

NORTHEAST N-TRAK

President - Geof Smith Vice Pres - Bob Fallier
Treasurer - Robert Pawlak Editor - Roland Kelley



President's Message Geof Smith

We closed the show year with a very successful display in Hooksett on April 24th. The layout area was a bit pinched, but we managed to fit in almost all of the modules offered. On display were modules by Dick Benton, Bob Fallier, Mark Ferracaine, Bill Hayes, Doug Lawson, Carl Mesrobian, George Michaels, Russ & Jeff Putnam, Jim Pyle and Ron Woods. It was really great to have three modules by new members on display! Even if they weren't 100% completed, it's important for folks to see new efforts and what goes into them.

A very special thanks to: George Michaels for setting up the DCC and spending nearly every minute of the show helping those who are DCC illiterate program their locomotives or some other aspect of digital fine tuning (is there a workshop in this somewhere for those who want to learn how to do this for themselves?); Mark Ferracaine for getting the DC line up and running; new member Jeff Koehly who helped with breaking down the show even though he didn't have a module in it; the four MaiNetrak members who came down from the North to run trains and who stayed around to help break down the show when it ended; and – saving the best for last – to Carl Mesrobian who faithfully brings the bridge, the yard, and a club box or two **to every show**, plus his own module. Carl works tirelessly on so much that if you don't see it you'd just take it for granted.

Of course there are lessons we can all learn from the show too: when setting up, we need to be much more careful to align the modules and not simply bolt them together. The bridge module suffered severe racking, which led to several derailments as the blue line was out of kilter. And for those operating trains, follow your train! There's no reason for having one train run into another!

But all in all; everyone had fun, no equipment was hurt, and we're off and running to think of new ideas and other improvements we all want to make to our modules for the Fall. It's been a pleasure serving as Club President this year; thank you all!

June 2016 NEWSLETTER

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ANNUAL BUSINESS MEETING SATURDAY JUNE 18TH AT 11:00 AM

The 2016 Annual Meeting will be held at Bob Fallier's home at 115 Pine Hill Road, Hollis, NH. Bob is only 10 minutes west of Nashua, NH, off of Route 3. The meeting will be on Saturday, June 18, beginning at 11:30. At the meeting we will elect next year's officers, discuss proposed changes to dues, define the show schedule for 2016/2017, and generally talk trains.

The club will provide meat for the meal, and drinks, but we want to encourage everyone to bring a dessert, salad, or other edible to share. **Please contact Geof Smith to RSVP and let us know what you'll bring.**

Painting BNSF Kato Locomotive by Jim Pyle

On a trip to Seattle last year, I took a picture of a BNSF locomotive. This inspired me to finally paint and decal an undecorated Kato locomotive I had purchased years earlier.



Hooksett NH Train Show

By Fay Chin

Hooksett NH train show on April 24 was the last T-TRAK display before the summer break. The show has always been a popular show. The attendants was steady throughout the day even-thou the show was from 10:00 am to 3:00 pm. The layout was on four (4) 8' tables in a "U" shape taking up a 19' x 11' area. The T-TRAK layout main lines would be equivalent to a 19' x 22' rectangle layout. The advantage of a "U" shape configuration instead of a rectangle layout is there is no center setup area and no need to crawl under the 29" tables. The layout was located on the school stage and was well lite by the stage lighting. The layout went up quickly, we even had time to stop for coffee and donut compliments from the show host. Below is photo of the layout.



Russ and Jeff Putnam brought their two double width (24") newly scenic camp ground modules. Their modules fit in nicely. I would like to thank Russ and Jeff for bring their modules and helping to setup/tear down the layout. Top next column is a photo of Russ (photo foreground) and Jeff (photo background) intense involvement.



Here is a picture of 8 Norfolk Southern engines on a train crossing Rockville Bridge, Marysville, Pa(near Harrisburg) June 2015. by Ron Wood

During the show, a hobbyist commented on the Texaco Oil Tanker (see photo below) on my module. He indicated the model ship came out around 1960 and if you purchased 8 gallons of gas, you can buy the ship for \$3.95. I recall gas prices was approximately 17.9 cents a gallon. If the gas station did not have it, Texaco would send one with shipping included. I have seen on ebay for the Tanker as high as \$400.



Below is the original black & white TV ad for the tanker

<http://www.rcgroups.com/forums/showthread.php?t=142176&page=4>

As the spring 2016 train show season comes to a close, I would like to thank everyone for your support in promoting T-TRAK. I will have a new T-TRAK fall 2016/2017 schedule prepared at the annual meeting.

Have a great summer! See you at future train shows.

Now what? by Geof Smith

When Carl showed up at the Hooksett show with the yard modules, the bridge module, a club box, and the old club corner I was sucker and took pity on him: it just isn't fair for him to have to haul so much stuff on behalf of the club that he would barely have room in his car to bring his own work. So going home, I had the club corner in my car.

But now what? I truly do have the best intentions for this module, but it's clear it needs work. The module is a standard three-foot corner, with a cut-over to connect with One Trak modules that apparently are rarely if ever used (maybe it could connect Ntrak modules with the two track standard the Maine club uses, but other than that it's pretty much now only for decoration). This module has been through the wars: there are places where the track is starting to come up, the ballast has chipped away, and the scenery – well, there is no scenery. It's simply been painted and a light layer of green ground cover added. It looks like the proverbial scene where the cows came, ate everything in sight, and then left.

But on the positive side, the module is still usable, and the track and electrical work are in decent shape, so primarily it's a question of scenery. Ah, but what to do with this blank canvas? The options are endless: create a big city, urban scene? Something more pastoral: a farm scene or seaside? Do we go with something from the at-times twisted mind of Bob Fallier: tall buildings, lasers, hundreds of "people" running in panic. A marathon in the making... or perhaps a bit of Sci-Fi drama. Godzilla picking his teeth with the remains of a subway car, dangling over the precipice? Or maybe just a hay field with a scarecrow (yellow brick road not included. Flying monkeys and wicked witch sold separately.). . . Then again, the Thomas trains are especially popular with kids, so maybe Shining Time station . . . Or, as more folks are running DCC these days that can enable multiple train movement, is there an opportunity to create a place where trains can engage in switching instead of just running in circles? The answer of course is we can do any of these things. That's the beauty of Ntrak: we've got three tracks here and three tracks there, and anything we want in between. It's an opportunity to show off your talents in building "X," or it's an opportunity to experiment with entirely different and new scenery techniques. So anyone with ideas for this little piece of real estate let me know by the end of the month!

Because one thing is for certain: the module is going to get a needed face lift this summer; the folks who pay money to come see our workmanship are entitled to see something that isn't chipped, dirty, or just looking like it's been bumped from show to show without some love. That's what I hope to do with some of my summertime away from the train shows, and what I hope you'll

consider doing with your own modules this summer. Sure, summer's a wonderful time to get outdoors and enjoy the weather – but you know – it's going to rain sometime, so how about we use some of that rainy day time to do some cleaning and repairs so come the next show we'll wow our audiences.

Directions to Bob & Diane Fallier's house for the annual meeting on June 18th, 11:30 AM.

Address: 115 Pine Hill Rd. Hollis, NH -

About 12 miles from Hobby Emporium/ NH state line, 8-9 minutes (5.5 miles) from Route 3.

From either the north or south (or Andover, Wilmington, etc), **take Route 3 toward Nashua, NH.**

Take Exit 6, Route 130 west to Hollis.

At the small traffic circle, continue west on Rt. 130.

You will know as soon as you get into Hollis. **Continue on 130, passing a large red barn on your right.**

Approximately 1/2 mile farther, as you crest the hill, turn right onto Pine Hill Rd.

Drive 1 mile. Look for three green mailboxes between two tall, white posts on the right (#113, 115, 117). You can't miss them!

Turn right into the common drive, continue about 500 feet to **#115, the brown ranch house on the right.**

If using a GPS or google maps, it will probably show 115 farther down the Pine Hill Rd. Just watch for the mailbox numbers.

From the west: (about 15 minutes from 101A/122 intersection)

Rt 101 east to Milford/Amherst. Take the Amherst Street / 101A exit toward Nashua.

At the first traffic light, turn right onto Rt. 122 south toward Hollis. Be sure to observe the 30mph limit as you approach Silver Lake park.

At the traffic light, turn left onto Rt. 130 East toward Nashua.

At the stop sign bear left, continue following Rt. 130, Broad St.

Drive approximately 1/2 mile passing Brookdale and Lull farm stands/stores.

See a large yellow house on the left, **turn left as you crest the hill onto Pine Hill Rd.**

As above, drive 1 mile to #115 on your right.

Assuming the weather will be good, bring a lawn chair and your bug repellent (my resident bat only works the night shift).

Bad weather, I'll have plenty of chairs inside and HEPA filters going if you have pet allergies. For wine drinkers, there is a nice vinyard about 1/2 mile down the road... public welcome. Both Lull and Brookdale have a good variety of farm fresh veggies and fruit, pies, etc.

See you on the 18th. Bob

AMTRAK AEM-7 Farewell Run by Dan Pawling, Sr.

A farewell run of AMTRAK's retiring AEM-7's is scheduled for June 18, 2016. The train will leave from Washington D.C. and run to AMTRAK's Wilmington, Delaware mechanical shops, then return to Washington. The AEM-7's were placed in service in 1997 and initially ran from New Haven through New York City on the Northeast Corridor to Washington, D.C.; They were also used in the Philadelphia to Harrisburg, PA service. The AEM-7's are being replaced by Siemens built ACS-64's which are already in operation. Go to the internet for more info on the AEM-7 and its successor. Attn Railfans: who will be the first to have their photo of the new ACS-64 appear in this newsletter? Read on.



In 1976, Amtrak tested French and Swedish locomotives on the Northeast Corridor in an attempt to find a replacement for the aging GG-1 locomotives originally built for the Pennsylvania Railroad. The Swedish model, a Rc4 locomotive designed by Allmanna Svenska Elektriska Aktiebolaget (ASEA), was designated the x995 during its testing phase. The x995 wears the Amtrak Phase II livery introduced in 1975.

The Rc4's lightweight design won out and became the basis for the [Amtrak dual cab AEM-7](#). Amtrak contracted with the General Motors Corporation's Electro-Motive Division (EMD) to manufacture the AEM-7, which was produced from 1978 to 1988 and could reach top speeds of 125 mph.



The AEM-7 is a twin-cab B-B electric locomotive that is used in the United States on the Northeast Corridor between Washington DC and Boston and the Keystone Corridor between Philadelphia and Harrisburg in Pennsylvania. They were built by Electro-Motive Division from 1978 to 1988. EMD manufactured 65 locomotives between 1978–1988.



Amtrak ACS-64 No. 600 leading [Northeast Regional](#) train No. 152 near Odenton, MD on February 8, 2014

The GG-1 Pennsylvania RR



The PRR GG-1 was a class of electric locomotives built for the Pennsylvania Railroad (PRR) for use in the northeastern United States. Between 1934 and 1943, General Electric and the PRR's Altoona Works built 139 GG-1s.

The GG-1 entered service with the PRR in 1935, and later operated on successor railroads Penn Central, Conrail and Amtrak. The last GG-1 was retired by New Jersey Transit in 1983. Most have been scrapped, but several remain in museums.

Address Change

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