

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

Editor - Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, or
e-mail: NortheastNtrak@msn.com Web Site - www.northeastntrak.org



President's Message Bob Fallier

From the Presidents Chair...
June Edition (before the picnic)

The summer doldrums.

Its too nice out to play with trains. I'll get to it later. I'm on vacation. I need to mow the lawn (wash the car, fix the fence). Yes, the 'honey do list' does take priority and why spend a great summer day in the basement when you could be outside enjoying the sun. Like my EMS has says: Go outside and play.

I guess I can't argue with any of that. And for guys like Frank and myself, add car shows to the list. So we are pretty much in agreement that summer is not exactly the season for model railroading. What do you have planned for those murky, wet, humid days when being outside is the last place you want to be. You know, when its too hot, too humid, too many bugs? Park in front of the TV and watch the same rerun for the tenth time?

The basement or wherever your layout is, is where you should be. No layout to play with? How about your module(s)? This is the ideal time to set it up and do a make-over. Maybe it's just a matter of putting it on top of a table, doing a little cleaning, replace missing plants and shrubs. Weed out the old dying grass and plant some nice fresh green grass (wish I could do that in my back yard). Roads looking gray and dingy? Parts of your diorama coming loose? Tune up, fix up, you name it, it's just waiting for you to give it a little TLC. No layout or module to work on? How about fixing couplers, weathering, adding decoders or lighting to your rolling stock? How about the model you want to build for the Winterfest Model Contest?

So maybe summer really is a good time for Model Railroading. Not every day, but certainly time that

ANNUAL BUSINESS MEETING SATURDAY JUNE 10TH AT 11:00 AM

The 2017 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 10, beginning at 11:30. At the meeting we will elect next year's officers, discuss proposed changes to dues, define the show schedule for 2017/2018, and generally talk trains.

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

can be well spent on something that you can enjoy all winter. Go outside and play, then go back inside and play some more.

Winterfest updates...

Winterfest 2018 is probably not something you are thinking about and normally I wouldn't either. Except that during June and July I'll be spending a fair amount of time getting things organized for next year. I've mentioned in earlier newsletters some of the changes we are looking at and I won't bore you by reiterating any of that. I will say that we are very excited about our proposed auctions. It's just the beginning and somewhat limited, but what we want to do is build up a "war chest" so that each year we can offer bigger and better goodies to you. Well maybe not "bigger", but certainly better. Any profits that we make will go directly toward products that we will purchase for the following year. Essentially we want to emulate the auctions held by NSE at their conventions. We have to start somewhere and this is the time to do it. Suggestions are welcome. Donations are even more welcome! We're courting several manufacturers in hopes of obtaining either freebies, or good stuff at dealer cost. (continued on page 3)

Train Graffiti by TroveStar Curators



Graffiti on a train car is not supposed to cover the reporting mark. If it does, the railroad is required to repaint the car. For this reason, artists are encouraged not to have their tags obscure the marks. This one is cool because the artist ENHANCED the marks instead of obscuring them. Kudos to you HBAK! CRDX is the reporting mark for Chicago Freight Car Leasing, the owner of the covered hopper in this image (the real one). Also Kudos the modeler who reproduced HBAK's work on a scale model train.



Ringling Circus prevails in 14-year legal case; collects \$16M from Humane Society, and others. by Thomas Heath.

A number of animal rights groups including the D.C. based Humane Society of the United States ended their long-running litigation with Feld Entertainment this week by paying nearly \$16 million to settle unproven allegations that Feld's Ringling Bros. Barnum & Bailey Circus was mistreating elephants.

Today in Circus History - May 16, 2014

"Won the battle but not the war..."

It was only three years ago today that the long legal battle against animal rights activists was won. However in May of 2016 the elephants were taken off the show and in May of 2017 it is closing forever.



The Fox Valley Models GP-60 Wrap-up by Ernie Poole

Weeks after writing the original article, I continue to learn more about them. I'll share some final thoughts that may help you should you choose to add them to your own roster.

The couplers, as it turns out, are not Micro-Trains as I thought at first blush. They are FVM clones that look and operate pretty much the same. I have had no issues with them at all.

These units are running quite well. While still just a wee bit noisy, they operate very well, and in a nice speed range without any speed table needed. They also seem to have a worthy drawbar pull. I admit to being pleasantly surprised at how nicely they operate so far.

I failed to mention initially, that the detail parts package also includes windshield wipers in etched stainless metal, cab sunshades, lift rings, etc. Really nice stuff if happen to be a detail nut like Peteski!

And of course, the inevitable happened, and I scored a second cab unit to complete the four unit set. That meant adjusting the CV 22 values in the trailing 'B' unit back to '00', and the new 'A' unit to '01'. The 'A' units are now the same, and the 'B' units are same. Here's how it works. Turn the lights off in all units at their individual addresses. Now assign a consist address to all four units. I choose a two digit address, usually the first two of the lead unit. Now assign a throttle to the consist address, and push the '0' or 'Lights' key to turn them on. Note that the 'B' units ignore the command completely, and the 'A' units headlights only, are now directional. Modern day magic! You just have to love it, and this power set would be an excellent choice for an NTRAK display. I may need to plan a visit.

The next project on the MRL is the long awaited SD-70Ace's, also from FVM. I suspect the story will be similar to this one, but time will tell.

(continued from page 1)

Two unexpected items we are offering are RR lanterns. These were just recently offered to us by one of our members and I gladly accepted them. They are family heirlooms and well cared for. Doing a bit of research in my Illustrated Encyclopedia of Railroad Lighting, Vol. 1, I've garnered a bit of history for each of these. Both are referred to as "Short Globe Lanterns", having globes smaller than 5-3/8" height, kerosene burning, and "Single Wire Guard" frame style. The bail on both can be used as either rigid or swing. Both have original marked clear globes and other identification.

The first is an Armspear, model 1925, offered between 1925 and into the 1950s. This is a very clean lantern with L&N R.R. etched into the 3 1/4" high globe and stamped into the rim of the globe holder. The Corning "C" surrounding a smaller "NX" is cast into the globe near the upper rim. The globe is excellent and crystal clear. The stamped metal frame is in very good condition. The "fount" (fuel tank and wick holder) is easily removed and the wick height is easily adjusted. Typical values that I found range from \$85 to \$225.



Armspear Kerosene Burning Hand Lantern No. 1925

In presenting a kerosene oil burning hand signaling lantern, it has been our desire to offer a lantern that is small, compact, light in weight, sturdy of construction and wholly dependable in signaling service. We feel this has been accomplished in the Armspear Improved No. 1925 Kerosene Burning Hand Lantern, which is illustrated in the following pages.



Armspear Kerosene Burning Hand Lantern No. 1925. Illustration with wire bail.



The second is an Adlake (Adams & Westlake) model 250KERO. The Pennsylvania RR keystone is stamped on the top and 1923 Pat. Pending is clearly visible around the rim of the globe holder. Because 1923 is the last patent date shown, it would suggest



this is an early production piece made between 1925 & 1930. Referred to as a "Logo Globe" the PRR keystone is etched into the 3 1/4" high globe. The Kopp Glass "K" is cast into the globe. The "fount" is very clean and easily removed for inspection or filling. Prices that I found for the Adlake 250 range from \$95-\$200.

Although they are not particularly rare, both lanterns have been well cared for and are remarkably clean.

Based on the "Lantern Rarity Check Sheet" found in the encyclopedia (both lanterns):

Type and condition:	All 3-1/4" to 4-1/2"	12
(very good, not excellent)		
Manufacturer or Patents:	Clear and Present	
10Frame		
Frame Markings:	Factory Marked Major RR	10
Globe Size & Type:	All 3-1/4" globes	25
Globe color & Markings:	Clear Etched	15
Globe Mfg:	Present & clear	10
Total:		82

While I'm no expert, I would suggest that both would sell at the upper extent of the range that I've given. Since we are not trying to sell these (and will not sell them) we're not marking them up to get top dollar. With the information I've given above, you could easily come to the same conclusions and prices, and, I will provide a copy of the check sheet with each lantern for your records. Now what dealer would do that for you? No. I'm not going to giftwrap them for you.

Title: What is N-Scale?

Publication Date: 2016-07-23

Author: Dora

Although it may be mistakenly called N-Gauge, derived from some of the earliest mass produced 1:152 "OOO" or "Treble-O" scale models manufactured by the British firm, Lone Star, in 1961, 9 mm wide (i.e., a track gauge of 0.354 inches, as measured between the inner sides of the rail) contemporary N-Scale model production was initiated by the German firm, Arnold Rapido, in 1962.

While a rail gauge of 9 mm remains constant for standard gauge (as opposed to narrow gauge) N-Scale locomotives and rolling-stock, depending upon the place of manufacture and/or the specific market that a model is targeted to be sold in, its size in proportion to its prototype (i.e., "scale") may be 1:148 (British), 1:150 (for Japanese 3 foot 6 inch /1,067 mm or 4 foot 6 inch / 1,372 mm gauge trains), or 1:160 (for North American, Japanese 1,435 mm high-speed trains, and European) scale.

Though 9 mm wide track is often used to model narrow gauge lines in larger scales (e.g., HO_N2-1/2 or HO_e), Z-Scale (6.5 mm/0.256 inch) products are typically used when modeling similar railway systems (Nn3) in N-Scale.

As is the case with prototype railways, N-Scale manufacturers produce rail in different heights.

Expressed in thousandths of an inch, track "Code" refers to the measured height of manufactured model rail. Extremely popular and larger than most prototype rail, code 80 (0.080-inches tall or about 12 scale inches high) has been the industry standard for years.

Typically designed for modelers seeking products that are closer to scale, manufacturers also produce rail in Code 70 (0.070 inches tall or about 11 scale inches high), Code 55 (0.055 inches tall or about 9 scale inches high), and Code 40 (0.040-inches tall or about 6 scale inches high).

While adopting more scale-like rail may initially sound great, there are a three caveats to consider:

1. Older N-Scale models may need to have their wheels and/or wheel-sets modified or replaced due to the height of the factory-supplied wheel flanges, which will often hit the top of the simulated spike heads that secure the low profile rails to their ties or sleepers. Retrofitting rolling-stock with aftermarket low-profile wheel-sets is fairly easy, and can usually be done at moderate cost

2. Though the tolerances of wheels and wheel-sets should be checked before newly acquired models are initially run, closer attention must be paid to wheel gauge and flange heights whenever low-profile rail is utilized.

3. With regards to North American style N-Scale track, there is presently a somewhat limited range of prefabricated products available in anything other than Code 80.

Brooklyn Train Show June 2006

