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### President's Message Geof Smith

Even though I was only able to attend on Saturday, hats off to Carl Mesrobian for his organization and skill getting the Wilmington train show off and running this month! We had a great turnout, and when the show opened we had trains running! Everyone who brought modules pitched in and helped us get trains running, and special thanks to Frank Dignan and those who didn't bring a module but came nonetheless and helped set up. For those who came later and ran trains, please plan to come help set up or take-down at the end of the shows. We're always happy to have trains running, but we need your help in making the whole thing work.

The next event is the NMRA Spring Training Show in Tauton on April 2<sup>nd</sup>, and then the final show of the season will be in Hooksett, NH on April 24. We need one more four-foot straight module for the Hooksett show, so if you haven't signed up, please let me know if you can bring a module.

And then folks we need to plan for our June annual meeting! If you haven't been to one of these, they're a very enjoyable occasion. Last year's featured a home layout tour, incredible edible food, and lots of good conversation about what we'll do in the coming year. We need a host for this event, someone with room for about two dozen people – the club will pay for the meats to be cooked and drinks, but the rest is pot-luck. Does anyone want to volunteer?

The annual meeting will also be the time for election of officers to the club for the coming year. I believe your current slate is willing to stand for re-election, but if you feel this is something you'd like to do, please let me know.

Finally, for those who read the last Ntrak national newsletter, I hope you saw two of our own, John Doehring and Peter Wisniewski, featured! We have some incredibly talented folks in this club!

### Museum Show Wrap Up by Bob Pawlak

It was bitter cold the weekend of February 13-14 for the Museum Show in Lexington. The attendance was still 638, though, with lots of youngsters towing their parents with babes in arms. Last year attendance was zero because we were snowed out by an expected blizzard. In 2014 and 2013 we had 685 and 542 (our all-time low). In 2010 – 2012 we had 1635, 1595, and 1793. You figure.

We had a 27' x 27' square layout which is the biggest that we can fit in the Farr Conference Center room at the museum. Another 4' in either direction would reduce the surrounding aisle space to a scene of constant congestion. Modules were supplied by Frank Dignan, Bob Fallier, Mark Ferracane, Roland Kelley, Brian and Peter Matthews, Carl Mesrobian, and Bob Pawlak. Most of the set up took place on Friday afternoon. Finishing touches of set up on Saturday morning were helped along by Fay Chin and Jack Brown. Both stayed to run trains on Saturday and were back again on Sunday. Devin Afshin and Chealsy Matthews came to help run trains on Sunday and Victor Brown came to help tear down on Sunday afternoon. Thanks to everyone who brought modules, helped with set up, ran trains, and helped tear down. I am sorry if I have missed mention of anyone.

We started with an all-DC layout with just one throttle and no gaps to make sure everything was running correctly and later changed to DCC on the Red Line and then Blue Line as demand for running trains increased. We were running trains on all lines when the doors opened and people flooded in at 10:00 A.M. We had a variety of interesting modules with Bob Fallier's Disney World on one corner, Frank Dignan's intermodal terminal, Roland Kelley's brightly lighted carnival module, Carl Mesrobian's city scene with trolley and magically running buses and trucks, Bob Pawlak's Bridges Canyon with plenty of bridges and tunnels, Mark Ferracane's city scene with a forever burning building, and Brian Matthew's historic Auto Train Terminal module.

We tried to have Fay Chin set up a T-Trak layout in the entrance area of the Museum for the first time, but after careful consideration, museum personnel had concerns about security and other issues about Fay's set up. Perhaps these can be resolved and Fay will add T-trak to the show next year.

**2014-2015 NENTrak SHOW PARTICIPATION SCHEDULE**

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

**MaiNe TRACK**

**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.

**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](mailto:faywchin@gmail.com)

**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**

**Here is a final list of our Winterfest product supporters Please give them your support and thank them:**

- MBS Model Builder Supply \*
- Bachmann Trains
- Atlas Model Railroading Co.
- Micro-Trains Line
- Evan Designs
- N Scale Enthusiast
- Deluxe Innovations, Inc.
- Rapido Trains \*
- Digitrax \*
- Bluford Shops
- Backdrop Junction
- Tex 'N Rails
- ExactRail
- The N-Scale Architect
- Fox Valley Models
- Hobby Emporium – Tyngsboro, Ma
- Top Hobby Trains – Staten Is.
- InterMountain Railway Co.
- East Coast Circuits \*
- Kato U.S.A.
- Wm. K. Walthers
- Lowell Smith \*
- Valley Trains N Hobbies
- Logic Rail Technologies
- Touch Toggle \*
- \*New for 2016*

**Northeastntrak.org is back on track by Peeter Wisniewski**

Steve Valin, George Michaels, and I finally completed the northeastntrak.org domain name transfer back to our club. Going to <http://northeastntrak.org> now again brings up our club's website. While for now the website is still tied to nenscale.org, the important news is that the original link works properly again.

Steve Valin has been maintaining the club's website for the last several years. Steve was not a member of NE NTRAK, but he volunteered to maintain the Website after Ed Smith resigned as the Webmaster. George Michaels, who is a current club member, volunteered during the club's 2015 annual meeting to take over the maintenance of our Website. After George experienced some difficulties in the transfer process last year I volunteered to assist him and Steve in this process.

I like to thank Steve Valin from Steve's Depot for hosting and maintaining our club's website for several years. I also like to thank our own George Michaels for stepping in as the new northeastntrak.org Webmaster.



John Tyndal and his 4 foot corner module while at Winterfest this year. Picture by Ron Wood.

**Welcome A New Member**

Ben Tabor  
 10 Fairview Road  
 Canton, MA 02021  
[j.tabor@comcast.net](mailto:j.tabor@comcast.net)  
 781-856-6996  
 Occupation: Student  
 Age Group: Teenager  
 Years in hobby: 5-10

## Kitbashed Factory I Built by Mike Boucher

Back in the 70's and 80's, a man named Art Curren was a prolific "Model Railroader" author, specializing in kitbashing buildings. In August 1985, he published an article where he took 2 HO scale "Superior Bakery" kits into something he called Hardly Abel Mfg. If you're unfamiliar with "Superior Bakery", its one of those kits that are somewhat iconic. Its a rectangular brick building with large arched windows. Revell/Con-Cor/Heljan produced it for years, introduced in the 60s, although it now seems out of production. There are several kits in their range which used the same sides and ends, just adding different details and occasionally a false front.

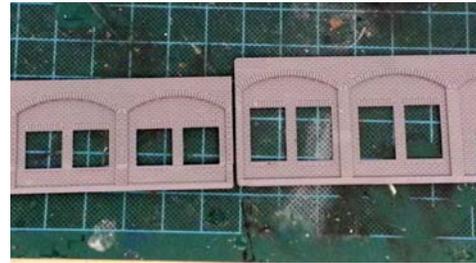
Back when I was in HO, I did this kitbash as I really liked the look of the new building. When I left HO about 8-10 years ago, I sold the building, and was almost immediately hit with sellers remorse. I found that Heljan also produced Superior Bakery in N scale, so I ordered two of them from Ken's Trains. Over the past few years I've slowly done the kitbash, and now its done.

Art did something I thought was rather unique with this project, and gives the finished factory a very different look, in that he removed 36" from the **height** of the building. Using my N scale ruler, that's the equivalent of 7 courses of brick on the model. Paying close attention to the cutting diagram in the article, I immediately noticed theres a difference between the HO and N scale versions. The HO version has 3 "panels" with 2 windows each on the sides, total of 6 windows. The N version has 4 panels, for total of 8 windows. I had to pay close attention when I made the "vertical" cuts, on those side walls, but other than that it just means that my N scale building will be slightly larger than the HO scale version.

There's a also small detail differences, like the number of panes in the windows. In HO, there are 3 panes vertically on each window, so removing 36" takes out 1 window pane. In N, there are 6 panes vertically on each window, so I needed to remove 2 panes to reduce the window by the required 36".

Here's a picture of one wall "before" and another after the height reduction was done. Removing 7 courses of bricks meant that the bricks now align on two adjacent courses. Its small enough that its not noticeable

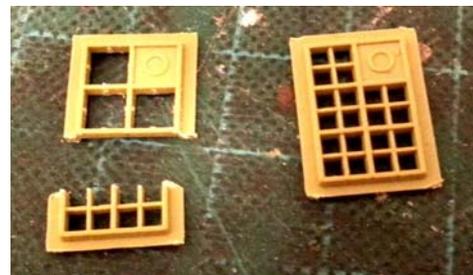
noticeable on the finished building, especially since the horizontal cuts are in different places on various sides (some are at the top of the windows, some at the bottom, and some above)



The two main side walls had to be cut vertically and stretched them. Once this was done, I was able to take some masking tape and put the building together so I could really see what it would look like when assembled. Here's a picture of the "mock up"...



Next, I started working on the windows. I needed 16 windows shortened, like I had with the sides. This was as simple as cutting 2 panes off the bottom. I didn't like how heavy the mullions were, and the HO kit had fewer, so I also trimmed some of those away to represent much larger panes of glass. Here's one window after cutting, next to an untouched window.



When I assembled the walls, I used scrap styrene sheet to cut both "inside" and "outside" braces, and as I glue the sides together, I braced each corner with the appropriate bracing. The walls are all glued together with appropriate bracing in the corners.

With the walls of the factory done, next was to work on the roof. This took a little bit of thinking, as the roofs are different between the HO kit the article is based on, and the N scale kit I have. The HO only has 1 skylight, and the roofs are shorter as there is only 6 windows per side not 8. I planned the cuts so they were on the battens running vertically up the roof, to make it easier to hide the joints. I wanted to have the cuts in different

places on each side of the roof, to better hide where the cuts/joins are, but I couldn't figure out an arrangement where it would work. If I rearranged the pieces differently on the two sides, the battens on the roof would not line up due to the "not obvious until you cut things apart" fact that the battens aren't equally spaced!

Art's original had two smokestacks right next to each other, and I wanted to keep that feature as I really liked the look. To do this, I had to cut one of the smokestack bases from one side of the roof, and reposition it adjacent to the base on the other side. This left a hole on one side of the roof which needs to be covered up. I decided to make a small dormer, using styrene sheet and scraps from the roof. I added other roof details included with the kit, and put in the skylights.

I thought there were too many skylights, and one was very close to the two stacks, so I built a flat-roofed box to cover it. I took a vent from one kit, cut the stack at an angle, and glued it "horizontally" on the roof of this box.

Next was to make roofs for the "bump out" sections, as the roof included with the kit doesn't account for those. The "short" one I wanted to reasonably match the roof. I took some .040 thick styrene, cut to dimension. Then glued on .010 x .030 styrene (IIRC) to simulate the roofing seams. this took WAY longer than I thought it would!

The other side, with the full height wall, I decided to put on a flat roof inset between the brickwork. I added some .030 x .080 styrene to form a capstone, and every 1.5 scale feet, I scribed in a joint with my knife, so it looks like individual stones.

After painting the roof silver, heres what it looks like. The "flat-roofed box" with the vent on the top is next to the stacks, and the dormer to cover the "smokestack hole" is in the top right corner of the picture, on the opposite side of the roof. You can also see the capstones on the "full height" wall.



With the building mostly done, I decided to make a diorama to display the model. I took a plywood sheet, glued down a length of track, and made a foundation for the factory from styrene.

Once the foundation and track were set, I put the factory in place and determined how big the loading dock would need to be. I built the loading docks out of some .030" styrene sheet.

Then I slapped some sculptamold on the scenic base, being careful to not fill in where the loading docs belong. I weathered the track and ballasted using Woodland Scenics fine "cinder" ballast. Then I added ground cover

I was also building a few details for both the factory building itself and also the track. I learned of a Canadian company called Osborn model kits, which produce a small range of laser-cut wood details. (<http://www.osbornmodelkits.com/railroad.htm>) I bought their kits for a track bumper, some crates, and pallets (they call them "skids") I assembled the kits (the pallets didn't need assembly)

After gluing the crates and a few pallets to the loading docks, I put the factory on the diorama base and declared "its finished!"



## Lexington Show Wrap-up by Bob Fallier

Our February 13th-14th show at the National Heritage Museum in Lexington was a very enjoyable weekend. As many of you know, this particular show can become very stressful for both our visitors and us. Since the show is mainly for younger kids, there are always poking fingers and "little screamers" piercing our eardrums. I think we were very lucky having only 2 or 3 "screamers" early on Saturday, and the balance of both days was fairly quiet.

Total attendance was down quite a bit from our usual, perhaps due to the extremely cold temps, but there was lots of enthusiasm, and even a few who appeared on both days! Of course Roland's Carnival, Bob Pawlak's "Bridges and Canyons" and my own Disney corner were the usual attention grabbers, but there also seemed to be almost equal interest at the yard area with many questions about this or that. Chelsea Matthews, my Disney assistant and module operator, was there on Sunday which gave me time to just play with trains, which is after all, why we're there.

I also had a bit of a surprise on Saturday when my corporate VP arrived with his wife and 5 year old daughter. Little Vivian and I had a grand time running a couple of my trains, and after a while she could walk, throttle in hand, almost by herself, while mom and dad enjoyed a conversation with Roland. The young lady was quite focused on her job as engineer for over an hour and never exceeded posted track speeds! The only downside, was that other youngsters wanted equal time when she was through, so for the last half hour of the show I played the "pied piper" allowing just two laps around the layout for half a dozen other kids.

Thanks to everyone who was there on Friday for an early setup, and everything seemed to be running smoothly when the doors opened at 10 on Saturday. DCC had a few small issues now and then, not unexpectedly. Our usually fussy geezer gate appeared to work quite well all weekend, and module-to-module transitions were almost flawless! All of which made for smooth running and almost a constant stream of passing trains. There were a couple of very long trains that had occasional issues and kept repair crews on their toes, but fortunately no heavy wreck cranes were required and the problematic cars sent to the back-shops for repairs.

Thank you Peter Mathews for providing Thomas and Friends, perennial favorites at the Lexington show!

Thanks to everyone who participated and to everyone who stayed for a somewhat hurried take-down on Sunday.



**Carl Mesrobian, Fay Chin, Mark Ferracane, Frank Dignan & Bob Fallier**



**Devon Afshin, Brenda Afshin, Carl Mesrobian & Frank Dignan**



**Jack Brown, Peter Mathews, Bob Pawlak**



**Bob Pawlak running his three trains within his layout.**

**Winterfest 2016 - Northeast Region T-TRAK Layout  
By Fay Chin**

The Northeast Region T-Trak held the second annual event at the Amherst Railway Society Railroad Hobby Show on January 30 & 31, 2016. The Northeast Region T-Trak layout was comprised of T-Trak modules from Northern New Jersey N-Trak, New Jersey Southern N-Trak, Genesee-N-Ontario Model N-Gineers, Valley N-Trak of Connecticut, MaiNeTrak, Georgia, and Northeast T-Trak.



The Layout

The Northeast Region T-Trak group held a module contest which was judged by the public. The first place winning module was the bridge over a river built by Bill Pontin from the Connecticut Valley N-TRAK group. Photos of the **First place** module (pictures below)



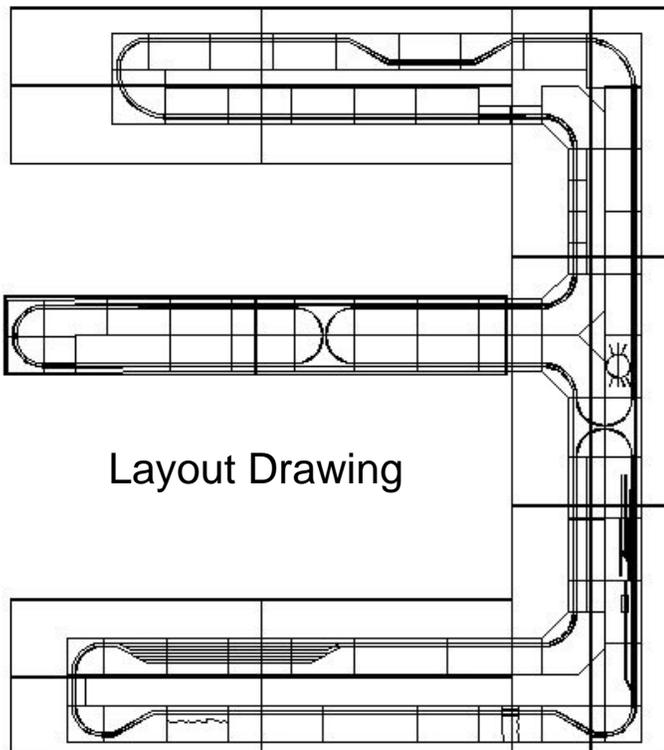
The Group

The layout was on 16 tables, which was an increase in size from 10 tables at the Winterfest 2015 show. The layout dimensions were 22' x 24' in an "E" shape. If the modules were to be in a rectangular shape layout, it would be equivalent to a 46' x 24' layout. The layout utilized 4 "T" shape junction modules, which allowed 4 independent loops with one loop running DC. See the drawing and photos below.



**Second place** module was the mountain and tunnel by George Michaels from Northeast T-Trak group. (left)

**Third place** was the colorful foliage module built by Rob Selberg from the MaiNeTrak group. (left)



Layout Drawing

I encourage everyone to work on their winning modules for next years contest. I would like to thank the Connecticut Valley N-Trak group for the Richard Marko Commemorative Award for animation. I was very surprised to be recognized for this prestigious award. I had incorporated many animated features on my T-TRAK modules. I enjoyed having the public operate the animations and seeing their surprised faces.

Would also like to thank everyone who participated in the T-TRAK layout . It is everyone's effort that made Northeast Region T-TRAK layout at Winterfest 2016 a success. I look forward to next year for another enjoyable event and a larger layout.