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President's Message

Well we have had a month off, and now it's back to work. We have three shows this month. The first show will be Bedford Boomers (Ron Wood coordinator) on the 5th and on the 12th we have the Wells, Maine show. I am coordinating this show. I am looking to have a larger layout than we had last year. We can have as much space as we need. Last year we used the end loops, but since Dan will be away we will need more modules.

The Wells show is a new show last year and we impressed the crowd. One of our members is the Show Coordinator, Christopher Spampinato. Also, Wells is not that far from Boston. Drive time from Wilmington is about 75 minutes.

The last show for the month will be at the Shriners Auditorium, **The Great Train Expo** (formerly Greenburg's).

Just a reminder, PLEASE CONTACT SHOW COORDINATORS if you can attend the show.

And Final NEWS!!!!
The club cars will be ready in April. More details to follow.

Mark

Note from the Editor

It seems to be getting harder and harder to get our members to write articles for the newsletter. We need articles or we will have no newsletter. They do not have to be long articles. Everyone has things to say and our Newsletter is the place to say it. Write down your thoughts or feelings about Northeast Ntrak, or what you are building or planning to build. Maybe you have thoughts about the direction of the club, so let us know by putting an article in the Newsletter. Maybe you have information about DCC you would like to pass along. We need your articles to keep our Newsletter going. Many have told me that they have an article they want to send me but they just never find the time to write it or send it in. You can mail your articles or e-mail them to me at rkrbbb14@msn.com

NOTE: N-Scale Collector Convention article on page 3 & 4 was written & photo's supplied by Mark Ferracane.

Trolley Busses of Russia by Roland Kelley

Just returned from a tour in Russia. Sorry but did not get to see many trains, as my tour was a river curise from Moscow to Volgograd. It is great to visit other parts of the world and see that trolley and trolley busses are still very much in use. As a fan of both I had to take some pictures of both. They still have many old and new models in use today. Here are a few pictures.



In Memory

We have just found out that our member Hans Swendsboe passed away at the end of February. We just found out from his son Eric. Hans lived in Dedham, Mass and was a member for many years. We wish his family well.



"The Little Engine that Could" at Danbury Railway Museum, Danbury, CT on June 17, 2006. Scratch built ooOll, not powered but has electric and steam generators, working bell and whistle. Photo's by D Pawling, Sr.

"The Little Engine that Could" ooOll Story & photos by D. Pawling, Sr.

4-2-4. That's a steam engine wheel arrangement not presently found in the Whytte classification system, although now there might be a good reason for it to be added. Since 1930 it was the figment of the imagination of the author and artists of the children's book "The Little Engine That Could."

A figment no longer, a real Little Engine was the guest of the Danbury Railway Museum for two weekends in June 2006. It gave train rides to many young children and their parents. The engine was coupled to four reconditioned heavy weight coaches. At the far end was a SW-8 diesel engine, Why the diesel? Although the Little Engine can make steam, toot the whistle and make electricity for the headlight and a tape recorder, it can not move itself.

The passengers were able to inspect the engine at the loading point at the west end of track #18. While waiting, the steam was puffed through the stack, the bell rung, the whistle blown, and the recording "I think I can" played over and over again. As soon as the passengers were loaded, the whistle was tooted again and the train backed slowly toward the east end of the Museum's yard. During this part of the trip the story of the Little Engine was read over the train's PA system. At the yard's throat, switches were thrown, there were two toots and the Little Engine led the way to the west end of track #38. After a bit, the ride was reversed with the engine chanting "I knew I could" all the way back to the end of track #18. (*I am glad I was in a coach and not in the cab of the Little Engine to hear that.*)

The Little Engine was built in the shops of the Strasburg Railroad in Strasburg, PA, in 2005. It weighs almost 31,000 pounds. It rode to the museum in Danbury, CT, on a flat bed truck and was eased to the yard tracks on a short portable "bridge." The story was written by Watty Piper in 1930; the artists were George and Doris Hauman.

The young ones enjoyed living the story on the ride with The Little Engine That Could. It surely will be long remembered by all. And maybe, just maybe the 4-2-4 will win Honorable Mention on the Whytte steam engine listing.



Show Schedule for 2006 – 2007

Nov 5, Bedford Boomers, Bedford, NH

McKelvie Middle School, Liberty Hill Rd/ Gault Rd, Bedford, NH

Set-up 7am Show 10am to 4pm

Coordinator: Ron Wood - 603-206-5572

Nov 12, 2006, Wells Maine Show

Wells Elementary School, Rt. 109, Wells, ME (Maine Tpk exit 19 on Rt. 95, left off ramp about 1 mile on right)

Set-up 8am Show 10am to 4pm

Coordinator: Mark Ferracane - 781-245-3886

Nov 18-19, 2006, Great Train Expo

Shriners Auditorium, Wilmington, MA

Set up Sat 7:30AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Dan Pawling - 617-244-5261

Dec 2-3, 2006, Hub Division Show, Marlboro, MA

Best Western Royal Plaza Trade Center, Marlboro, MA. (Rt. 20 exit off I-495)

Set up Sat 7:00AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Peter Wisniewski - 978-658-0866

Jan 26 to 28 WINTERFEST 2006

Big "E" Exposition Center, W.Springfield, MA

Set-up Fri noon to 5pm and Sat 7am * Show Sat & Sun 10am to 5pm

Coordinator: John Dunne - 508-697-7635

Winterfest Coordinator: Bob Pawlak - 781-862-2485

February 17 & 18 Museum of Our National Heritage, Lexington, MA

Set-up Sat 8am Show Sat 10am to 5pm - Sun noon to 5pm

Coordinator: Bob Pawlak - 781-862-2485

February 25 Mystic Valley Show, Foxboro, MA

Christina's Function Facility, Rte 1, Foxboro, MA

Set-up 8am Show 10am to 4pm

Coordinator: Dennis Yip - 617-964-5311

Mar 24-25, 2006 Great Train Expo,

Shriners Auditorium, Wilmington, MA

Set up Sat 7:30AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Fay Chin - 978-657-7913

Apr 15, 2006, CVMRR Show, Lebanon, NH

Coordinator: Doug Lawson - 603-543-0226

Apr 22, 2006, Hooksett Lyons Club

Cawley Middle School, Hooksett, NH

Set-up 8am Show 10am to 4pm

Coordinator: Mike Walker - 603-426-8620

May 10 Children's Hospital, 300 Longwood Dr, Boston, MA

Set-up 7am Show 9am to 3pm

Coordinator: Bob Pawlak - 781-862-2485

Aug 9 - 14 N-Scale Collector Convention, Hartford, CT

N-Scale Collector Convention
Denver, Colorado August 9-13, 2006



The finished shells are then boxed up and sent to China for assembly. Then we went to the graphics department. We saw how the cars are designed. All of the designs are proofed and then sent to China for the lettering and painting of the cars.

We then boarded the bus to go to Cheyenne. At Centennial Park we had a box lunch. The park has a Big Boy on display.



Tuesday:

We boarded a bus in the morning for a trip to Intermountain Railways office and factory. We arrived at the office and had a guided tour of the facilities. The offices have storage for merchandise and this is where all orders are received and shipped from. We all received a souvenir car of our choice at the end of the tour.

Our next stop was the factory. We had a tour of the different departments in the building. The first department was the printing department. We watched how a wood side car is printed.



Then back on the bus to the Train Station. The station has a highway bridge beside it and we were able to go up on the bridge and watch a crew change. We were also able to see the entire yard and the 4 track main line.



It takes multiple coats since the paint sinks into the wood. The next department we went to was the molding department. It takes a lot of research to accurately produce the model. There were samples of the molds that are used to make the F-7a +b units. Another station we went to was a where they are actually molding the shells. Each shell is hand inspected for flaws. Any flaws or defects are thrown in a barrel to be ground up to be used again.

Thursday:

In the morning we boarded a bus to go to the Burnham Shops of the Union Pacific Railroad. The shops were originally owned by the Denver & Rio Grande. We had a tour of the repair shops and the maintenance areas. Unfortunately we were not allowed to take photographs in the buildings. But we were able to take pictures outside the buildings. Outside on one of the side tracks was the repair train and it had the LAST Rio Grande GP-30, but it is no longer running.



The shops can repair up to 10 locomotives per day. Outside the building there is a test area near the old turntable. This tester checks out locomotives under load and checks how much exhaust it is putting out. The locomotive then is returned to service.

Friday:

Set up for the public train show began in the morning, the lobby had 5 layouts and there were 2 more downstairs. The larger layout was in the Ballroom and it filled it. I did notice that there were clubs who were still using the Cinch-Jones connectors. If we change to the **POWER POLES**, we have to **UPGRADE** the wiring to **12 gauge**. There were manufacturers present to talk about there new items. Digitrax had samples of there new sound decoders. Athern had samples of the new Mack Trucks. Micro-Trains had the September releases and a new body style on display. Atlas had samples of the GP-38 and U23b.



Both looked great and will be available in January. Precision Craft Models had the Sound and DCC equipped E-7s on display. A lash-up of ABA sounded awesome. Kato has plans to release a new passenger car set, but it is hush hush right now.

Saturday:

I attended the train show and saw a former member from our club. Bruce Alcock, he is with the Okalahoma NTRAK group. They had brought a number of modules to the show.



At the banquet we found out that the next N-Scale Collector convention will be on the East coast in Hartford, Connecticut. They plan on having a large NTRAK layout. I hope we can get enough members to go to the show.

Sunday:

Since we did not have a rental car we were limited on where we could go. The hotel shuttle will only take you 5 miles away. So I was unable to get any Railfanning in. Well, we had fun and saw friends. Also, the 2008 convention will be in Louisville, Kentucky.

Anyone that can help???

Greetings, my name is Nelson Bennett, I am currently moving to the Lake Winipisaukee area of NH and would be interested in joining some clubs out in that area. I am an avid N-scaler having a fleet of 72 engines (Pennsy) and oh god knows how much rolling stock. My new residence in NH has a huge garage, and Ive been promised by my wife that I can use it for my Trains.

Im primarily looking to generate some interest in the area to create "Operating Sessions". I have played around with Pat Lana and his Crandic here, its alot of fun, but leaving the area I will want to do something similar in NH. Was wondering if you have any contacts in the Lake area (N Scalers of course) who would be interested in such a operation. I will be providing most of the labor and parts, but obviously such a large layout (planning on 16x32 area) would go faster with help.

I am a member of N-Trak, am still waiting for my move to start subscription to NMRA. Thanks for any help. Nelson Nemoy5@hotmail.com