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President's Message Frank Dignan

Hello everybody, Frank here your president. This is the hardest thing I have to do for the club that is have a message for the Newsletter. I am not the boss I will make suggestions that's all they are, its up to you if you want to follow them. At shows it is the coordinator who makes all decisions where modules are placed, blocks and towers are located. Module owners, its your job to set-up your modules, clamp it to others and connecting the track wiring. You should not be eating breakfast, shopping or whatever until this is done. Do you hear me? Please don't bring a module to a show with damaged track. It is up to you to fix it before you come to the show, not the club members.

In my first Newsletter I brought up getting new club shirts only because most members don't have one and it is time for a change. It has generated a lot of interest . Contact John Doehring with your ideas. If you don't want one you don't have to get one, your choice.

The Marlborough Show is a two day show we did in the past. It comes in second to Springfield. John Doehring will coordinate the show. Please let him know early before he goes any further and embarrassing the club by not having enough modules to make a layout.

The winter workshop needed to make repairs to club equipment and show members how to set-up the club layout, power supplys, blocks, towers and DCC. Bob Fallien is working on finding a location for this.

Badges, if you don't have one or lost it, let me know I will get them. We need a new vendor as Air Engraving is out of business as the owner passed away!

The 2014 Capital Limited N Scale East Convention is coming up next August. A number of members are thinking of going. We should make a group effort for those planning to go. If you have not decided yet and have never attended one you don't know what you are missing. It is a great time for your trains and family.

The Hingham Show is only days away. It is run by the South Shore Model Railroad Club and Geof Smith is our Coordinator contact him now if you plan to bring a module. It is a small show but very well attended.

Pepperell Show Provides Successful Season Start by John Doehring

NE NTRAK kicked off its 2013-2014 season on October 6th at the Pepperell Siding Model Railroad Club Show. Our participation was very good. At 19' x 34' our layout was one of the show's largest, and one of our largest at this show. Thanks to all who attended!

After a slow start and a few complications, we had a good slate of trains running throughout the day.

We did have some challenges early, including a polarity issue in the yard, and a new and puzzling problem with our lift out bridge. And (though I'm not sure why) we never did connect up the DCC for direct control on the red line.

We learned that having Bob Fallier's Disney Castle and Roland Kelley's Circus-Carnival next to one another isn't a good idea, since they both have sound! Lastly, I believe we suffered some by not having a few more helpers at the show for set up, tower operations, and train conducting. (Note to those of you without modules: don't be afraid to come out and chip in, and run some trains)!

Special acknowledgment and congratulations go to Carl Mesrobian, who's brand new module performed admirably in its first run, and to George Michaels, who's 66-car beer tank train topped out at over three feet long (ok, perhaps it was more like twelve feet long)!

And again, the club offers special thanks to Peter Matthews for his continued service in hauling the lift out bridge, yard modules, and club boxes to our shows. Well done Peter!

Finally, an opportunity for consideration for next year. Since the Varnum Brook School is open early on Saturday before the show, we're already discussing the possibility of an early Saturday set up, and then a long day of workshops, clinics, and private train running. Keep this in mind - more to come later!

Thanks to all who participated at the Pepperell show. We'll look forward now to seeing all of you soon. Next stop, South Shore Model Railroad Club Show in Hingham, MA on October 26 - 27. Hope to see you there.



Report from Fay Chin

It has been over two years since I have re-located to Kissimmee Florida. I thought I would share my train activities with you. I have joined a local Plant City Historical Society Club which has a N-Scale N-Trak , HO , O, and G-Scale Layouts. Their N-Trak and HO group do shows from Tampa to Orlando. Because Florida has many retirees with lots of time and money, train shows are frequently held. Note, the NMRA national convention will be at Orlando in 2017. G-Scale is very popular in Florida because it does not snow down here. The G Scale Big Train Operator national convention will be held at Orlando in 2014.

Contact me when you are visiting in the Orlando area. I have started a N-Scale T-Trak group (aka Sweetwater Club) in the central Florida area and participated in many train shows at the following Florida cities: Tampa, Dada City, Plant City, Orlando, Winter Haven, Kissimmee, and Deland. If you are unfamiliar with T-Trak, it is similar to N-Trak except the lighter and smaller module are setup on standard tables. Instead of using the Atlas rail connecting sections between the modules, Kato snap together tracks are use. Additional information on T-Trak can be found in the national N-Trak publications and website.

At the top of the page are photos of my layout at one of the Orlando Fairground train show hosted by the Great Train Expo. In the photos, you can see a 8 ft yard with functional solar array, an operating turn table, an operational timesaver, an operable scratch built coal dumper, and scratch built wind turbines that really generate electricity. I also completed a scratch built operating drawbridge and coal loader (tipper). I have uploaded my projects on youtube and had great responses. People viewing my youtube have asked me to construct them one. In the photo to the left, it shows the complete layout bolted together and fit into my car trunk.

I will be attending the Greenberg Train Show in November at the Wilmington Shriner's Auditorium.



Seashore Trolley Museum
Kennebunkport, ME
by Roland Kelley

On Saturday September 28, friends and I were looking for something to do so I suggested we visit the Seashore Trolley Museum in Kennebunkport, ME. It has been a few years since the last time I visited. It was a nice day and it was nice to see there collection again. They keep adding new items. In addition to the trolleys they have a large selection of city busses, trackless trolleys, subway cars. They even have a cable car from San Francisco. Here are a few of the cars.

The first is from the Biddeford and Saco Railroad Company used from 1900 to 1939. This car was the last open trolley car to operate in regular service in the State of Maine and was the first car preserved by Seashore Trolley Museum. Built in 1900 as part of a fleet of 15 cars, Car 31 was used on the run from the industrial cities of Biddeford and Saco to the famous summer resort at Old Orchard Beach. Originally equipped with hand brakes and loaded it carried 60 seated passengers and many others hanging on the running boards.



Next is the Boston Elevated Railway car 396. It was used from 1900 to 1923. This car is typical of more than



1,200 double truck closed cars with 25-foot bodies built or purchased by the West Street Railway of Boston from 1890 through 1900. Constructed with open operating platforms, it was fitted with vestibules during the 1902-05 period and remained in passenger service until 1923. Early in 1963, No. 396 was in the Otto Preminger production of "The Cardinal". In 1977, it appeared in an episode of a PBS series, "The Best of Families", dealing with the Brooklyn trolley strike of 1905.



Above is a car called "City of Manchester". This elegant little car with spacious platforms, mahogany paneling and luxurious furnishings, carried the Directors of the Manchester Street Railway on official inspections trips over the system. In the United States, most local street railway systems had their own "private" parlor cars. They were used for special excursions or charters and for entertaining visiting dignitaries. It was removed from service in 1929. It was built in Amesbury, MA in 1898.

They have San Francisco Street Cable Railroad Car No. 48. The car was built in 1907 to replace cars lost in the famous San Francisco fire of 1906. Cable cars are so named as they



are propelled by grasping a continuous cable running under the street between the rails. They do not have a motor. Cable cars were used in many cities throughout the U.S. in the early 1900's. New York city even had them.

Well that was some of what I saw. It was a fun day and I would suggest it if you are looking for something to do or to revisit the past. They also have many special events so check out their web site. www.trolleymuseum.org

2013-2014 NENtrak SHOW PARTICIPATION SCHEDULE

October 26-27, 2013 South Shore Model Railroad Club Show, 19 Fort Hill Street, Hingham, MA.

Set-up: 7:00am - Show 9am to 4pm
Coordinator: Geof Smith - 781-214-9401

November 23-24, 2013 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set-up: Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm
Coordinator: Frank Dignan - 508-866-9660

Dec 7-8, 2013, Hub Division, Royal Plaza Trade Center, Marlboro, MA

Set-up: 7:00am - Show 9am to 4pm (HOURS)
Coordinator: John Doehring - 978-433-6337

Jan 24-26, 2014 Winterfest, Springfield, MA Amherst Railway Society - Big Railroad Hobby Show

Big "E" Exposition Center, West Springfield, MA
Set-up: Fri noon to 5pm & Sat 7am to 9am
 Show Sat 9am to 5pm - Sun 10am to 5pm
Layout Coordinator: Dan Pawling Jr., 617-244-5261
Winterfest Chairman: Bob Fallier - 603-465-3785

Feb 15-16, 2014 National Heritage Museum, Lexington, MA

Set-up: Fri 1pm - 4:30pm & Sat 7:30am to 10:00am
 Show Sat 10am to 4:30pm - Sun noon to 4:00pm
Coordinator: Bob Pawlak - 781-862-2485

March 22-23, 2014 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set-up: Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm
Coordinator: Frank Dignan - 508-866-9660

April 20, 2014 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up: 8am - Show 10am to 4pm
Coordinator: Ron Wood - 603-320-0639

June 2014, N-Scale Enthusiast Roanoke, VA

August 7-10, 2014 Capitol Limited N Scale East Convention, Dulles Expo Center, Chantilly, VA

If you are interested go to : www.bigtrainlayout.org

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.

Japanese Trolley by Jun Mu of China



While visiting Japan I visited some Japanese gardens in the city of Kyoto and they were awesome too. I think compared to the garden style in Japan, China's are just too fancy or too much. I found an out-of-use trolley car in a garden. I was told that it is the first trolley car that was used in Japan and it was 120 years old.



The Ringling Bros. and Barnum & Bailey Circus Blue Unit train was enroute from Manchester, New Hampshire to Worcester, Massachusetts on Monday October 7, 2013 when Joe Colossa, Trainmaster, snapped this great photo. (article from Oct CHS Newsletter)

NEW MEMBERS

Mike Boucher

22 Oak Avenue, Lunenburg, MA 01462-1441
 978-855-0818 mdbouch@hotmail.com
 Years in hobby: 30+ Age group: 45+
 Has 4' straight module. Says needs scenery work.
 Also member of Waushakum Live Steamers (Holliston, MA) and Metrowest Model Railroad (O gauge). Mike was a member of Northeast Ntrak many years ago until he got married, bought a house, and moved west. Now his son is about the age when he wants to play trains so Mike is back.

Russell Putnam

29 Camp Brook Road, Alstead, NH 03602
 603-835-6952
kkaminsk@keene.edu (mom's e-mail at work is best)
 (Father's name: Jeffrey Putnam)
 Years in hobby: since birth, Age group: teenager
 Occupation: student
 Tim Putnam has been a member for several years but Russell's dad Jeffrey wants Russell enrolled separately. Jeffrey is usually at shows with the boys and usually helps from set up to tear down.

Electrical Set Up at Shows – A Tutorial by Bob Pawlak

The primary purpose of this article is to familiarize new members with the process of electrical set up at shows so that they will take more interest in what is happening during set up at the next few shows and eventually become confident that they could do the electrical set up themselves. The secondary purpose of this article is to remind everyone of the basic rule that a gap in both rails of a mainline track implies that there must be no wire underneath the modules connecting those rail pairs together. Otherwise there is no gap!

The normal sequence during set up for a show is as follows:

- 1) Get your module up on its legs and roughly in place.
- 2) Adjust the height of your module and clamp it to adjoining modules.
- 3) Connect the wires of you module to adjoining modules.
- 4) Install connector tracks between your module and adjoining modules.

Somehow jobs 1) through 4) eventually get done and people become available to do the other jobs such as:

- 5) Installing the club-owned modules such as the yard, entrance bridge, 1' bridge modules, etc.
- 6) Hanging the module skirts.
- 7) Installing stanchions and stringing the yellow rope around the layout.
- 8) Erecting the club banner.
- 9) Getting 110 volts AC power inside the layout.
- 10) Connecting the DC power supply(s).
- 11) Connecting the DC triple throttle pack(s).
- 12) Connecting the DCC system.
- 13) Cleaning up the interior of the layout by storing most items under modules.

I wish to focus the rest of this article on electrical set up which includes step 3) and steps 9) through 12).

Every module owner is responsible for accomplishing step 3) correctly which is connecting the wires of your module to adjoining modules. If Cinch–Jones to Power Pole (CJ-PP) adaptors are required, extras can be found in the top tray of one of the two Club Boxes. The adaptors are color coded and should match the colors of your wires as you install them. This will help prevent mistakes especially if someone else comes along later to check your work. Please be careful! It is dark under the modules, it is a clumsy reach, blue and green markings can look the same, etc. If any connection is made incorrectly it will cause big problems and be hard to locate. When you think you are finished, get a flashlight and check your work again!

Most of the time our layouts are small and we do not use any track gaps and only one throttle pack location. If the show coordinator wants gaps to allow more than one throttle to be used, then the wire corresponding to each double rail gap in a track must be disconnected underneath. If the proper wire is not disconnected underneath there is no gap!

Step 9) is getting 110 volts AC inside the layout. Typically, we need to run an extension cord from a wall outlet to the layout and then connect a special Northeast Ntrak “circuit breaker” device (about 18” long with a triple plug on one end) to the extension cord. The extension cord fits in a special 3” wide yellow plastic tray that has the shape of a speed bump. Duct tape is used to hold the extension cord in the speed bump and to secure the speed bump to the floor to minimize its tripping hazard. The extension cord, yellow speed bump tray, and special circuit breaker are packed beneath the removable tray of CJ-PP adaptors in one of the club boxes.

The blue metal DC power supply and its two black heavy gauge cords are packed in the same area of the club box. The blue box is easy to see. The two black cords are usually under the blue box. To accomplish step 10), to connect the DC power supply, use the special black power cord to plug into the back of the blue DC power supply with the other end plugged into the triple plug connected to the circuit breaker. The other black heavy gauge cord has white tape labels on it, a male C-J connector on one end of it, and a male and female pair of C-J connectors, on the other end. The single male connector end plugs into the back of the power supply and the other two-connector-end connects anywhere along the white wire loop around the layout above the power supply sitting on the floor.

At this point if the circuit breaker is reset and the switch on the front of the power supply is “on”, then one meter on the front of the power supply should read 12-14 volts DC, the other meter should read 0 amps, and 12-14 volts DC should be available on the white wire anywhere around the layout. As a reminder, this is power dedicated to running trains and according to Ntrak standards should not be tapped for other personal uses on modules such as lighting, accessories, etc.

On a large layout, it may be desirable to use both of our DC power supplies by putting the second one directly opposite the first one around the loop. It can be connected to the white wire in the same way as the first power supply was without any concerns for gaps in the white wire. The two supplies are simply working in parallel.

The triple throttle pack(s) needed to accomplish step 11) are packed in the same club box next to the blue power supply(s). Each triple throttle pack has 3 knobs, 3 direction switches, three overload lights and a tangle of 4 wires hanging from it. The 3 knobs and direction switches are intended to control the Red, Yellow, and Blue tracks of a single block of the railroad. Each of the 4 wires has a male and female pair of C-J connectors on their ends and are marked as red, yellow, blue, and white. The white wire is connected to the white wire encircling the layout. This brings 12-14 volts DC into the triple throttle pack. The other 3 wires should be connected to the red, yellow, and blue wires to feed controlled power (magnitude/knob and polarity/direction switch) to the block of 3 tracks intended to be controlled. The trick is to connect the red, yellow, and blue wires properly.

In the Pepperell show layout, there were to be track gaps at two opposite corners of the rectangle and two triple throttle packs set up at the other pair of opposite corners. Then a throttle pack could be placed outside the layout and the tower operator could see clearly down along two legs of the rectangle under his control. In the case of the Pepperell layout, there was no gap involved at the two corners where the two triple packs were installed. Therefore, there was only one way to connect the wires. Unfortunately, because there were wires incorrectly connected below the gaps at the other two corners early on during set up, the two throttle packs were in essence both connected to the same single block of the Yellow and Blue lines. This caused plenty of beeping of the throttles and much head scratching until the wires negating the gaps were discovered and removed.

For a large layout requiring 4 blocks and 4 triple throttle packs, there are usually 4 gaps at the 4 corners and a pair of triple throttle packs located at a pair of opposite corners with one tower operator at each of these two corners. Each wire of each triple throttle only feeds one track of one block on either side of the gap. Therefore, the only wire that crosses under any of the gaps at any of the corners is the white wire.

To connect the DCC system, I much prefer to first assume the entire layout is built and tested to run DC on all three mainline tracks. Then step 12) becomes a conversion from a working DC mainline track to installing DCC power on one particular track such as, for example, the Red line. To do this, first deactivate any Red line throttle by removing any throttle wire connected to the Red line. Next make sure that the Red line wires are connected under any gaps to nullify any gaps to make the Red line a single continuous electrical loop. Then connect the DCC power cord (purple colored wire) to the Red line anywhere around the loop.

If it is a big layout with 4 blocks and 4 throttle packs, it should be broken into two power zones by leaving gaps in at a pair of opposite corners. Then connect our DCC booster unit to power one section while the DCC command station unit powers the other section. The booster and command station must be the "same phase" and be connected together via a LocoNet cable.

Incidentally, in writing this tutorial I realized that all our triple throttle packs are equipped with C-J connectors. The same goes for the white wire power supply connectors and the DCC (purple) connection wires. If there is ever a workshop to move toward increased use of Power Pole connectors, I would recommend that short pieces of wire fitted with appropriately colored Power Pole connectors be soldered onto all these wires with C-J connectors to make a "Y" joint in the wires so that any future connections using this equipment can be made using either C-J or P-P connectors instead of using C-J/P-P adaptors.



7/27/13

(Picture left) Roland Kelley taking a trolley ride in Lowell on one of the trolleys loaned by the Seashore Trolley Museum in Kennebunkport, ME. At present Lowell has three of these trolleys. You can ride on them for free.



**Dan Pawling Sr. & Jr.
Banquet @ Hilton Garden Inn
Winterfest 2005**