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President's Message

It is a NEW season!! Well, for those who were not able to get to the annual meeting. We discussed a number of topics. The big news is that there is a new procedure we MUST follow. It pertains to the outlet strips under the modules. For years we have been "Daisy Chaining" them. This is not up to the Electrical Code. If we continue to not follow the code we can be shut down. For all modules that **DO NOT** need Electric, **the power strip must be removed.** We now have a extension cord with a GFI built into it. Modules that need electrical power will require a extension cord to connect to the outlet strip under the module. The extension cord must be at least 16/3. So if you need electrical power, you must supply you own cord. We have a FULL schedule this season. We are doing 14 shows. See the attached schedule in the newsletter. Some of the show are the same shows we have been doing for years. I hope to be able to attend more shows than I did last year.

We have the month of October off, and I have an idea of something we can do as a group. A rail fan trip. We could take a long weekend (Friday to Sunday). I have had some feed back from one member so far. The trip could take us to Altoona or Scranton, then to The Dewitt yard in East Syracuse, and then onto Selkirk. And on the way home we could stop by Palmer. Let me know if you would be interested in going.

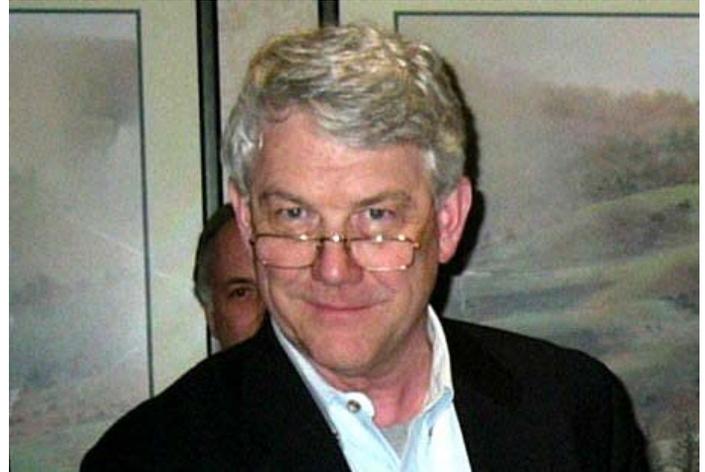
Til Next Month

Have you paid your Dues??

Reminder that dues are past do. If you have not paid yet please send you check for \$20.00 annual dues for both the Northeast Ntrak and National Ntrak to:

Northeast Ntrak
c/o Chuck Tremblay
4 Biggar Ave
Wilmington, MA 01887-4001

Jim Whitehead Recognized for Promoting Model Railroading *by Chuck Tremblay*



Each March for the last 18 years the B&M Operators has hosted RailRun. RailRun is an event that runs over 3 days and includes operating sessions on the members' railroads as well as tours of prototype operations and / or area layouts. The purpose of the event is to promote the railroad hobbies, and this year there were over 70 participants.

A couple years ago one of the driving forces and key organizers of RailRun, Bill Borrelli, passed away. The B&M Operators created an award in his memory which is presented at RailRun to a person who they feel has made a significant contribution to the promotion of the model railroad hobby.

This year's award winner was our own Jim Whitehead. During the remarks made at the award presentation recognition was made of Jim's participation over the years in various open houses, operating groups, and Northeast N-Trak, in addition to RailRun. Specific recognition was made of Jim's work to organize the Winterfest convention for it's first 10 years.

I personally can't think of a more deserving person to receive this award. I have heard Jim say on numerous occasions that the reason for N-Trak, and that he supports and belongs to N-Trak, is because of the work we do promoting the model railroad hobby. Jim has the award on display in his home, and I am sure he is proud of it. We should be proud to have people of his caliber in Northeast N-Trak.

Congratulations Jim!

Brooklyn Hanger Train Show
by Dan Pawling, Sr.



Northeast Ntrak members attending the Brooklyn Train show at Floyd Bennet Field, June 24-25, 2006. (Front l to r) Mike Walker, Dan Pawling. (Back row l to r) Dan Pawling, Sr., Ron Cavanaugh, John Dunne, and Roland Kelley.

Thanks, Brooklyn, for the invitation and the hospitality shown to Northeast NTrak at the Hangar Show on the edge of Jamaica Bay. With all that rain there were times when it was impossible to tell if the ocean was rising or the rain was washing us out to sea. We had a great time, however, and got home safely.

Three NTrak clubs participated in the Hangar Show at Floyd Bennett Field, Gateway National Recreation Area, in Brooklyn NY on June 23, 24 and 25, 2006. Brooklyn NTrak (BNT) was host to the Central New Jersey (CNJ) and Northeast (NE) NTrak clubs. Each club contributed modules, DC and DCC gear, expertise, and of course, each member's pet trains.

This was the Fourth Annual show that BNT has held in the monstrous Hangar B. The first time that I attended, it was a balmy June day and the walk across the deactivated airport was a pleasant experience. The massive hangar doors at each end were wide open and a pleasant breeze flowed through, as did the many visitors. This year, due to intermittent heavy rains and gusty winds all weekend, the door panels were almost completely closed. Visitor attendance was disappointingly low...we were dry, although the humidity did creep in to affect some of the modules and equipment. There was the distinct

aroma of a mechanical equipment area - machinery, oils, paints cleaners, wood and metal workings, and so on - not distinctly RR odors, but a sufficient ambience around the layout. Aircraft being repaired under the Historic Aircraft Rehabilitation Program (HARP) occupied half the hangar floor (notable for me were a PB2Y flying boat and a stripped down to the metal fuselage Stearman Trainer used by the US Navy in WWII). The train show was on a portion of the other half of the floor, almost under the sheltering wing of an Air Force C-97 cargo plane of 1950's vintage. (Picture below)



Floyd Bennett Field is part of the Gateway National Recreation Area, US Department of the Interior, National Park Service, which includes surplus military and some non-Federal lands along the coast on either side of the entrance to the NY-NJ harbor, e.g., Statue of Liberty, Ellis Island, and Ft. Wadsworth. The field was a US Naval Air Station and before that the municipal airport. It is slowly being developed for large area recreation and for conservation in this densely populated metro area. Concurrent with the train show was The Metropolitan Transportation Authority's Bus division's Annual "Bus Roadeo." BNT has workrooms in the William Fitz Ryan Visitor Center and has annual train shows open to the public in the Center's Rotunda.



Set-up at Hangar B, Floyd Bennett Field in Brooklyn

Layout Description The overall footprint as surveyed by John Gillen and Ron Cavanaugh, was 91 feet by 24 feet with three ovals, one spine and one "J-section" with loop track. There were 47 straight modules, 9 corner modules, 5 junction/transition corners and one end loop. A tower was located at each end of the spine with the operators on the outside of the ovals. A DCC Dispatcher was recruited for service at the J-section transition corner. On one oval BNT operated its surface level Green Line interconnected with the Blue Line. BNT teamed with CNJ on the second oval and with NE on the third. NE ran the J-section with a truncated mountain line running from the loop to Roland's carnival module. John Gillen adds "...the only line that operated on more than one oval was the DCC Red Line...with the configuration of this show - a yard in each oval, one on the spine and paired modules with passing sidings also in the spine - we ran some trains in opposition....there was unanticipated opposition at the J-section corner....we had to station a dispatcher there." The J-section formed an elongated return loop with the Red Line in and the Blue Line out, returning to the single track Red Line. Due to superb dispatching and train running, there were no disasters. How much red line was there? John Gillen measured to the nearest 1/1000 of a foot and there were 342.165 feet, or 10.368 scale miles. Some very long trains stretched the length of the spine and successfully made the round trip through the three ovals and the J Section in about ten minutes.



Dan Pawling checking out the wiring wondering why DCC is not working. Looking on is Mike Walker.

Circus Train Catches Fire **July 8, 2006 08:23 PM PDT**



Our hosts at the Hanger show of the BNT. (l to r) Sam Haas; John Gillen; Charles D"Avanzo

I did see something odd on a BNT corner module which has the green line running through a tunnel in a mountain. At the same grade level and perpendicular to the RR, a highway enters a tunnel in the mountain (*one of those, Go Figure deals, I thought*). John Gillen responded that there are actual two corners with the same appearance. About one, the owner claims the road is on an abandoned branch line. On the other the owner claims that there is a very large helix descending to cross under the tracks and another helix rising to grade level. As Jack Benny said, "I'm thinking (about that).

For me, (Dan, Sr.) this show was a chance to get involved in some technical discussions. I hope to follow-up on those chats with a note or two in the near future. That was good, but the best part was to be with you all for a few days. Thanks BNT, CNJ and NE Ntraks!!!

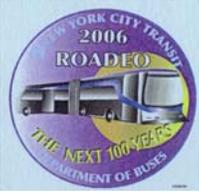


CORPUS CHRISTI - Some tense moments when a circus train catches fire early Saturday morning. The blaze forced several members of the Ringling Brothers and Barnum and Bailey Circus to stay in a hotel.

The sleeping car was parked on track near the American Bank Center when someone saw smoke coming from it around 1:20 a.m. Saturday morning. Firefighters rushed to the scene only to have a hard time getting to the fire inside the train.

"The door gave us a little bit of a problem. It had been smashed in by some of the people in the train trying to make access, and it kind of jammed up the door mechanism. So we had to go to the outside and fight the fire from the outside of the compartment," said CCFD Battalion Chief David Saenz.

It only took a few minutes to put out the fire. Investigators are still finalizing a cause, but believe a Playstation could have shorted out leading to an electrical fire. No one was injured and the show must go on.



**New York City Transit Roadshow
Brooklyn, New York
July 2006
by Roland Kelley**



Bus #303 (1917) "Queen Anne"
Manufacturer: Fifth Ave Coach Co., Model "A", Operator: Fifth Ave Coach Co., Service: Fifth Ave & 72nd St., NY, NY (1917 to 1930). Maintenance: NYCT Central Maintenance Facility.



Bus #2124 (1938) "Queen Mary"
Manufacturer: Yellow Coach Co., Model 735. Operator: Fifth Ave Coach Co., Service: Fifth Ave, Manhattan, 1930-1953. Maintenance: East NY Central Maintenance Facility, Brooklyn. It was the first diesel bus model used in New York City.



New York City Transits latest.

Show Schedule for 2006 – 2007

Sep 10, 2006, Concord Model Railroad Show, Concord, NH
Everett Arena, Concord, NH (off I-93 at exit 14)
Set-up 7AM Show 10AM to 4PM
Coordinator: Dick Brotherton - 603-332-4612

Sep 17, 2006, Old Colony Model Railroad Show, Taunton, MA
Holiday Inn, 700 Myles Standish Blvd, Taunton, MA
(Exit 9 off I-495 onto Bay St., go south to first right which is Myles Standish)
Set-up 7am Show 10am to 3pm
Coordinator: John Dunne - 508-697-7635

Sep 24, 2006, Pepperell Siding Show, Pepperell, MA
Varnum Brook Elementary School, Pepperell, MA
Set-up 7AM Show 10AM to 4PM
Coordinator: Ron Wood - 603-889-0741

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 - 617-489-2159

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 or 29, 2006, Hooksett Lyons Club
Cawley Middle School, Hooksett, NH
Set-up 8am Show 10am to 4pm
Coordinator: Mike Walker - 603-426-8620