

22' long peninsula to form a 22' x 28' layout that pretty well filled the Farr Conference Room of the museum. On Sunday, DCC was installed on the Red Line which wrapped around the square, then down the outside of the peninsula, around the 6' end loop and then back along the Blue Line of the peninsula to rejoin the square at the transition corner. DCC was also used on the Yellow Line of the peninsula which led up and around the end loop to the Mountain Division of the peninsula. A separate section of Mountain Division was also in place along 16' and one corner of the main square.

Three additional members came early to help on Saturday morning but setup still took longer than usual because of the high ratio of modules to participants and because it was the first show for the new Bridges Canyon module. There was an initial flood of viewers at the 10 AM opening on Saturday which hampered finishing the job of hanging the skirting and getting the stanchions in place. One additional member came to help on Sunday but break-down still took at least 20 minutes longer than usual mostly because of the new module. I want to formally thank everyone who came and helped make this a successful show.

The new 12' straight Bridges Canyon module was declared "successful" because there were no derailments on the 3 mainline or Mountain Division tracks and because the trains running in and out of tunnels and over multiple bridges on 3 independent loops below the mainline level seemed to have a pleasing, mesmerizing effect on the viewers. I personally derive the most pleasure from watching people with happy faces watching our trains.

Because of the high ratio of modules to participants and because it was a 2-day show during the holidays with members coming and going, we were generally short handed most of the time – especially considering the dense crowd with their many questions. There was plenty of run time available on the main loop, for

running multiple DCC trains on the Red Line, and either DC or DCC operation on 2 separate sections of Mountain Division. Unfortunately, because of the dense crowd and being short handed we didn't have much chance to encourage viewers to run trains with the DCC throttles as planned. Next time if I am still show coordinator I will try to get other people (in addition to those bringing a module) to commit to come part time on either day just to run trains.

Since Christmas and New Years fall on a Saturday in 2004, our next show at the museum will probably take place on the first weekend of the February school vacation, February 19-20, 2005, pending club approval at the annual meeting. I originally asked for February 26-27 to be further from Winterfest time, but there is something already set for that weekend.

Winterfest 2004

Hope everyone has registered and is ready for the show. If not go to the web site. All the information to register for Winterfest 2004 is there.

www.northeastntrak.org

Bob Gatland Moving

This is from the Long Island Newsletter.

"For years Nancy and I have been talking about moving to the Saratoga Springs, NY Area. Now the wheels have started to turn and we should be in our new home sometime in the late summer or early fall of 2004."

He will be joining the Albany Ntrak group so we will still get to see him at Winterfest.

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Setup at the Lexington show was at quite a fast pace. It took us two and a half hours and the show was already open for half hour before we had trains running. Some of the **older** members of the club needed a rest after the hard work of setup. Just ask Dennis Yip. Model railroading can be very hard work.



Ernie checking out a troublesome car while Bob and Dan give support.