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President's Message Bob Fallier

From the Presidents Chair... April Edition 2019!

Spring Edition – End of the season. Or is it?

The year had a good start with all the buzz and preparation for the Springfield show. And except for dinner it was a great show, indeed. Thanks one more time to everyone who made it possible! The raffles went very well, and the proceeds from ticket sales will go toward goodies for the 2020 raffle.

But then February fell flat. Bummer. Our annual children's show in Lexington was cancelled by the museum. That is a real shame, because that particular show has introduced model railroading to hundreds, if not thousands of kids since NE NTRAK began doing that particular show. Maybe they will reconsider for 2020, lets hope so.

Here it is, mid-March. A little more than a week away from the spring Greenberg show in Wilmington and Frank has been busy putting together a layout plan for us. I've offered my 4 foot corner and 6 foot station modules. I would have preferred to show my "imagination" module again, but a five footer doesn't fit most layout plans. (It works just fine with my three-foot module.) Not far behind Greenberg is the Hooksett show and our season show closer. Russell Putnam is pulling that together with guidance from his dad Jeff, and of course Ron Wood. Set up for that show will be on Saturday and a light lunch will be provided, so please plan on attending.

Last comes our annual business meeting and picnic. We haven't set a date yet, but again I'll open my house to members, rain or shine. And who knows, by then there might be something happening out in the back yard for you to comment on. More on that coming right up.

What's new and exciting? I can't speak for all of you, but I'm making some changes. As I noted last month, I'm stepping down from chairmanship of the Springfield show. We need a volunteer to pick up the baton and carry on. I'll help you get started and work with you through the 2020 show, and then I'm done in that role.

What else is new? G scale. Yes, I'm going large scale. It's been on my mind for several years. When I first mentioned it to my wife and said I'd like to do something small and simple in the front garden area, she said 'no', then suggested doing it out back where there is more room. It gets better. I've been visiting Trains on Tracks regularly. About a month ago Ray put an LGB Orient Express set up on the shelf. Two weeks ago Diane and I went for a ride so that she could see it.

Wife approval and a done deal. Holy cow that thing is B-I-G! The garden layout I have in mind.... about 25 feet by 75 feet, although I can't really take any actual measurements until the snow clears and I can put in some survey stakes. I have a plan. Simple, minimal, functional, and a good reason to be outdoors. Like my EMS hat says: "Go outside and play!"

Happy Rails, Bob Fallier
603-465-3785, bfallier@Email.com

My new "G" scale train



Even the box is fancy...



The engine weighs over 7 pounds! DCC and Sound at no extra charge! (Just don't ask the price, ouch!) (continued on next page)

2018-2019 NENtrak SHOW PARTICIPATION SCHEDULE

March 23,24, 2019 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: **Frank Dignan - 508-866-9660**

April 21, 2019 Hooksett Lions Club, Cawley Middle School, Hooksett, NH
 Set-up: 8:00am - Show 10:00am to 4:00pm
 Coordinator: **Russell Putnam - 603-835-6952**

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

The Orient Express
Beyond the Minitrix and Kato sets.
by Bob Fallier Part 1

The Orient Express in each of it's many iterations, has been the subject of fascination for generations. Since several members of our little group own the Minitrix set produced since the late seventies, and more recently the Kato 1988 version of the famous trains, I thought I'd put together a bit of a refresher on the subject.

The impetus must be credited first to Jim Nolan who gave me a book last fall titled *Luxury Trains, From the Orient Express to the TGV*. Not only does the book go into great detail about the trains, but also the manufacturers of the cars and the personalities behind the history of this famous series of trains. In even greater detail the Appendices and Index span 45 pages noting the car number, type, class, number of seats or berths, year of manufacturer, and finally the Builder. Adding to those are notes on individual cars or groups of cars detailing their change of ownership, lines on which they ran, or sadly for many, their final demise.

As this is about the Orient Express, Simplon Orient Express, the onetime "Paris to Hong Kong – 1988, it is important to focus on the two primary builders who supplied the cars: Pullman and "International Sleeping Car & European Express Trains Co. (Wagon-Lits), and what piqued my curiosity was the accuracy of the Kato set in particular. The question arose; how accurate are the cars & car numbers in the eight and fifteen car sets? It is fair to say that Kato did a pretty remarkable job in correctly representing the cars as they looked in 1988.

1882 saw the first bogie sleeping car, CIWL No.75 and it was outfitted for royalty, of which there were many across Europe at the time. CIWL No. 151 was the first bogie dining car built for the company with rich teak wood and gold trim. Truly this was the train of the most rich and famous, and in the mix were some rather villainous characters as well such as Sir Basil Zaharoff, an arms dealer who lived permanently in exclusive hotels across the continent. The train crews have welcomed kings and nobles, movie stars and wealthy travelers seeking to enjoy the most magnificent train in the world.

The idea of joining Vienna to Istanbul goes back to 1869 when Baron Maurice de Hirsch obtained the concessions necessary to build the "Oriental Railways". It was Russian intrigue when in 1878 Bulgaria broke away from Turkey, delaying the construction. So they went around, then linking Paris to Munich, Vienna, Budapest, and Bucharest. There is a long and involved story, so for the sake of brevity International Train de Luxe (Wagon Lits carriages

T-TRAK Train Show Schedule
2018 & 2019

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

March 16, 2019, Hub DivSpring Training, May St. Auditorium, Worcester State University, Worcester, MA

March 23-24, 2019, Greenberg's Train and Toy Show, Shriners Auditorium, Wilmington MA
 Show Sat & Sun 10:00 am to 4:00 pm

(continued from page 1)



What is that small black thing on top? Is that an N scale engine?

Hi Everyone, Need Your help. It has been a hard year and I need your help. We can not put out a Newsletter without your help and articles. Please this summer while you are resting see if you can write one article for your Newsletter. **thanks your Editor.**

we can jump to 10 October 1882 when the very first (only). The EST Railway provided one of their '500' class 2-4-0 engines. Behind it came No. 75 (the first bogie carriage built in Europe, outside of Great Britain). Following was Dining car No. 107, and two 6-wheeled sleepers.

In Avricourt the EST 2-4-0 came off and one from the Imperial Management of the Alsace-Lorraine Railway was used. In Simbach, the Royal Austrian State Railways Co. took over. Some of the engines used early on were: SNCB 4-4-0 (1910), Golsdorf 4-4-2 (1913), SBB 4-6-0 (1919), DB Pacific class 01 in 1959.

The splendor of the Orient Express cannot be exaggerated. Imagine the dining car with Genovese velvet curtains, Gobelins tapestries on the walls, engraved silverware and fine crystal goblets set out on the tables. The appointments of the sleepers, with soft wall-to-wall carpeting, plush upholstery, running water and WCs in the toilets, and crisp linens on the beds was simply unparalleled in rail service anywhere in the world! Service ended at the outset of WW-I and was not restarted until 1932 and it ceased to be sleepers and dining only in 1939. Since WW-II, the Simplon Route has been the only one taken and regular service ended in 1977.

The Simplon Orient Express began operation in April 1919 and almost immediately it became the best known of all the European luxury trains. It was often, but incorrectly thought to be the Orient Express. The Simplon Orient Express (SOE) came into being at Versailles and was a "creature of the treaty". The route and countries through which it ran were dictated to them. The SOE was to run daily and had a ten-year monopoly on luxury train service from Calais and Paris to Istanbul. It was at this point, in 1921, that Pullman cars named Calais, Milan, and Padua were added to the train.

Simplon Orient passengers experienced the thrill of staying on board the sleeping cars for three nights in a row, protected by the same conductor all the way. The conductors could converse in seven languages, and were equally deft with the various currencies. At Dijon, one of the PLM's Mikado 2-8-2 engines would take over from Pacifics which had brought the train from Paris. At Mouchard a second Mikado would be added for the climb up to Jura. Only in Switzerland were the trains pulled by electric traction engines of the SBB, such as the 2-D-1 Ae4/7 class. This would bring the elegant train down in time for breakfast and magnificent views of Lake Geneva. Fifty years later the same Ae 4/7 could be seen leading the Nostalgic Orient Express in 1988!

Following a stop at Montreaux, the train would follow the Alps to Brig, Switzerland and then into Italy through the famous Simplon Tunnel, at the time the longest railway tunnel in the world (12.5 miles). In Italy steam took over with a 685-class 2-6-2. In Italy the train followed the steamy Lombard Plain to Milan toward Venice with the rhythm of the rails melodious as the train rolled along the viaduct across the Venetian Lagoon.

At the outset of WW-II all conductors were Turkish, being neutral, and could not be interfered with. Queen Marie and King Carol of Roumania, frequent patrons of the SOE, escaped to Switzerland with two Pullmans full of valuables. Marshal Tito's guerrilla warfare cause a cessation of operation and the trains were withdrawn. In 1943 CIWL managed to extract half a dozen teak sleepers from Yugoslavia and transfer them to neutral Spain.

Following the war, Greece was cut off by the closed Yugoslav border, however the old teak wagons continued service within Greece itself for some years. By 1962 the Simplon Orient express was reduced to a travesty of it's former self, composed of ordinary coaches and just one Paris-Istanbul sleeper.

The book from which all this information has been gleaned was published in 1982, several years before the Nostalgic Orient Express was run in 1988. The Orient Express had never before crossed the iron curtain into Russia nor had it ever run in China. With a tremendous logistical effort the 15 car train was assembled and the tracks cleared. At the Russian border the trucks were swapped out for Russian broad gauge trucks and back to standard gauge in China. After completing the journey in Hong Kong, the train was then loaded about ship and transferred to Japan for a while. Here it was pulled by a JNR EF-58 electric engine.



The Orient Express still enjoys occasional outings and there are currently over 30 of the world's most luxurious rail cars available for another run. Follows is an index of the cars found in the Nostalgic Orient Express set as they ran in 1988.

Bob Fallier



Austria

Dining Car 4095 - "Voiture Chinoise"

Wagon-Restaurant 4095 was originally a Pullman kitchen car built in 1927 in Birmingham in the 'Etoile du Nord' style but with less distinguished marquetry panels than dining car 4110. Lord Dalziel had ordered both these Pullmans to be built in England just before his death. At that time he was a dominant figure on the boards of both Wagon-Lits and the British Pullman Car Company. When car 4095 was bought for the VSOE the interior was replaced by black lacquer panels that had been in dining car 3589. The black panels which now line the interior were found in Madrid by James Sherwood, and although they came from a car that was built in France by Entreprises Industrielles Charantaises Aytré, La Rochelle, one year later, they fitted exactly into car 4095.

The car was shipped by the builders to France and entered the Etoile du Nord, servicing between Paris and Amsterdam, passing through Brussels, a journey of 350 miles.

Car 4095 was then transferred to the brand new Edelweiss Train de Luxe which started on June 1928. From 1928-9 winter and followings of early thirties it went back to the Etoile du Nord and was reassigned to another all Pullman service during summer months. For the remaining years of the thirties it was exclusively involved in two Trains de Luxe, the Etoile du Nord and the Flèche d'Or. The war time history of car 4095 was very complicated. In 1951 it was transferred to Portugal to join the Sud Express in Lisbon after the change of bogies in Irun. The Sud Express became one of the most important pre-World War I routes and after the war the train became as popular as ever, with Biarritz gaining in fashion as the Cote d'Argent was patronized by King Edward VII. Wagon-Lits had a substantial organization in Spain and Portugal and many of the Venice Simplon-Orient-Express sleeping cars were



4095 Dining Car



Champagne Car



Deluxe Suite



Dining Car 4141 - "Lalique Pullman"



Berth

Dining car 4141 was built in 1929 as a first-class Pullman and was decorated by René Lalique in the "Côte d'Azur" style. He mounted panels of glass depicting 'Bacchanalian maidens' into the mahogany sides of the car. The faintly blue opaque glass shows various classical figures holding grapes, with a matching frieze of smaller panels. Lalique was also responsible for the design of some of the Pullman chairs and for the 'Tulip' light shades throughout the train. The car went into the Côte d'Azur Pullman Express immediately for the winter season 1929-30, and then switched to the Deauville Express. It joined the Sud Express in late 1933, going from Paris to Irun on the Spanish border. From 1935 until the beginning of the war it was constantly on L'Oiseau Bleu, mostly working out from Amsterdam to Paris. The Pullman joined the Flèche d'Or in 1947. It run from Paris to Calais for many years, meeting the passengers from the Golden Arrow as it does today for the VSOE. In 1971 it was stored at the Wagon-Lits works at Villeneuve. It was rescued from a cold and dreary siding in 1981 by VSOE Ltd and restored.

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Dining Car 4141 - "Lalique Pullman"



Through the Alps



Winter Servicing



Wassan, Ch



Tunnel entrance



Some numbers of 2015 restoration, while waiting for new ones:

- 6.000 hours of work
 - 2.000 stripped wood pieces, tinted and varnished
 - 5.000 metal parts processed
 - 30.000 screws per car (roughly)
 - 1 ton of plaster and paint applied per car
 - 500 kg of varnish in the interiors
 - 140 m² plates replaced on the bar car
 - 4.000 mt of cables per car changed
 - 50 m² of glass replaced per car
 - 26 different working departments
- And many many many brass parts to be polished!