host club for Winterfest 2005, the 11<sup>th</sup> Annual Northeast Ntrak Convention, I encourage all members to "save the date" of January 28-30, 2005, and plan ahead to attend and help make Winterfest 2005 fun for everyone. One way that everyone can help is to come earlier and pitch in to ensure that layout set-up (starting at noon on Friday) is almost complete before 5:00 P.M. Friday night and then 100% ready and completely tested well before the show opens at 9:00 A.M. on Saturday. Although most of the burden of set-up usually falls to those who bring modules, others who plan to run trains on the layout should feel just as responsible for set-up and tear-down. Help is always needed for moving and clamping modules, inserting connector tracks, connecting module wires, cleaning track, hanging skirts, connecting power/throttles, testing, etc. Everyone should pitch in and help until the job is done.

There are usually many layouts for the public to enjoy at the Amherst Railway Society Railroad Hobby Show. But our Ntrak layout should have a special appeal that should make it superior to all other layouts. We have a three-track mainline, some Mountain Division track, and lots of private track where we can run more trains and much longer trains than anyone else at the show! Operating the layout at capacity should be our goal and should result in the most fun for us and the public. But doing so requires some collective discipline and responsible effort on everyone's part. To fill all tracks to capacity and, thereby, perform a really good show, we will need about 8-12 people to run trains, 3 throttle-tower operators, and a "layout-supervisor/helper" during each of the 15 hours of show time on Saturday and Sunday. A total of 12-16 people times 8 hours per day equals 96-128 people-hours per day. If there are at least 64 Ntrak registrants for Winterfest, it means on average each will need to volunteer only about 2 hours per day for operating the layout. This leaves plenty of time for everyone to eat lunch, see the rest of the show, etc.

The above numbers assume 2-3 trains running on each of the Blue and Yellow Lines, 3-5 trains running on the DCC Red Line, and 1 Mountain Division train. If we have the same shape layout as last year, we will need 6 blocks and 3 throttle-tower operators to operate it properly. The layout-supervisor/helper's jobs will include

encouraging people to fulfill their scheduled activity, recruiting replacement helpers where needed, helping repair derailments, perhaps filling in with a train, or doing whatever it takes to keep the railroad running at capacity.

We will need sign-up sheets to maintain a schedule for these various jobs and to serve as a reminder of our commitments to operate the layout. The shift change for tower operators and the layout-supervisor/helper will be on the hour. Tower operators should arrive for their session a few minutes early and discuss what is running so as to make an orderly transition in operations. Please do not leave your tower until your replacement arrives. Ask the layout-supervisor/helper to help resolve any problems. The shift changes for the Red, Yellow, and Blue lines will be staggered every 20 minutes to minimize congestion in the yard. Please set up and remove trains as quickly as possible to make room for others in the yard area. Please run you train(s) for a full hour and don't pull them until the next scheduled train is ready to leave the yard. Trains longer than the yard should be built up and taken off with successive passes of the train through the yard to minimize congestion. The layout-supervisor helper should step in to help manage effective use of the yard if necessary.

I think those who bring modules should have first pick of the slots for running trains on the sign up sheet followed by those without modules who help with set up. Those without modules who plan to run trains should sign up for an hour of tower duty before signing up for running a train. Remember there will be 3 train-running slots for each hour on both the Yellow and Blue Lines, 5 train-running slots for each hour on the Red Line (DCC), and slots for 3 tower operators and the layout-supervisor each hour. Lets try to sign up for all slots and then follow through to fulfill our commitments!

It is my opinion that the above suggestions should not seem new and different or a burden to any experienced Ntrak person. It is my intention to also communicate these suggestions to all potential Winterfest 2005 participants from other clubs as part of the registration materials. If you have comments on these suggestions, please call me at 781-862-2485.