

Thank You.

As this is the last issue for the 2003 - 2004 year I would like to thank some special people that have helped make the Newsletter. The Newsletter is nothing without articles. The following contributed in a major way, by articles and pictures.

Thanks Bob Pawlak, Dan Pawling Sr, Ron Wood and from Long Island Club Bob Gatland. We need more of you to contribute next year. Start writing your articles this summer. The next issue of the Newsletter will be for September and sent out about August 20. Need your articles by August 15. Send them to me via email at rkrbbb14@msn.com or mail to: Roland Kelley, 41 Easy St, Lowell, MA 01850. I will return any pictures to you after scanning them in.

Rich Old Farts by Bob Gatland

The editorial by Bob Hundman in the May/June issue of "N Scale" provides interesting information. The ranks of model railroaders are definitely shrinking. Our average age is also rising.

The manufacturers are not suffering all that much, however, since the prices of all train related things are going up. When was the last time you saw an N scale freight car for under \$3 or purchased a \$25 loco?

The quality of our products keeps going up, which we applaud. But, so are the prices. Much of the price increases are due to improved technology. DCC is a good case in point. Compare the cost of a regular analog DC power pack with a DCC setup.

While most of us can still acquire our favorite locomotives and rolling stock, Bob Hundman points out that young modelers can hardly afford to get started in model railroading. If that is the case, where will the next generation of model railroaders come from?

Capitol Limited 2004 August 5 to 8, 2004 Chantilly, VA.

This is a convention update from John Drye of the Northern Virginia Ntrak. With only two months left they have about 250 from around the country and around the world registered at this time. Matt Schaefer has about 350 modules registered. If you are planning to attend please get your module info to Matt as soon as possible. We have filled up one hotel already and are in the process of filling up a second. We'll fill up the layout, too.

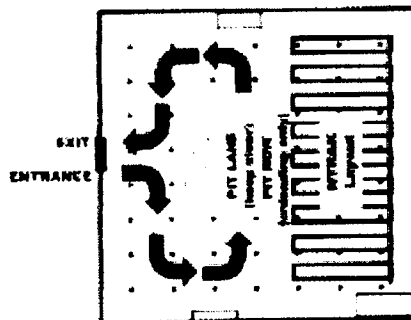
DON'T WAIT TO REGISTER YOUR MODULE; we will eventually run out of space. First registered; first in.

The layout tours and clinic schedules have been posted on the Website www.ntrak2004.org. Clint Hyde has done a fantastic job putting these together. Some folks have already commented that the slate of clinics rivals that of a NMRA National Convention.

We have sold nearly a quarter of the Convention Cars. They will be advertised in the N Scale Collectors Magazine shortly and will go quickly after that. Don't wait to order.

For those Northeast Ntrakers that are going below is a map of the unloading. As you can see you will drive into the building and unload. So far John Dunne, Roland Kelley, Frank Dignin, Mark Ferracane and Ernie Poole will be going.

Setup Plan - The Chantilly 500"



LETTER FROM NEW YORK

Dear Editor : It may be the political season, or something in the drinking water, that has floated some rail transportation proposals to the surface in the past few weeks—

— a proposal to extend the east-west subway line under 42nd St. to a proposed West Side stadium and an expanded Javits Convention Center—this seems to have replaced to idea of a light rail line on the surface;

— construct over the present open-air, sub-surface Long Island RR passenger train yard just west on Penn Station a football stadium for the New York Jets;

— adjacent to the yard, the unused, former NYC RR freight line becomes elevated as it curls around the yard and heads south to 23rd St.. Some want it destroyed; others want it re-used for recreation (elevated rail trail). The northern portion of the line is used by Amtrak to reach Albany, Boston, Chicago and Montreal;

— the badly needed 2nd Ave. Subway has had some funding earmarked by the MTA Board for an RFP for design and construction of a 34 block section with 4 new stations & connection to other north-south lines for \$3.9 billion. When fully built the line will run from 125th St. to lower Manhattan. Projected cost \$16.8 billion;

— to take some 62 million annual truck miles off trans-Hudson crossings, a 5.5 mile rail tunnel is proposed to link Greenville Yard in Bayonne, NJ with the existing freight terminal in Brooklyn;

— fully automated subway trains are being tested for use on a line from Manhattan to outer Queens Borough;

— the governor has proposed a new subway line from lower Manhattan directly to JFK airport (no money was mentioned);

— quiet are earlier proposals for a transportation center adjacent to the World Trade Center site, and several feasibility studies for east-west, trans-Hudson rail transit lines linking counties north of NYC.

Is the money there? Or is some of this marsh gas bubbling up?

Best regards, Dan P. in NYC