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President's Message Geof Smith

HELP WANTED - no experience needed, but great pay-back given.

My sincere thanks to Frank Dignan who coordinated not one but the last TWO shows in Hingham and in Wilmington. We had a rather thin turnout in Hingham, and Frank had to go get modules and later return them to their owners. No show coordinator is required to do that, but it kept us from having to cancel at the very last moment; which is a real black mark to our club if we ever wanted to return to that show. We may take Hingham off the list next year if we can't get folks to commit to the show at the annual meeting. I understand most of us live on the north side of Boston and it's a long drive. We'll talk more about this another time.

Then, Frank's excellent work in getting the Wilmington show running. Almost 2/3rds of the modules were brought on Friday, which aided greatly in our being ready and running trains from the moment the doors opened! That was great! A special thanks to all who brought modules and lent a hand setting up and breaking down the show.

And now the asks:

- 1) If you are bringing modules to a show, let the show coordinator know when you'll arrive with them. And then be there when you say! We do our best work when we all work together.
- 2) Help yourself and others set up! Remember, if theirs aren't ready, nothing runs across your module.
- 3) Try being a show coordinator! It's really pretty easy, and an experienced hand will help you. We can't just rely on someone else all the time.

Finally, if you're running a train stay with it and don't walk away to go shopping. We had several rear-end collisions with unattended trains in Wilmington. If you want to shop, either get someone to run your train or park it. Trains left running unattended risk damaging someone else's equipment or you own.

WINTERFEST JANUARY 29 - 31, 2016

Hingham Show Wrapup by Frank Dignan

Hello everybody I am still here but just as show coordinator only. I had to do some running around to make this show happen. Had only four module owners attend, Mark Ferracane, Roland Kelley, Carl Mesrobian, and myself. We only had a 10 x 22 layout. Could have used a couple more modules but its what it is. A special thanks goes out to Fay Chin who joined us for the weekend and helped with out setup and teardown. There was plenty of time to run trains for the two days. Fay got to run his long trains something he can't do in this T trak layout. The South Shore MModel RR Club was quite happy with our setup and would like to see us in the Spring Show. Thats not up to me. Thats all for now see you at Greenberg.

Winterfest 2016 - T-TRAK by Fay Chin

The 2nd Annual T-TRAK Convention will be held in conjunction with Northeast NTRAK Winterfest 2016. The T-TRAK debuted at Winterfest 2015 for the first time with great success and enthusiasm with the participants from Northern New Jersey T-TRAK Club, Albany T-TRAK Club, and Northeast T-TRAK. The T-TRAK Convention will feature model, module, and photo contests, clinics, full capacity layout operations, and a Saturday evening banquet with the NTRAK group. To participate in the NTRAK activities, hotel discount, clinic, awards, and banquet, we encourage you to register with Northeast NTRAK. Non-Winterfest registrants must have a badge issued by the ARS to gain entry to the show. Contact the T-TRAK Coordinator, prior to January 2016, for exhibitor badge and instructions. The T-TRAK activities and schedule will coincide with the N-TRAK schedule. The T-TRAK layout may double in size from 10 tables (24'x15') to 15-20 tables (24'x21') layout. For people who are unable to arrive on Friday for module setup, we will reserve space and easily fit your modules in before the show on Saturday. The building location has not been finalized due to the increase layout size. The ARS will post online the exhibitor locations prior to the show.

T-TRAK Modules

We encourage you to bring your best modules for our module contest. If you are planning to bring modules, please contact the T-TRAK layout Coordinator: Fay Chin at 978-604-0473 or email at faywchin@gmail.com as soon as possible to reserve your space. We plan to run DCC (Digitrax), so bring your DCC equipped motive power and radio throttle. We can set up conventional DC power for those who do not own DCC equipment. Please join us for a fun and memorable time.

T-TRAK Train Show Schedule - 2015 & 2016

If you wish to be part of the T-Trak layout contact Fay Chin Show Coordinator at e-mail faywchin@gmail.com

November 21-22, 2015, Greenberg's Train and Toy Show, Wilmington MA

December 5-6, 2015, NMRA, HUB Division, Marlboro MA

January 30-31, 2016, Amherst Railway Society Railroad Hobby Show, West Springfield MA

February 2016, American Heritage Museum, Lexington MA

March 2016, Greenberg's Train and Toy Show, Wilmington MA

April 2016, NMRA Spring Training, Taunton MA

April 2016, Hooksett Lions Model Train Show, Hooksett NH

MaiNe TRACK

Dec 4-6, 2015 Hub Division Model Train Expo, 181 Boston Post Rod, Marlborough, MA Set-up Friday 3pm 12x24 ft layout to include 16 ft of Northeast NTRAK straight modules (see Hub Division web site for Hotel info and discounts).

Jan 29-31, 2016 Winterfest at the Big E (details depending on Layout coordinators needs)

Apr 23, 2016 Mount Ararat High School, 73 Eagles Way, Topsham, ME Set-up 8am Layout 12x20 ft.

***For the 2 Maine shows contact us ahead of time as we try to meet for breakfast. Times and locations of that may change.



The Salar de Uyuni located in the stretch of Andes in Bolivia is the largest salt plain in the world. Over a century ago, a railway network was built to accommodate the growing mining industry. Decades later, though, the railroads became unused after the mining economy collapsed. Abandoned steam trains still exist, sitting out to rot in the sun and heat of the desert.

2014-2015 NENTRAK SHOW PARTICIPATION SCHEDULE

November 21-22, 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 29-31, 2016 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 Chairman: Bob Fallier - 603-465-3785

Feb 13-14, 2016 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 19-20, 2016 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: Carl Mesrobian - 978-578-5374

April 24, 2016 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up: 8:00am - Show 10:00am to 4:00pm
Coordinator: Geof Smith - 603-762-1874

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.



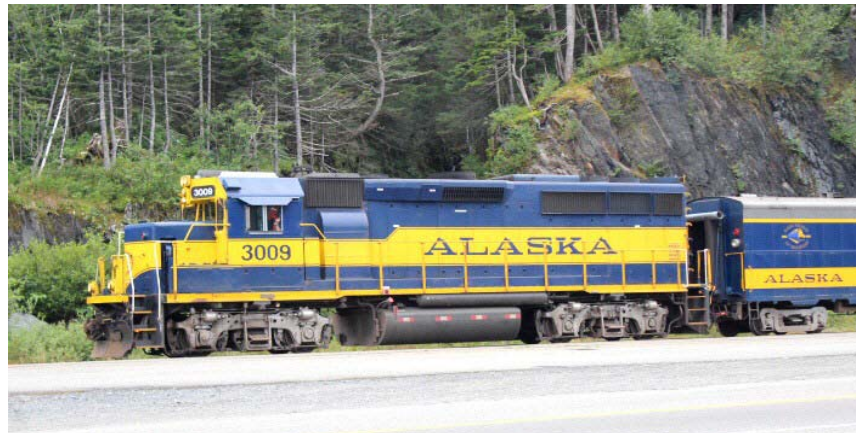
T-TRACK at the Greenberg 2015 show was set up and run by Fay Chin and his wife Jane. She told me Fay took her to the show to do all the heavy work. They had a very larger layout at the Pepperell show also and Jane had to do the heavy work again. It is great to see them enjoy the hobby together.

Off to Alaska – “Big Trip 2015” Boy Scout Troop 12, Hollis, NH by Robert Fallier

August 1st and Boy Scout Troop 12 with 34 scouts and adults headed to Alaska. We were off for 8 days of camping and hiking in the mountains surrounding the Seward and Anchorage areas on the Kenai Peninsula. Among the group of 35 were several of the scouts that built modules a few short years ago.

Our Alaskan journey began in Anchorage, driving southeast along the Seward Highway and following the route of the Alaskan RR “Coastal Classic”. Driving in a 5 vehicle caravan did not allow for train chasing picture stops, and I missed getting “the perfect picture” of the Coastal Classic rounding a bend and paralleling our route to Seward and the Kenai Fjords and glaciers. There would be more opportunities later I hoped.

The Alaskan Rail Road runs from Seward, in Resurrection Bay - Mile 0, to Fairbanks, 470 miles north, passing Anchorage, Denali, and other mainline stops along the way. The Glacier Discovery Train runs from Anchorage with a special branch to Whittier – “The Strangest Town in Alaska”, population 217.



Whittier, on the western shores of Prince William Sound, is only accessible via boat or the unique combination rail / road tunnel. The 2.5 mile Anton Anderson Memorial Tunnel is the only service link by land and the schedule allows 1 way travel every half hour. The tunnel is North America's longest highway tunnel. Unique, too, in that it only has 1 lane which it shares with the railroad. The interior is exposed rock, the floor is made up of 1,800 7.5'x8' textured concrete panels, with the rails slightly below the road surface. The tunnel entrances are designed to withstand avalanches from Maynard Mountain above. Whittier is port of call for glacier sightseeing and fishing cruises.



The Alaskan Rail Road (ARR) maintains 28 EMD SD70-MACs and 15 GP40-2s, and the ones I saw were immaculate! Each engine on the passenger runs and all the coaches are spotlessly clean, rolling through the car wash facility in Seward after each run. The SD70-MACs look like they are fresh out of the paint shop, and even the older GP40-2s (#3014 & 3008) were fresh and clean.



The passenger fleet consists of 44 railcars including: business cars, 6 diners, 11 passenger (refurbished in 2003), 6 Vista Domes, 6 Bi-Level Ultradomes, and several others. The ARR also operates the Chugach Explorer, a diesel multiple unit (DMU) built by Colorado Railcar Mfg. in 2007. A joint project between ARR and the US Forest Service, the bi-level DMU has 2 600hp diesel engines and can pull 2 additional coaches. The car supports a full galley, 110 seats, and provides local commuter services. The car is 19' 9.75" tall, 89' long, and weighs 225,000 pounds.



Although it can attain 110mph, operation is limited to 60mph. Other ARR trains include the Denali Star, Hurricane Turn, Aurora, and the Grandview Cruise Train (timed with cruise ship arrivals).

Highly regarded for its passenger services and the extraordinary scenic delights along the way, the ARR also hauls a significant amount of freight. In Seward and we noted several strings of high sided gondolas full of stone and gravel. Fishing is a major source of income on the coast, and small processing plants can be found in Seward, Whittier, and other coastal stops. Other engines in the current roster include 8 GP38-2s, 2 generator cars, and ARR #577, a 2-8-0 Consolidation currently being restored.

Among our hearty group of 35 adults and scouts, were Trevor and Matt (2 combined 4' modules representing an Alaskan fishing camp. Alex (farm module), & Scott (Calif. beach module), all of whom made Eagle Scout this year and are heading off to college shortly. Matt commented that the module he built 5 years ago was amazingly correct, given that he had never been to Alaska before. Although we didn't get to enjoy any rail journeys, we certainly had our share of up close and personal interaction with the local wild life. The first several days were spent hiking up and down the Kenai Peninsula, exploring glaciers, and for some, a bit of salmon fishing.

Mid-week we headed north of Anchorage to explore other mountains including Flat Top, Rendezvous Point, and the Ramparts. Total miles by foot for this explorer – about 30, and 7 nights in a tent.

My next trip north... will certainly be by rail!

Bob Fallier