

President - Bob Fallier Vice Pres - George Michaels
Treasurer - Robert Pawlak Editor - Roland Kelley
Winterfest Chairman - Bob Fallier

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

Well folks, here we are nearly at the end of the season, and it has certainly been an eventful, albeit somewhat unusual season. We've had just 8 or 9 shows, but they've all been fun! It has been great to see everyone pitch in, sometimes at the last minute when we really needed the help or extra fill-in modules. And it's been good to know that we are growing with several new members joining us in the past few months. We've purchased a large trailer to store and haul the club boxes, yard, and other essentials, and grateful thanks to George and Jenna Michaels for taking charge of it. At least for the time being. We will need someone else to step up and take it home with them when George moves to the cape later this year.

Following Winterfest I received an email from "Peteski" with several very good suggestions for Winterfest, particularly about reformatting the "information letter" and the activities at the banquet. Pete has also offered to provide some photography services so that we can get better pictures of the Model and Photo contest entries. I also received several emails that were very supportive of the "mini-show" that we did on Friday night during registration. We only had 5 manufacturers as I'm sure you are aware, but I think that was a great start to something I'd like to make an annual event. Letters/emails from you to the manufactures would be a great help to encourage them to participate. I also received a lot of encouragement for the raffle, so we will do that again next year. Thanks to Jenna Michaels again for her articles about the mini-show and Winterfest in general.

In addition to emails from you to the manufacturers, I also need some suggestions for a key note speaker for 2019. If you have some good candidates in mind, please let me know – email preferred, because if you just tell me a name, I'll forget it within 5 minutes.

Current Events:

George and I took a ride up to N. Conway to visit Hartmann's last week. They have lots of European and North American rolling stock, plus a large selection of Marklin Z and HO. A good chance to get 20% or even more off you purchases and the museum is always worth visiting. Cash and checks only! Get up there before they close their doors forever.

Hobby Emporium, Tyngsboro, Ma. is having their annual 30% sale on April 28th. If you know what you want in advance, go up there and reserve it, or contact Ian and ask if he can put it aside for you. A great selection of engines, lots of rolling stock, buildings, Digitrax & other DCC, scenery, details, and accessories.

Trains on Tracks, Amherst, NH, has some pretty interesting deals all year with lots to choose from. They do repairs and decoder installations at reasonable prices. The store is very compact, but a great place to visit if you are looking for engines (mostly Atlas), and as you can see from the photo, a wide variety of rolling stock.



April 22nd-23rd - Hooksett Show. Jeff Putnam is the layout coordinator. Set-up on Saturday if you can make it. This is a one day show at the Cawley Middle School. Low key, only a few vendors, and a nice way to end the show season.

Annual Picnic and Business meeting – Tentatively Saturday June 2nd ???

Bring your ideas, suggestions, folding chairs, munchies, and good weather. We had 23 members attend last year – an excellent attendance on a perfect day. The more the merrier, and my driveway is all nicely paved for you. Bring trains, too. **Address:** 115 Pine Hill Rd., Hollis, N.H. Noon till whenever.

One last note... I was retired, briefly. Getting there was a long, involved story. Less than a month later, two companies are offering to pay me for part time assistance. How can I refuse doing something that I enjoy? In the meanwhile, (continued on page 2)

Something old, something new. Loads for empty cars by Bob Fallier.

I've very recently retired. It was a hard battle. I tried to get fired for two solid months and they just wouldn't take the bait. But that is a whole 'nother story. Being retired means that I can finally work on things that I've been putting off for a while. For example, I built an Alpine Inn from Faller that I bought over 10 years ago. It was supposed to go on my layout years before the layout was published in 2012. But this small article is about using the old to make something new. I'm sure at one time or another that most of you have built 1/25th car or truck or other non-railroad related models. For me, Planes, Trains, and Automobiles... and trucks and tractors, too. So here's the story: I was sorting through some of my newer purchases and brand new and unused were two flat cars. One Pere Marquette and a Pennsy depressed center. Bare, empty, in need of something, but what?

So I started digging through my parts boxes for something appropriate, but nothing jumped out at me. Then I spotted a small box way up on a shelf. The remains of a 1/25th monster dump truck. Not much there to choose from, but if I did a little cutting and some weathering...? I assume one part would have been the transmission and the other a transfer case, the pair still nicely glued together. Zip-zip with an Exacto saw and the two main parts were separated. With a bit of filing and sanding here and there I now had a sizeable load for each car.

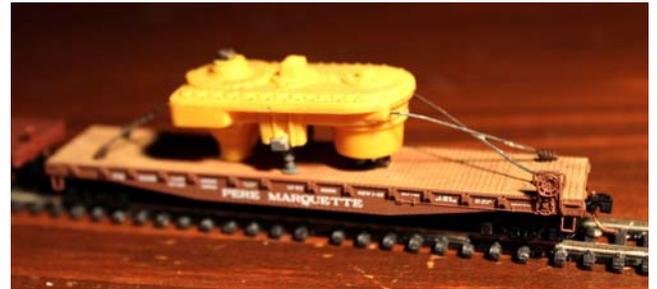
Well its one thing to put a load on a car and say that's good enough. But that wasn't good enough for this project. I needed some kind of bracing for the loads, and given their size, simply putting chains over them would not be sufficient at all. Back to the N parts box. Ah-ha! I had a broken track bumper – German style with a pair of extended buffers. Perfect. Taking it apart, the two sides of the bumper assembly were rotated to vertical and make excellent mounts behind the transmission (lets just assume it is for some huge ship). The bracing for the front is no where near as nice, but I used what I had available. This fits very nicely on the depressed center car as show below.



Next was the transfer case. This needed something different for both anchors to the car and to stabilize it on the car. A bit of filing and the two "nose" pieces were level, but I needed to balance it from side to side. Back to the track bumper. The

two buffers were a perfect fit under the unit. Then came the issue of tying it down to the deck.

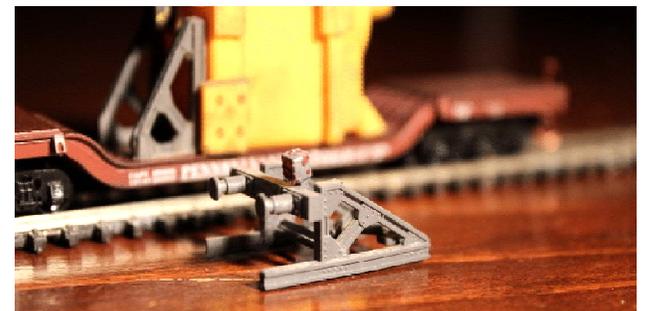
When I wasn't in the cockpit operating the radios, I used to load Marine KC-130F transport planes. The absolute rule is "8-Gees forward, 4 back, 2 down". That means "tie downs" equal to 8/4/2 times the weight of the object being loaded to keep it in place during any kind of acceleration or deceleration. And sufficient cross bracing, too. Applying something like that to the load I decided that a wire and turnbuckle would be better than chains from each corner of the unit to the deck of the car. I think both loads came out pretty well.



Okay, maybe those aren't turnbuckles, but if you didn't look closely your brain would tell you they are turnbuckles. And here you can easily see the buffers mounted under the load for balance.



And here you can see a typical bumper and the repurposed parts behind



Just a bit of weathering using dullcoat and Doc O'Brien's powders and this was about a 90 minute project.

Following are the major changes that have occurred over the last year:

Those who have become Honorary Members (Hon) are:

Deveau, John

Omiccioli, Ed (still needs hard copy of your Newsletter – no email address)

Pawling, Dan Sr.

Those who said they want to quit are:

Brown, Jeffrey

Crump, Mark (because of school – will be back later)

Rosin, Ben

Smith, Geof

Tyndall, John

Those who still have not paid dues after April 1 – are no longer members:

Brown, Jack

Buba, Michael

Bunker, Ed

Taybor, Ben

Revised Membership List by Bob Pawlak

A Revised Membership List dated April 10, 2018, accompanied this newsletter. Please review your line of information on both pages 1 & 2 and send any corrections to Bob Pawlak. Please inform me of any changes of this information as they occur throughout the year. Please note that the November, 2018 issue of the NTRAK, INC. newsletter will be the last hard copy published. If you are currently getting the hard copy, you will automatically start getting the email color version thereafter. If you do not currently have an email address, please get one and inform me of the change. You can go to Google and get a gmail.com email address for free.

Thanks,

(continued from page 1)

I've been busy working on my layout. With a bunch of Japanese buildings sitting in a box, having been removed from my Japanese themed module a couple of years ago, I decided to add them to my layout. A little "different" perhaps and not quite fitting with the general European theme, but hey, it's my layout. Where I had planned to use them just wouldn't look right, so a little adaptation of space and it works; a little Japanese village with a castle amid the clouds sitting high on the mountain top. That is until I change my mind and do something different later. I've be busy with some new "black forest" style buildings that will fit perfectly in the space previously planned for the Japanese structures, and I've built several structures that have been in boxes for over 10 years. Nothing like retirement to motivate you to get up and do things that you've been putting off. However, I've made very limited progress on my "anything goes" 5-foot module rebuild. Who knows how long I'll be working again, at least through the summer. Nice to have that extra "play" money for toys. I'll tinker with the module and maybe it will be ready for Winterfest 2019, and maybe not.

With summer near, and the model railroad season almost at the end, it's time to take my little Lotus out of the garage and get it ready for "cruise nights". Boys and their toys. No doubt you all have summer projects in mind, and maybe that "honey do list" is getting long, but don't forget those little projects when the weather is foul, and you find yourself sitting in front of the television watching the same old reruns. Go find something old and make it new again. Clean up, tune up those dusty modules. Plant some new grass and shrubs, dust off the buildings and streets. Once you get started, you'll probably find that you're enjoying yourself. Have a new module in mind? What are you waiting for? And don't forget, it took me almost no time at all to make the mini-displays that won first place for Steam and Electric Motive Power at Winterfest. If I can do it, you certainly can, too!

Happy Rails!
Bob Fallier

The Longest Tunnel in The World

The Gotthard Base Tunnel (GBT) is a railway tunnel in the heart of the Swiss Alps expected to open in 2016. With a route length of 57 km (35.4 mi) and a total of 151.84 km (94.3 mi) of tunnels, shafts and passages, it is the world's longest rail tunnel, surpassing the Seikan Tunnel in Japan.

https://www.youtube.com/watch?v=QaTN_R1b00I

British Rail Class 373 or TGV Published on Feb 26, 2018

The British Rail Class 373 or TGV TMST train is an electric multiple unit that operate Eurostar high speed rail services from London to France and Belgium via the Channel Tunnel, part of the TGV family, it has a smaller cross-section to fit the smaller loading gauge in Britain, was originally able to operate on the UK third rail network and it has extensive fireproofing in case of fire in the tunnel. It is both the second longest—387 metres (1,270 ft)—and second fastest train in regular UK passenger service, operating at speeds of up to 300 kilometres per hour (186 mph). It is beaten in both aspects by the Class 374 (E320) which is 400 metres (1,300 ft) long and has a top speed of 320 kilometres per hour (199 mph), though this is never achieved on HS1 in Britain.

Known as the TransManche Super Train (TMST) or Cross-channel Super Train before entering service in 1993, the train is designated Class 373 under the British TOPS classification system and series 373000 TGV in France. It was built by the French company GEC-Alsthom at its sites in La Rochelle (France), Belfort (France) and Washwood Heath (Britain) and by Brugeoise et Nivelles (BN, now part of Bombardier Transportation) in Bruges (Belgium).

Since the delivery of the new Class 374 E320 units from Siemens in 2014, refurbished examples of the Class 373 or TGV-TMST sets have been officially dubbed as E300s by Eurostar to distinguish them from the new Velaro fleet.

<https://www.youtube.com/watch?v=yq14YnFOewQ>
https://www.youtube.com/watch?v=QaTN_R1b00I



The Mountaineer on the Frankenstein Trestle



Lewiston, Maine Exhibition train. 2/4/1935

