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## President's Message Frank Dignan

## HAPPY HOLIDAYS



Hello everybody Frank here not a lot going on since the last newsletter . I am still out driving my Camaro but that's coming to an end this week. I did get a new Pennsy dining car in the mail from Micro trains thanks BLW.

We did not Show at the South Shore Model Railroad dew to a minor snafu .We were missed and they want to see us back next year. I went both days it was well attended .On Sunday I took my grandson and meet one of the dealers out side and he told me it was my fault he was losing money he should have been home we should be their .

Now on to Greenbergs we have a layout I an not happy with it because of the new size 16-44 not an easy size to work with oh well. I an sorry I could not fit in all that wanted to show there modules but you do have to call early . Think of it this way I have 36 ft of module at home and I am not it either sorry again guys .

For the members that ordered badges I will have them look me up at the show .

Reminder we can not gain access to the show on Friday until 2PM they want dealers to setup first we are in a different location further down the hall we maybe able to unload in the rear driveway if we are quick about it .

See you there that's it for now Frank D

## Major Accident at Pepperill, MA by Mark Ferracane

At the Pepperill show there was a Major Accident on the Track. Allegany and West Virginia 777 was pulling a load of Coal Hoppers and the Pusher engine 1206 was involved. The three tracks were blocked for a short time while the cars were re-righted and put back on the tracks. The engineer Bryan Matthews took full responsibility for the Accident. (NTRAK News Service)



A real train buff would have fits for his kids or grand kids.

### Address Change for Geof Smith

28 Village Drive, Apt. 5  
Keene, NH 03431 (603) 762-1874  
email: [gesmith@cswg.com](mailto:gesmith@cswg.com)

## Transit in Istanbul, Turkey by Ken Harstine

My work took me to Istanbul three times last May and June. The last time I had anytime in Istanbul was in 1989. There is so much to see and do that it was really a matter of prioritization given that I had limited time. The first priority was to get a transit pass. In 1989 there were almost no fixed rail transit systems operating in Istanbul. Like the United States all of their tram lines had been removed by the 60s. The only exceptions were the funiculars in Beyoglu.



The funiculars run underground. Istanbul has restored three of their tram lines. The T1 and T4 lines are a modern streetcar system. The T5 is an historic narrow gauge tram that runs in Beyoglu through a historic shopping district.



They also have six modern subway lines running. The systems is something of a hodgepodge so figuring out a route can require a close study of the system. A ferry boat is also part of the transit system and makes a number of stops on both the Asian and European sides of Istanbul. Istanbul straddles the Bosphorus straight which separates Europe from Asia. I wish the streetcar and

metro drivers would learn some lessons from the ferry boat captain. At each pier the boat approached at speed and was given just the right amount of reverse throttle to meet the dock head on without even the slightest bump. Then you simply stepped of the boat while the motors kept it pushed against the pier and visited the Rahme Koch museum.



To my delight they actually had a lovely model railroad diorama.



HO unfortunately. They also had some lovely trams and trains on display.



And the Sultan's private car that was used to tour Europe in the late 1800s.



The old depot in Kadiköy on the Asian side of the Bosphorus was closed.



This station provided rail connections to all of Asian Turkey. The ferry boat stop at Iskele provided the connection to the European side and the terminus of the Orient Express.



There was a fire at the station and it was closed along with all operation. They had a new metro system that duplicated much of the commuter operation and they intend to build a new high speed rail station.

You can see more images of this trip at: <http://tinyurl.com/turkishtrains>

## **2014-2015 NENtrak SHOW PARTICIPATION SCHEDULE**

### **November 22-23, 2014 Great Train Expo, Shriners Auditorium, Wilmington, MA**

**Set-up:** Fri 1:00pm - 5:00pm - Sat 7:30am  
**Show** Sat 10:00am to 4:00pm - Sun 10:00am to 4:00pm  
**Coordinator:** Frank Dignan - 508-866-9660

### **Jan 23-25, 2015 Winterfest, Springfield, MA Amherst Railway Society - Big Railroad Hobby Show**

Big "E" Exposition Center, West Springfield, MA  
**Set-up:** Fri noon to 5:00pm & Sat 7:00am to 9:00am  
**Show** Sat 9:00am to 5:00pm - Sun 10:00am to 5:00pm  
**Layout Coordinator:** Dan Pawling Jr., 617-244-5261  
**Winterfest Co-Chairman:** Bob Fallier - 603-465-3785

### **Feb 14-15, 2015 National Heritage Museum, Lexington, MA**

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

### **March 21-22, 2015 Great Train Expo, Shriners Auditorium, Wilmington, MA**

**Set-up:** Fri 1:00pm to 5:00 pm - Sat 7:30am  
**Show** Sat 10:00am to 4:00pm - Sun 10:00am to 4:00pm  
**Coordinator:** Frank Dignan - 508-866-9660

### **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](mailto:northeastntrak@msn.com) Thanks for your help.

## **BNSF on Montana Rail Link** **Photo by Jeffrey D. Pawling, submitted by D. Pawling, Sr.**



Montana Rail Link has leased this route from BNSF, I guess that the landlord can run on it, too. Thanks, Jeff, for another great picture and for having your camera ready for shots like this one.

## **Southbound on the Capitol Limited** **by John Doehring**

In August I made the long journey down to Chantilly, VA to participate in the *Capitol Limited N Scale 2014 Convention* – just me alone, with my 12' Brittserve module. This was my first time at a super large modular meet, and it was great fun. All together there were about 250 modules included, split about 50/50 between NTRAK and TTRAK, along with several each of oNeTRAK and Nn3. Quite a number of these modules were really nicely done.

Roland Kelley, Peter Wisniewski, and Bob Pawlak also participated from NE NTRAK, and together they captured the top two awards for modules in the entire show! Well deserved. Even I came home with valuable hardware: the coveted participation plaque of the *Capitol Limited 2014*, which I'll proudly display on the Brittserve module, just as I've seen with so many other NTRAK modules over the years. Honestly I didn't run many trains. Instead I was busy connecting with and speaking to many other NTRAKers – including the hosts and leaders from NVNTRAK, NTRAK National President Bruce Alcock, and *N Scale Railroading* magazine Publisher Kirk Reddie. I was also able to take in a few helpful modeling clinics as well.

Then on the long road back (I didn't make it home until 2:30 AM Monday) I thought a good deal about what I'd seen and learned. Here are a few highlights:

1) *NE NTRAK Quality* – We obviously have some high-quality modelers right here in NE NTRAK. Despite the talent and organization strength of NVNTRAK, it was Roland Kelley/Pete Wisniewski and Bob Pawlak who captured top module honors. NE NTRAK club members should be really proud of these guys, and realize that our layouts really do stand out in the local shows.

2) *DCC is King* – This year will be my third active year with NE NTRAK, and I still haven't plunged into DCC. I've had a fair amount of DCC experience in OPSIG, operating on other model railroads, but not with NTRAK. DC is the focus (or comfort zone) of our group today, but this was not the case in Virginia. One small DC loop was provided, but the remainder of the layout (about 75-80% of the total) was DCC all the way on all three lines. I did secretly wish for a DCC locomotive – the long red line journey around the entire layout looked really fun. This year I'll take the plunge into DCC.

3) *oNeTRAK Operations* – Included as a spur off the big layout was a diverging loop with perhaps a dozen oNeTRAK modules. Here some were conducting basic operations in pushing out and picking up freight cars. I believe that oNeTRAK was originally conceived by the northern Virginia group, but NE NTRAK has several of these oNeTRAK modules too (and it wouldn't be hard to build a few more). These could add some operating interest to our layouts. Ron Wood has suggested we work to make this happen this year, and I agree.

4) *Narrow Gauge Fun!* – NVNTRAK also sported a very nice stand alone, fully completed Nn3 layout, composed primarily of single track style modules. I've always thought of Nn3 as a very specialized niche, made up primarily of exceedingly patient and resourceful craftsmen and creators. However, in speaking with Jim LaBaugh, I learned that a good deal of equipment is indeed available today, including rolling stock and locomotives in either RTR or kit-bashing form. Seeing this superb layout, along with reading the recent articles of Tom Knapp in *N Scale* magazine, has me dreaming of Nn3 (as if I needed something else to capture my railroading imagination).

All in all, the *Capitol Limited 2014 Convention* in Chantilly, Virginia was outstanding – just as advertised and expected. Yes the trip was long, but I have no complaints (after all, it was still playing with trains). And I'll be ready when NVNTRAK hosts this convention again, though I hope it will be sooner than 2024! OK, what's next?

