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President's Message Dan Pawling

The Amherst Rail Way Society announced over the PA system as we wrapped up the show at the Big E in West Springfield that over twenty thousand people attended the show this year. That seems believable if you found yourself waiting in the traffic at the end of the day on Saturday. While I was waiting in the traffic I observed lots of folks carrying purchased item back to their cars, I am hopeful this means success to all. Wonder how many had to sneak in the basement door that evening.

The layout coordination for Winterfest was time consuming on the before the show work but I found it to be very helpful in weeding out possible problems before we arrived to set up. Thanks to all the feedback I got from everyone who needed adjustments to the drawing. It was nice to be able to accommodate everyone who wanted to bring a module. If I am able to do this again next year I will want everyone to send me a module registration forms because I almost disappointed a few people this year and I missed spell some names as well. I am considering some different designs for next year's layout that might make it easier at the set up. I got some feedback about the set up that was very helpful and will be useful in the future when doing this type of layout. The most important thing learned was to keep the spline that connects the loops on one side and make sure that these are the most reliable people for arrival time. This way if all goes well you can set the spline and there will be less big moves on the layout. I want to thank all of you that helped me out with the layout and all of you who brought modules. I hope to see you all next year. Thanks to all that helped out with Winterfest and a Special thanks to Bob Pawlak who amazes me every year on all the pieces he pulls together to make Winterfest happen.

Roland Kelley our famous news letter editor says the news letter was more than eight pages and some of the Winterfest happenings will be in the April issue. So if you don't see it here wait till next month and if it doesn't show up at all, you should have written the article.

NE Ntrak Members please review the schedule so you know when the train shows are there might have been some changes to the schedule.



Chris Oliva & Dan Pawling, Jr.: Winterfest Layout Operations. Picture and article by Dan Pawling Sr.

(Disclosure(Complicity???) Dan, Jr. is the writers son).

The layout plan as developed by Dan and Chris was sent to those bringing modules to the show; many hard copies were available during set-up and on laptop computers during the show. A copy was published in the February issue of this newsletter. The layout consisted of three loops of standard Ntrak modules connected by a spine to the two-track MaiNeTrak layout. Dan used a slide of the layout to explain the use of DC and DCC routing. The red line was used on all modules, permitting long distance running, although shorter alternate routes were possible. DC trains used yellow and blue lines and were confined to operating within each of the standard loops, ie., no between loop running for DC trains. Two big pluses this year were (1) full sized yards brought by NENTrak, Coleman Clark and Dave Kolb for each of the three standard loops. (2) Back- and knee-saving lift bridges were brought by Bob Gatland and Bob Phillips. (Blessing on you two!).
(Continued on next page)



2010-2011 NENtrak SHOW PARTICIPATION SCHEDULE

March 26-27, 2011 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm

Coordinator: **Fay Chin 978-657-7913**

Web Site: www.GreenbertShows.com

May 15, 2011 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

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

Coordinator: **Tim Putman - 603-835-6952**

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.

Chris discussed the use of several different throttles on the Digitrax power system. Slides showed the positions of controls on the different throttles and an extensive handout outlined the ways common operating procedures could be achieved. The procedures described included : entering a DCC equipped loco into the system; creating a consist; breaking up a consist, and releasing the loco from the system. This is a simple explanation. There are other variables depending on the design of each throttle. This session, plus the availability of Chris, Dan and others with deep experience with DCC contributed to quick resolution of issues and overall smooth running of trains on the red line. The Northeast Ntrak 16' yard was to be located in Loop 3, but was pulled from the layout late in the game to make room for other people who wanted to have their modules in the show. As a result, the Parade of Trains which was originally scheduled for Loop 3, was shifted to Coleman Clark's Yard. Really great to have this kind of flexibility. Our thanks to Chris and Dan for their collaboration on the layout design and most helpful clinic, and to all for successful operations on Saturday and Sunday

Welcome a New Member

Carl John Mesrobian 970-578-5374
23 Woodside Street
Salem, MA 01970-1618
cmesrobian@verizon.net

Builds guitars (have a look at what he has built <http://www.cmesrobian.com>)

60+ years old

Have a look at the world's smallest guitar

<http://www.news.cornell.edu/releases/july97/guitar.ltb.html>

A Present for Dad Letter and Photo by Jan Marie Pawling Decatur



Hi Dad --

I took a walk while visiting in Needham (MA) and came upon these railroad tracks, I think they are the commuter line that goes through there. I thought that you would like the scene as I did. I think that I was safe enough, the crossing gate would have knocked me over if a train was coming. XO Jan

(We decided over the phone that she was looking north towards the Needham Heights Station at the Oak Street crossing in Needham Center. And yes, I am enjoying the thought and the picture. DF Pawling, Sr.)

Thought for Annual Meeting

Dan and I were talking about having the Annual meeting at another place. Bob Pawlak has been our host for the last few years. We thank him for having us.

I have a Idea of meeting somewhere where we can also watch trains. The place that came to mind is in Palmer. The Steaming Tender Restaurant. They have a Breakfast Buffet on the Weekends. It is a bit of a haul to get there, but it will be worth it. Please contact me and let me know if this is a GOOD Idea, unless you have another suggestion. I will be open to suggestions. Thanks Mark Ferracane

A Western Railfan Adventure
by Chuck Tremblay
(continued)

West of Seligman, Route 66 parallels the mainline until Pica, where the tracks veer south and follow Yampi Canyon. In Yampi Canyon, at Nelson, there is a large lime plant. The canyon is accessible via IR (Indian Road) 19, which is a very good dirt road, Care must be taken to avoid the large mining vehicles and semi trailers on the road, but there are opportunities for interesting pictures, like the bridge made from a retired flat car.



Flatcar Bridge in Yampi Canyon

There is no utility power out here, and in many places the signals are powered by solar panels, propane generators, or a combination, as here in Yampi Canyon



Signals in Yampi Canyon

It is interesting that this part of the mainline is on the Hualapai Indian Reservation. Picture taking is not allowed on the Reservation without a permit. I never saw a place to get the permit, and nobody stopped me, but it is an interesting fact.

IR 19, RT 66 and the mainline all join again at Peach Springs. Continuing west on 66 towards Kingman, my destination for the night the trains were rare (maybe because it's Saturday?).

At Hackberry, a former water stop, there was an interesting bridge over what I thought was a dry wash, but was in fact one of the main roads into town, I also spotted several cut stone culverts still in service.



Entering Hackberry!



Cut Stone Culvert, MP 490.2

Just before I got to Hackberry, I had the only scare of the trip. As I went to take a picture my camera came up with an error indicating that it could not read its memory card. Panic set in that all of my pictures were lost! I swapped memory cards and the camera worked normally. When I put the first card aback in it appeared to work normally. Not wanting to take a chance I put the second card in and made plans that night to offload the first card to CD (if I could). (Lesson 5 – Don't take chances with your pictures, save early and save often!)

As I approached Kingman, the reason for the lack of trains was apparent. An eastbound manifest freight was having problems with its remote controlled pusher, tying up main2 and the crossover to Main 1. As I roamed the Kingman area for the next few hours traffic began to flow as things were adjusted to get traffic around him, but the eastbound sat for hours.

I passed through Kingman and went into Kingman Canyon, until darkness fell and I needed to locate a hotel. There are some that overlook the tracks, but power lines ruin any good pictures from the rooms.

When entering Kingman Canyon, the road passes under Main 2, and you are between the 2 tracks. Main 1 and Route 66 are on the west side of the canyon, with Main 1 near the canyon floor. Main 2 is high on the east wall. As soon as I entered the canyon, I passed under an eastbound, so pulled over for some quick shots.



End of the First Train in Kingman Canyon

I went back into town to explore the downtown area. The old hotels near the depot, like the Hotel Beale, are abandoned and despite their historic significance I am told are in danger of being torn down. The AT&SF depot is being renovated for use as the AMTRAK station, but until that is completed passengers actually wait a few blocks away!



Kingman Canyon Entrance from Rt. 66



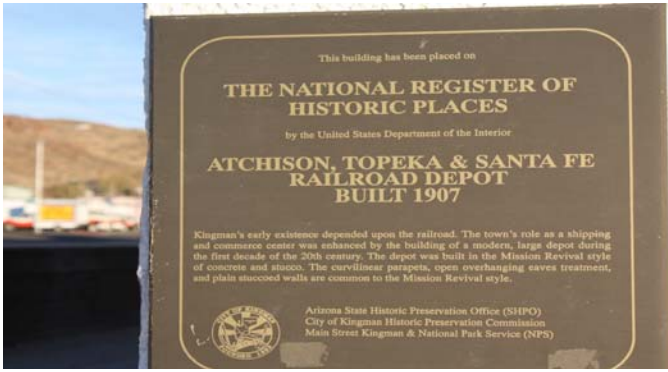
Hotel Beale, Downtown Kingman



First Train in Kingman Canyon



Kingman Depot



Kingman Depot Placard (see note end page 6)

There is a large yard along Route 66 east of town. A vacant lot bordered the engine terminal. While the famous "Warbonnet" paint scheme can still be seen on the BNSF, it clearly is not maintained and units sporting it are clearly an endangered species! Yes, this unit is in service!



AT&SF 3759, Kingman AZ

Day Four - Sunday

I decided to go back to Kingman Canyon on Sunday morning. When I drove into the canyon, I realized I needed a couple hours more for the sun to get into the canyon for pictures, so I went back into town.

I visited the Powerhouse Visitor Center and Route 66 Museum which has several nice displays and audio-visual exhibits covering not only the history of Route 66, but Kingman and Arizona in general, definitely worth a visit. It is housed in a former electrical generation station that was the first power plant in the area.



Powerhouse Visitor Center and Route 66 Museum

After a couple hours the sun was high, so it was back to the canyon. At the south end of the canyon there are a couple of high bridges on Main 2. The double bridge is over a canyon where numerous RV's were camping out. The single bridge is near an abandoned race track. Interestingly, at this point the 2 main tracks are several hundred yards apart and about 100 feet in elevation different. The rock formations ahead of the locomotives on the double bridge in the picture feature in some Pentrex video's of the area. There is a hole in one of them that they have shot video through!



Eastbound in Kingman Canyon



Kingman Canyon

As this was the last full day of my trip, I had to head back to Phoenix, but wanted to complete my trip to Topock on the California – Arizona Border. I jumped back on I-40 and continued west, reaching Topock in early afternoon.

I couldn't find a spot on the Arizona side with a good view of the bridge, although I did find a water tank I had photographed in 1995. It was alone back then and had the remnants of the Santa Fe logo, now long gone.

To give some idea of the elevation difference, the locomotives in the picture below are on Main 1. Main 2 is on the shelf cut into the hillside in the background. The 2 tracks don't meet again until Griffith, about 3 miles away. Kingman Canyon was a great place to Railfan. If you keep your eyes open to the west, you can see eastbound trains coming from a long distance. To catch a westbound, just keep your ears open. There are 2 grade crossings in downtown Kingman so when you hear the train signal for the crossings, you have about 10 minutes until the westbound train appears. With plenty of action, close to town, but a middle of nowhere feeling this was one of my favorite parts of the trip.



I crossed over to the California side to find access to the bridge. As soon as I got off of I-40 I saw an amazing view of a westbound intermodal crossing the desert.

Left Topock Water Tank



Westbound in Kingman Canyon



Intermodal Across the Desert

(Continued Next Month)

* (Note) Kingman's early existence depended upon the railroad. The town's role as a shipping and commerce center was enhanced by the building of a modern, large depot during the first decade of the 20th century. The depot was built in the Mission Revival style of concrete and stucco. The curvilinear parapets, open overhanging eaves treatment, and plain stuccoed walls are common to the Mission Revival style.

Winterfest 2011 Wrap-Up**by Bob Pawlak**

Attendance of the Amherst show on January 29-30, 2011, was 20,459 for the weekend. Last year's attendance was 21,458 and the year before it was 19,173. Winterfest 2011 had 95 primary registrants (largest number in my memory) and 91 meals at the banquet. Last year we had 80 primary registrants and 77 meals. In 2009 we had 90 registrants and 91 meals. The weather was very cooperative for the entire weekend, except for frost on car windows on Sunday morning. The grounds were plowed down to bare pavement which was very helpful.

The layout this year, as pictured in last month's newsletter, contained more modules than we have ever had in the same amount of space – the equivalent of about 83 four-foot modules. The layout consisted of three loops of Ntrak modules (30'x18', 30'x18', and 30'x10') and a 24'x8' loop of MaiNe Trak modules (1' x 4' straights with two mainline tracks and 2' corners). All four loops were connected together with transition corner modules. The result was just 2' short of filling our 30' x 78' space allocation with not quite enough room for our Model Contest Display Case and Photo Contest Display Racks on only one long table with a short makeshift extension. The layout was originally designed to be 80' long but we lost 2' to the show's floor space official in order to maintain sufficient aisle width.

The end result was 248' of Blue and Yellow line operation around the three Ntrak loops, 60' of single track operation on the MaiNe Trak loop and $248' + 60' + 48' = 356'$ of Red Line Route around the whole layout (10.78 scale miles of track). Single DC throttles were used to control the Blue and Yellow Line on the three Ntrak loops. This greatly reduced the number of tower operators needed to operate the layout and made it easier to run more trains. DCC powered the longer Red Line Route around all four loops. There was also provision to quickly change to DCC operation on some of the Blue and Yellow Line loops. We had a 20' yard in Loop 1 and a 24' yard in Loop 2 but replaced the 16' yard planned for Loop 3 to accommodate people who wanted their modules in the show. There was a lift bridge for entry into Loop 1 and another for Loop 2.

Dan Pawling, Jr. was our layout coordinator again this year. Dan produced a detailed layout plan that was sent out a few days before the show to those bringing modules. As a result, the layout went together rapidly with very little extra movement of modules except for the change to satisfy the show's floor space official. Almost everything was clamped with most connector tracks installed before 5 P.M. Friday.

I wish to thank our sponsors for the excellent set of prizes they donated again this year. I hope everyone will join me in thanking them by purchasing their fine products and services.

Winterfest 2011 Sponsors

Athearn, Inc.	Micro-Trains Line Company
Atlas Model Railroad Co.	Microscale Industries, Inc.
Blair Line	N Scale Enthusiast
Brooklyn Locomotive Works	N-Scale Reference Guide
Classic Metal Works, Inc.	Neal's N-Gauging Trains
Con-Cor	Northeastern Scale Lumber Company
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ExactRail	TexNrails
Evergreen Scale Models	The N-Scale Architect
InterMountain Railway Company	Tomar Industries
Kato U.S.A.	Tucker's Hobbies
KenRay Models	Wm. K. Walthers
Ken's Trains	Woodland Scenics
Logic Rail Technologies	

I wish to thank the following people for their special help with Winterfest this year:

- Ed Smith – web page, on-line registration, Contest Chairman, awards presentation
- Chuck Tremblay – Registrar (Treasurer)
- John Dunne – obtained the T-Shirts, mugs and module plaques
- Dan Pawling, Jr. – Layout Coordinator
- Chris Oliva (and helpers) – DCC Master, DCC Red Line loop set up
- Geof Smith –helped Ed Smith check in model contest entries and photograph the models
- Harry Leifer (and others) who brought spare DC and DCC equipment, boosters, throttles, etc.
- John Becker – orchestration of Parade of Trains contest and helped at registration check in
- Mike Walker, Austin Plyem, and Ron Wood - judges for the Parade of Trains
- Dan Pawling, Jr. and Mark Ferracane – photograph and list modules for module contest
- Bob Gatland – Guest Speaker
- Clinicians – Rob Selberg, Harry Leifer, Dave Ferrari, Dan Pawling, Jr., Chris Oliva
- Mark Ferracane – provided digital projector for clinics and guest speaker
- Bob Phillips and Bob Gatland – brought and set up the lift bridge modules
- Dan Pawling, Sr. – photograph parade of trains contest entries
- Peter Wisniewski – helped Ed Smith count votes and prepare awards presentation
- All those who brought modules for the layout
- All others without modules who helped with set up and tear down
- All those who brought models and photos for the contests
- All others who helped in some way that I forgot to mention

The following 17 groups (and number of participants) were represented at Winterfest this year:

- Albany, NY N-Trak (8)
- Brooklyn N-Trak (8)
- Central (CT) (2)
- Central Valley (CT) Ntrak (1)
- Genesee-N-Ontario Model N-gineers (5)
- Jersey Central N-Trak (2)
- Long Island Ntrak (1)
- MaiNeTrak (5)
- Montreal (7)
- N Scale Enthusiast (4)
- Niagra (2)
- No Group Affiliation (15)
- Northeast N-Trak (18)
- Northern New Jersey N-Trak (5)
- North End (WA) (1)
- Salt City (Syracuse) NTRAK (3)
- Valley N-Trak (Oxford, CT) (6)

Winterfest 2012 is scheduled for January 27- 29, 2012. Save the date!



Ken's module on the left with his wife. On the left a new module at Winterfest 2011 called Erie Canal. Pictures by Ken Harstine.

