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President's Message Frank Dignan

Hello everybody Frank here I am going to cover a lot of ground today please hang on. Greenbergs WOW what a great show we had 80% of the layout was setup on Friday see what the threat of a little snow will do. I was not sure we would like the new location in the building but it worked out for the better we were only feet from fire door 2 that made it easier to unload + load. On Saturday morning we had more help setting up with the guys from Maine track Rob Solberg and Steve Cappers we also had Chuck Tremblay and Ron Wood both members of Northeast that we don't see on a regular basis THANKS GUYS. Saturday the rest of the layout showed up and we were up and running when the show opened that does not happen to often. What a good layout with no electrical issues thank to Peter Wisniewski. I don't remember the last time we had so many members interested in running trains the sign up sheet was filled up early with some waiting for a place. DCC on red line was the buzziest I think it time to expand our DCC program maybe. On Sunday another good day made some minor adjustments to the layout and we were off and running with a special guest and friend Ernie Poole who came and ran some of his trains. Thanks to all the module owner and those that came to help out you made my job easy this time around will do it again in November.

For us that don't get enough we set up at the Hub Division Show in Taunton Mass on April 12 we hooked up with Maine Track and had a S shaped layout that was not the norm for Ntrak . We need to do more shows with our friend from Maine Two track. Thanks for the invite guys.

New and old subject the CLUB BOXES and storage of them I have had them for the last season we need to find a new home for them. I would like to start showing my modules next year 2015 season that's why I have modules. Again I think we carry to much stuff in them we don't ever use time to lighten the load I will bring them to the annual business meeting and I am done with them .

Next ANNUAL BUSINESS MEETING we were offered a place for this years meeting last fall buy member Larry Lockwood at his place at Millbury Mass. I email him and he said he will setup a date when he return from Florida. that's the plan unless I here something different. New subject last month we lost a member and a friend of mine a long time

member JOHN WILLEY. If you are in n scale I am almost sure you have bought something from John as he was also a n scale train dealer. I owe my membership in Northeast Ntrak to John when Ntrak was not the most outgoing group Thanks JOHN. But while I am in a roll here I want to start something new here for our past members. I was at a few open houses for trains in the past month at Bay State Model Railroaders and at South Shore Model Railroad where they put the names of past members on the sides of passenger cars. I think we should do something like that for our past members at little or no cost to the club. What I think we should do is pick a car for the Railroad they modeled and place there name on it and we could run a train with there names on it as the first train at each show. What do you think I will donate a few passenger cars to start.This will also give the club some history I can think of about 8 names right now. Well that's enough for me for now see you at Hooksett and call Ron Wood the coordinator . SEE YA



150 Jahre Deutsche Eisenbahn by Peter Wisniewski

This time, while participating in the Greenberg show N-Trak layout, I decided to run one of my more unusual N scale trains: the Minitrix Der Adler set. It is a model of a train from the infancy of railroads. The set consists of a loco, tender, and 4 carriages. The loco/tender is a free-rolling dummy. The first coach is the power unit. I have owned this set of over 20 years (it was produced in 1985) and up until this show I have never ran it (it was sitting in a display cabinet). I oiled the power unit lightly before taking it to the show. I ran it on the blue line of the main layout and also on Bob Falier's Disney corner. The set ran beautifully - no problems with derailling or electric pickup. The way this set is constructed is the reason for smooth operation. All the coaches are interconnected by special drawbars which also electrically connects them together. So every wheel on every carriage picks up electricity from the track. The set is geared quite low so it seems to have a prototypical speed of just few miles per hour. (continued on last page)

Greenberg Show March 21 - 22, 2015 Wrap-up



Greenberg Show, March 21 - 22, 2015/ (Front row l to r) Dan Pawling Jr., George Michaels. (Back row l to r) Bob Fallier, Bob Pawlak, Dan Pawling Sr., David Mesrobian, Mark Ferracane, Carl Mesrobian, Frank Dignan and Peter Wisniewski.



Peter Wisniewski, Bob Fallier & Dan Pawling Jr., do some repair work.



Here is Bob Pawlak trying to find a problem on his module. This picture reminds me of some taken of Dan Pawlings son a few years back (see below).

2014-2015 NENtrak SHOW PARTICIPATION SCHEDULE

April 26, 2015 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up: 8:00am - Show 10:00am to 4:00pm

Coordinator: Ron Wood - 603-206-5572

Show Dates **Subject to Change...** Check Newsletters for Updates. Please check schedule for errors and send up dates to Roland at: northeastntrak@msn.com Thanks for your help.



Dan Pawling Sr.

Kit bashing a factory by Mike Boucher

Years ago, there was an article in Model Railroader magazine by Art Curren on kit bashing an HO scale factory out of two "Superior Bakery" kits. When I modeled HO scale, I built this factory. When I got out of HO scale, I sold it, but immediately had "Sellers remorse". I decided I wanted to build another version, this on N scale.

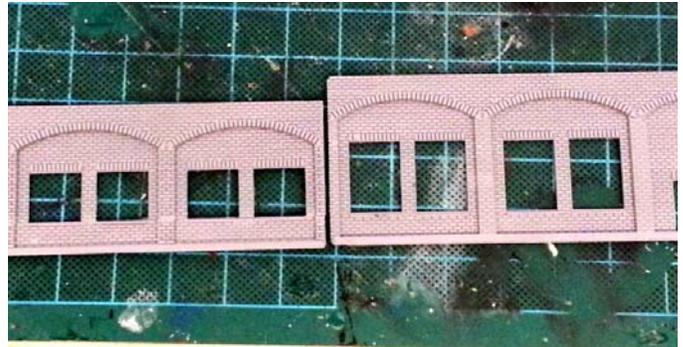
While Ken's Trains was in business, I ordered two of the kits from him. They came in a few weeks later. Unfortunately, the kits seem to be currently out of production, but you can find them on eBay occasionally. Bachmann also had a version called "Bachmann's Bakery" which you can find on Amazon.

While being treated for my recent medical issues, I decided one of the projects I would work on would be this kit bash. Unlike many kit bashes based on the Superior Bakery, this one involved cutting the walls shorter instead of adding to the height. 3 scale feet were removed from most of the walls, and I cut them apart based on the diagram in the article. Here's a photo showing one wall the original height, and a 2nd having been cut horizontally and glued back together. I cut the walls a little off the line with a razor saw, and then used a 10" flat file to file to final dimensions. I use such a large file to ensure that the surface would be flat and straight. Handy tip: Using a permanent marker, put a mark on the handle to denote that the file is ONLY to be used on plastic. That file will stay nice and sharp. If you use the file on metal, it gets dull much faster. (continued on next column)

T-Trak layout at the Greenberg Show



Fay Chin since his return from working in Florida has been a big supporter of T-Trak. Here at Greenberg he is displaying his T-Trak layout with Michael Buba for the first time.



After all the walls were cut according to the drawings in the article, I test fit them together using tape, to make sure they all fit together correctly.



Before gluing the walls together, I painted them a brick color and filled in the mortar lines with watered down concrete colored paint. I then glued all the walls together, using a LOT of styrene scrap to brace the corners and to keep the walls straight. The windows also had to be cut down to size and painted before gluing them to the building. Once the building was together and square, I measured carefully and cut the roof pieces. I couldn't use the diagram for the HO pieces as the roofs are different between the two kits. The N scale version had more skylights, so I had to figure out the cuts myself. Once I had figured that out, I glued the pieces together. Once again, a lot of styrene was used as bracing.

I had to move the chimney base from one of the kits so both stacks would be next to each other. The hole left from where the base originally was was covered with a scratch-built dormer. For other roof details, I used some pieces from the kits, and scratch-built a couple of other dormers. I then glued them to the roof in the locations that I had chosen, and also glued on two smokestacks. I then painted the roof silver. I used a .013 guitar string as bracing for the two stacks. Then I glued the roof to the walls.

I added a couple of loading docks to the walls, and assembly of the factory was done. (Continued next page)



After completing the factory, I built a small diorama as a display. One track was placed parallel to the the longest side of the building, which also had the longest loading dock, and ballasted with "cinder" ballast. I covered the rest of the diorama board with sculptamold. To make sure if something got chipped, I added some "Tan Mesa" colored paint to the sculptamold while mixing it up. Once dry, I sketched out locations for a few roads to represent parking lots and a road to a truck loading dock. I mixed up some more sculptamold, added extra water to make it thinner than usual, and then added in some black paint. I put this down where I had sketched the roads, and smoothed it out as best I could. I then covered the rest of the diorama with various ground foams using the time-tested method of putting down a coat of paint, putting down the ground foam, and then after the paint was dry using diluted Matte Medium and an eyedropper to secure the ground foam.



Now that I've completed the "Hardley Abel" factory, all I need to do is build a new N-Trak module that I can place it on!

(cont from page 1) I'm glad that I decided to run this unusual set - it created quite a bit of interest. I received many questions and positive comments about it. But the most impressive comment was from a boy (probably around 6-year old). He was hanging around the yard before I took the Adler set out. During the conversation I had with him, he asked me what I was going to run. I told him that it would be a model of a very old train set he probably never heard of: the Adler. He not only told me that he knew the Adler, he then started reciting all the historical details about it - in great detail! That took me totally by surprise. I was very impressed. Hopefully we have another model railroader in the making! He did follow the Adler around the layout for couple of laps - he enjoyed seeing it run on the layout. What also was amusing to me was to see the size difference of the Adler locomotive sitting next to modern Diesels - it looked like a toy.

Here the history of the Adler train:
1835-1985: 150 Years of German Railways

German railway history begun on the 7th Dec. 1835 with the inaugural journey of the "Konigl. privilegierten Ludwigs-Eisenbahn-Gesellschaft" between adjacent Bavarian industrial cities of Nurnberg and Furth. The locomotive was named "ADLER" (Eagle). It was built in the factory of R. Stephenson, the world's most successful locomotive builder at that time. The coaches of the Adler-train, so called after the locomotive, were modeled after mail coaches and were built by local cartwrights. The Ludwigsbahn line, as it became known, was just about 6.1 kilometers in length and practically completely straight. The 9-minute inaugural run of the Adler was made with the engineer, William Wilson from England at the controls, wearing a tailcoat and a top hat.

Although the Ludwigsbahn was of paramount importance in the early years of the German Railways, it led a solitary life as an important local line - but it was never connected to the network of the German State Railways. Steam train services on the Ludwigsbahn line ceased in 1927, and the existing track work was used by tramways. Today there is a modern underground rail service which also partially travels above ground. Parallel, about 100 meters away, there is a busy modern German Railway line frequented by fast intercity trains and heavy freight trains.

It's interesting to note that until 1863 some trains were not hauled by steam locomotives, but were drawn by horses. Today this seems quite unusual but it was not unusual in those times - many other railways, such as Berlin-Potsdam-Bahn used horses for pulling trains. Another interesting fact is that the Ludwigsbahn was always privately held company and after ceasing operations in 1927 it continued to exist until 1969 but only more or less for administrative reasons.