

President - Mark Ferracane Vice Pres - Geof Smith
Treasurer - Chuck Tremblay Editor - Roland Kelley

Editor - Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, or
e-mail: NortheastNtrak@msn.com Web Site - www.northeastntrak.org



President's Message Mark Ferracane

Greenberg Trin Show Wrapup by Frank Dignan

Well the Rochester Boy Scout show was a Huge Success! We were the only Operating Layout. Next year they hope to have more layouts. This was the First Show for the Scouts. The set up time was at 7am. The layout was running at 10:30. OUCH! We had a good size layout 12x16, not bad. It was supposed to be 24x30. The Scouts raised \$1344.78. For the members who did not attend, we will be Tar and Feathering them next time we see them. WE KNOW WHO YOU ARE! Be Prepared! Wear OLD Clothes!

The date of the Rochester Show will be in April next year. I heard a rumor that Hooksett has changed its show date back to May. Due to a problem getting the School. WTF!

Well, the annual meeting will be on Saturday June 9th at the Bay State Model Railroad Museum in Roslindale, Massachusetts. The meeting will begin at Noon. Bring something to run. We will have Full access to the Museum. We can order Pizza. This will be a first time for some members to see the club.

The address of the Club is 760 South Street, Roslindale, MA 02131. See you there!
Til next month
Mark



Frank Dignan in background, I to r in front Bob Failer fixing a rail joiner while Bob Pawlak oversees the work.

Another Successful show as held on the weekend of March 17-18. Let me start by thanking all that attended and helped out and ran trains.

Toshiyuki Abe - 4ft straight & 3ft corner.
Bob Fallier - 8ft straight & four straight extra due to last minute cancellations.
Mark Ferracane - 8ft straight & 3ft corner + DCC Set-up.
Bob Pawlak - 12ft straight & 2ft bridge.
Peter Mathews - 3ft corner, club boxes and yard
Oliver Fetter - 10ft straight
Frank Dignan - 8ft straight & 3ft corner
Jack & Victor Brown - Set-up, teardown & banner
Peter Wisniewski - Set-up, electrical & camera train
Mathews Family - Set-up, teardown & brownies
Ben Rosen & Family - Set-up & teardown
Roland Kelley - 8ft straight
Richard Corkey - Set-up & teardown
Youth in Model Railroading - End of day operators

Some of us took advantage of the Friday set-up time that gave us a good head start Saturday AM. The show had good attendance both days with lots of interest in our group. The weather Sunday was to nice to be a t a train show but they came anyway. One thing missing that we have to add to our layout is the clubs lift bridge. We are not getting any younger. This is a must from onw on. One more show left its not over yet and that is April 15th in Rochester, NH.

Thanks you all again.



Here is a Picture of the Rochester Boy Scout Troop 357 and the members of Northeast NTRAK!

A Surprise During Winterfest 2012 Story & photos by D. Pawling, Sr.



On the Winterfest Friday evening of 2012 Marc Ferracane told me that he had seen three AMTRAK trains on the tracks next to the hotel and a south bound freight being pulled by five locomotives. Up front was a red and yellow Rail America unit. We compared notes. I said that this set of engines with a string of cars and I were crossing the Connecticut River at the same time, it going to the CSX West Springfield yard and I on the way to the Better Living Center.

I had also seen and photoed the same set of engines late that afternoon while in the hotel parking lot. Thankfully the train was moving relatively slowly and the light was good. The photos below show the order of the engines: Rail America; New England Central (NECR); Connecticut Southern (CSOR); CSX, and CSOR.



I was interested to see a bulkhead flatcar with a load of steel beams, several double-domed coil cars and side-dumping hopper cars. I counted about 60 cars and all looked and sounded freight-bearing. There are a couple of "mysteries" here that can be discussed, so please bear with me. The CSX line (former Boston & Albany (B&A)) runs east-west perpendicular to the Connecticut River. On the east side is the Springfield AMTRAK station on a viaduct over several streets. There are passenger platforms with several tracks and at least two run-thru tracks.. On the west side of the river is the large and long CSX yard.. There has long been rail service along



the river to Springfield - the New Haven (now AMTRAK/CSOR) from the south and the Boston & Maine (now Pan AM Southern/Guilford) from the north. Each of these lines runs at flood plain level and must make a right-angle rising turn up to the viaduct level. Interchange for both lines with CSX occurs at this location. So, our CSOR train ran north, curved east, ran the engine-set around the train and then pulled it west into the yard. Later, they reversed the operation with a new set of cars to return south. I am guessing that the slow speed passing the hotel was to ease the loaded cars down the curve without incident. What about the multiple road names for the engines? Rail America seems to be spreading its brand names. NECR is the other of its short lines in New England. Visits to the NECR yard in Palmer MA have seen CSOR and other road names mixed into their multi-unit setups. It was a nice surprise to see this train on the move and to be able to get some photos – a wonderful beginning to another great Winterfest.

Putting my "Recycled"
MRL Covered Hoppers
Into regular service
By Ernie Poole



These old smooth side Atlas covered hoppers have around for at least 20 years. We all have some of them in our collections. I happened to have quite a few, and many were in old schemes like Rio Grande and Great Northern. They really didn't have a place on my current layout. I knew that Micro-Scale made an up to date decal sheet for MRL covered hoppers in the blue and white scheme. Micro-Trains has the only commercial version I ever saw, and they only did 2 or 3 numbers. I needed 15 cars, so I decided to paint and decal a 15-car train in Montana Rail Link colors. I thought you might be interested in my experience "recycling" these cars into today's MRL fleet scheme.

I decided to use the new Tru-color line of paints. They are very similar to the now extinct Accu-paint line that Peter and I used for many years on MRL projects. They dry quickly, glossy, hard, and accept decals well. And so it was that I collected up all of my old Atlas hoppers, permanently borrowed a few more from Jim Whitehead, and started my prep work.

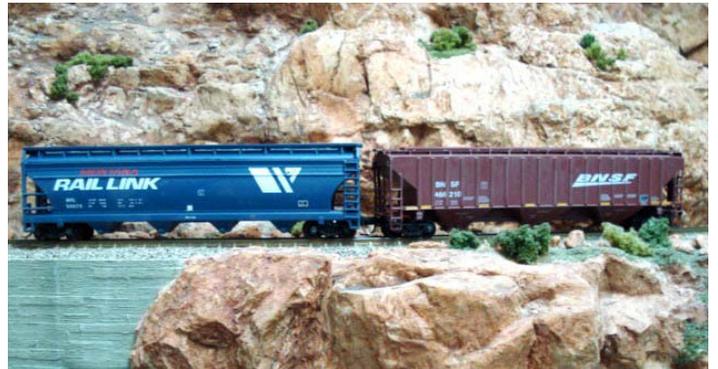
I checked each car for missing or broken parts, made repairs where necessary, added and/or secured weights where needed, and removed the trucks and couplers. The next step was a trip to the sink for a scrub with a toothbrush and dish washing detergent. After a through rinse, some drying time, and a final once over, they were lined up for primer. I used the primer to make sure I had an overall neutral surface for the blue, and to help hide the original factory painted scheme.

The Tru-Color primer is medium gray, and goes on with a semi-gloss look. A light coat looks more flat, and a heavier coat looks glossier. After an overnight drying time I started shooting the blue. I really like the way the blue went on. Where I got the primer on perfect, the blue was smooth as a baby's butt. It levels as it dries and has a rich, deep look to it. This is really nice paint.

I gave the paint a few days to cure, and then started decaling. N scale has gotten a bit smaller since I started building, but the decals (60-964) may be even better. I found it took about half an hour per car side to do the job. The individual car numbers slowed me down, but were worth it in the end. I noticed that the water and solvents do leave residue marks in the paint unless care is taken to remove the wetness. Not on the decals, but around them or streaked down the sides. They were minor, but I was not able to remove them.

When the decals were surely dry, it was time for the clear coat. We developed a 50/50 mix of Testors Dull-cote and Gloss-cote over the years that I liked, and I went with that. There was good news here, as the clear coat completely solved the residue-marking problem. I gave a bit more drying time, and then replaced the trucks and couplers with Micro-Trains short extension (1035) Barber roller bearing units. I used low profile 33" brown wheels (1008-B) to finish up, along with some weathering chalks.

And here you thought recycling was a pain in the neck.....



Pictured above is the MRL covered hopper from this month's article and on the right is the Intermountain Hopper for Erine's article in the April issue.

The Mystic Valley Railway Society has announced in their recent quarterly newspaper that **National Train Day** events will be held in South Station. The date is Saturday, May 12 2012. Plan to attend.

Phone Number update for Ron Wood

Our home phone is 603-206-5572 and the cell phone remains 603-785-8564. Thanks. Ron.



Picture from the Greenberg Show in March. Pictured (l to r) Rick Corkey, ---- and Bob Fallier putting his train out.



Foot Leveller
by Bob Fallier

A "PIPE HANGER BRACKET" adapted to make a 3/8" diam. foot leveller. The hanger came from the plumbing department of Home Depot and probably any local plumbing supply house.

Cramik Enterprises 3/8 in. Side Beam Connector, Model # 2003A, Store SKU # 651211. It is a "side beam" connector (bracket), pre-threaded for a 3/8"x16 thread (standard 3/8" thread). The bracket can be attached to legs with countersunk flat head, pan head, or oval (also countersunk) screws. Two screws per bracket. Use a 3" bolt, hex or carriage head, preferably threaded the full length.

A wing nut user the bracket is handy to lock the bolt, particularly during travel, but not essential. The bolt height is easily adjusted with out tools. This is much easier to use than T-nuts that can work loose and eliminates the need to drill a 2+ inch deep hole in the legs. This also means that you have a much broader range of material that can be used for legs. I typically use 1x3" maple stock for legs on all but my first module.

Train Night?

Are you working on a module, but never seeming to get it done? Or (like me) only getting something done when someone is going to see it? Or maybe you're stumped trying something new and just want to bounce an idea off someone in the club? Or want to just run trains?

A few people have suggested getting together on a more regular basis than just for shows, and I'd like to offer that opportunity for anyone wanting or willing to gather on the South Shore. I'm happy to make my basement available on Thursday evenings from 7:00 to 9:00 for anyone wanting to work on a project, talk trains, or run the Aroostook Valley Railroad.

I live at 1 Old Colony Road, Hull. If you're interested, let me know! I can be reached at geoffrey.smith@ironmountain.com, or call me at (781) 214-9401. — Geof Smith

The Kiso Forest Railway No. 6
by Roland Kelley



The Kiso Forest Railway operated in the Japanese Alps area of Central Honshu. This engine was delivered in 1929 and began operations on the company's Kiso Valley trackage. Each Baldwin locomotive hauled 10 to 20 cars of timber on a rugged mountain railroad that had curves averaging 35 degrees, with some as severe as 62 degrees. There were 70 trestles and 31 tunnels, all at breathtaking altitudes. The railroad ceased operations each year from about November 15 to March 15 because of the snow.

The No. 6 was overhauled by the company and retained as a standby steam locomotive after it was replaced by a diesel engine in 1958. The locomotive was returned to the United States in 1960 by Henry Sorensen. He converted the original 30-inch gauge to 36-inches, removed an enlarged wood bunker on the rear of the locomotive, but retained the large diamond stack.

Today you can see this engine and many more at the California State Railroad Museum.

