

Capitol Limited 2004 Update **By Dave Freshwater**

August 5-8, 2004

T-12 months and counting! Now, events will really start to pick-up.

As you read in Ntrak Newsletter, there is a great deal of interest, with folks from as far away as Japan planning to come. John also headed to the N Scale Collectors Convention in Tulsa. It is no longer a secret that the Collectors Convention will be here in 2004, too. We are working with them on arranging the joint extra fare items. The challenge for all those folks who want to act as a dealer, do room sales with the collectors, bring modules, run trains, attend tours and clinics, will be how to spread their time. Looks like we may be the only ones with bleary eyes at the end of the convention.

With all these people planning to come, if you want to stay in the hotel right next to Chantilly make your reservation quickly. We expect the Holiday Inn to fill quickly. But, that won't lock our guests out. The Holiday Inn already has arrangements with other nearby hotels. We will have shuttles going between them all during the convention.

It is going to be a really be show -- in fact a

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ALCO RS-3m (modified) CDOT (Connecticut Department of Transportation) #605 was built in 1952. Prior owners were DL&W, Conrail and Metro North Commuter Rail. The MTA MetroNorth logo is under the number and the Seal of the State of Connecticut is on the long hood between the stacks. #605 is leased by the Danbury Railway Museum (DRM) from CDOT. Info from the DRM Equipment Roster, dated 5/2/03. Photo by D. Pawling on 7/12/03.



Side by side in the Danbury Railway Museum (DRM) yard are two Budd RDC cars, both built in 1953. NH #32 on the left is fully restored and was accepting passengers for rides this July day. The NH #47 with the red and white logo is used for storage and spare parts. On the same track and behind #47 with black "domes" are two Pullman Standard electrified MU cars built in 1954 and originally used in NH RR passenger service. Metro North Commuter Rail converted them to overhead wire maintenance work before their retirement. Info from DRM Equipment Roster of 5/2/03. Photo by D. Pawling, Sr on 7/12/03.

Swiss Trains by Bob Gatland

AMTRAK, eat your heart out. We should send our president to Switzerland to see what real trains are. If he went there, he would see a system that moves peoples about the country very efficiently. In my opinion, it would be money well spent to bring AMRTRAK up to the standards I saw ther on a recent visit.

Swiss trains leave and arrive exactly on time. The ride is fast and smooth. The cars are clean and comfortable. Actually, the Northeast Corridor trains on AMTRAK are almost as good, but there are many parts of our country that get inferior service, and that should not be.

I was there for a bike trip tour, but I rode a train from Zurich to Luzerne and back one day. Many of the bike paths I rode on later in the week were close to the tracks, and I saw quite a few trains roll by while I was biking. In a word, impressive.

Zurich has an extensive trolley train system that will take you to just about any part of the city. Most of the lines converge at the central railroad station. All trains, trolleys, and busses are electric powered, which helps to keep the air and the city cleaner.

I checked out a few hobby shops in Zurich and found that prices were almost double those here.

The Forth Railway Bridge **Queensferry, Scotland by R. Kelley**



Upon seeing this railroad bridge I felt it might be the next project for Bob Pawlak.

Allan D. Stewart who did the mathematical calculiitions for Sir Thomas Bouch, the designer of the Tay Bridge built in 1870 that collapsed after 18 months. Sir Thomas Bouch had been appointed to design the Fourth Railway Bridge prior to the Tay Bridge disaster. When this occurred he was immediately relieved of his position. Part of the first pier of his structure still stands. Sir Thomas Bouch retired to his country house in Moffat where he died on November 1, 1880 from a cold he had no will to resist.

Facts about the Forth Railway Bridge:

- * The Prince of Wales (later Edward VII) opened the bridge on March 4, 1890.
- * The bridge spans one and one fifth miles, including the approach viaduct.
- * The cantilever section of the bridge is one mile and twenty yards long.
- * The bridge is in the Guinness Book of Records as the longest floodlight Rail Bridge in the world.
- * Work started on the bridge in 1882 and by 1889 the total number of employees was 4,600.
- * Between July 1883 and December 1889 there were 67 fatal accidents and 106 hospitalised.
- * It was said that many men would not have died or been injured was it not for the drinking of copious amounts of whisky.
- * By 1889, 50,064 tons of steel and 8,000,000 rivets were used.
- * The expenditure on the bridge to January 1890 was \$5,401,250.
- * The designer were John Fowler and Benjamin Baker and the contractor was William Arrol.

Inevitably the bridge had its detractors, but in response a quote from Benjamin Baker: "the Eiffel tower is a foolish piece of work -- ugly, ill proportioned and of no real use to anyone. The Forth Bridge is a work of usefulness which has been stigmatised as very ugly but has the beauty and expressiveness of naked construction of a scientific stamp."