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### President's Message Bob Fallier

#### End of the season.

The past year has been a good one with many shows and good attendance, although the Pepperell Siding season opener was a bit under par for us. With several new members during the course of the year there should be new modules forthcoming and with those a fresh spark of public interest. Those who have seen us in the past recognize modules from previous shows and you'll frequently hear them ask if a module is new. It may actually be a recycled module from years back, but for them it is new, and that is what counts: the public recognizing and remembering what we have done before.

That also brings up a point: old modules in desperate need of mechanical or scenery overhaul. Like an old car, the paint gets grungy and things don't work right. Take it to the car wash, then do some detailing and an old car can look great again. So why can't modules get the same kind of treatment. Because we are essentially lazy, or is it more a case of "out of sight, out of mind"? Probably the latter.

So let's solve the problem. A mid-summer work weekend might be just what we all need. Dan Pawling would like to have a work day on our trailer and since we have the indoor space, it would be an ideal time to set up modules in need and do a little TLC. Another thing we need to work on is connectors. The multi-pin connectors on the yard are getting tired and sometimes don't make contact. Cinch-Jones are fine, but they were replaced over a decade ago with Anderson Power Poles as the acceptable standard. The club and at least two members have the proper crimping tool and it doesn't take much effort to snip off the Cinch-Jones and replace them with Power Poles. Cost: about \$8 per module for parts. Cheap, easy, and consistent.

Annual Picnic and Business Meeting...Saturday June 8th. Same place as the past three years.

**115 Pine Hill Rd, Hollis, NH.**

If you have not been here before, watch for the white posts with three green mailboxes at the driveway. As I've noted before, I live on a "back lot", about 500 feet down the common drive from the street. RSVP! We'll start around noon with lunch and settle into the order of business around 1:00. Please let me know if you will be attending so that I can plan on meals and drinks. You are

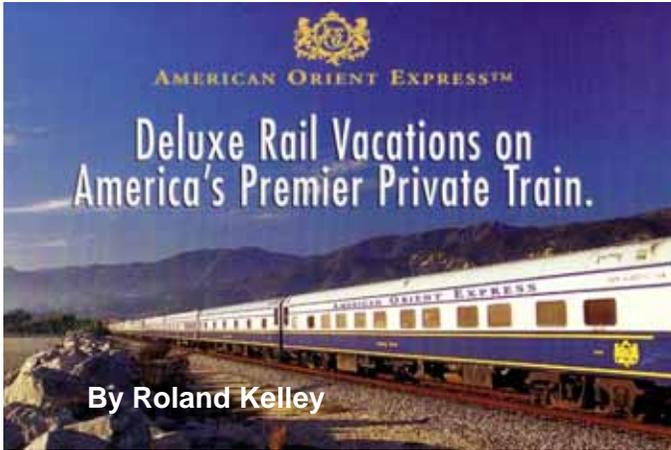
encouraged to bring fruit or salad bowls, chips, dip and other munchies for the group. Throw a folding chair in your car just in case we run out. The "tipsy" chairs we had last year have gone to the town recycling center and have been replaced with more substantial accommodations.

Several important topics will be discussed including leadership roles for Winterfest, a bridge for shows, dues, elections, and the 2019-2020 show schedule.

The railroad downstairs probably will not be running. My DCC booster croaked in January, was sent to Digitrax in February, and has not made it's way back yet. The DCS-240 that my wife ordered for my birthday last year is also on a long waiting list. So don't plan to run trains downstairs. However... By June there may be some operations going on in the garden/woods. Large scale, Piko and LGB is the plan and as of this afternoon I have about 80 feet of ground and elevated right-of-way ready for track laying. About 90 feet left to prep before I start laying track. With more than a month between now and June there is a good chance that I'll have it running.

About the outdoor layout. It is a whole new ball game from HO or N scale where we plan and lay our track and then fill in the hills and valleys. With a garden railroad, the plan is to work with and around nature, and in my yard, nature has provided a 4 foot difference in elevation from one end to the other. My original track plan, versions A through D, went out the window as soon as the snow cleared and I could get out there to plot right of way and grades. Even with the south end elevated 3 feet above ground level, there are still some significant grades to deal with toward the north end. I've managed to get the grade down from almost 9 percent to just under 4 percent. The good thing is that I'm not planning on running more than 4-6 cars at any time, and if the steeper grade proves to be a problem, I can swap directions and take the easier 2-3% upgrade on the return leg. I'm still a long way from running anything so we'll see what happens when the time comes. I have a longer alternate path on the uphill side, but G scale track isn't cheap and it will take a good amount of digging and rock pulling to go that route.

Another note on G scale. Unlike HO and N where the scale is 1:87 or 1:160, G scale is all over the map. From 1:20 to 1:32 with both 1:29 and 1:22.5 being popular. And all of them will run on G, or 45mm track. Thus you could have a small narrow gauge engine, like a Shay or Climax, being physically larger than a big road diesel. There are those who run one scale engine with  
(continued on page 7)



Ken Dana and I took a trip on the American Orient Express August 23 to September 1, 2004 from Vancouver to Montreal, Canada. It was a great trip. So I want to share with you a little history of the train.

American Orient Express, formerly the American European Express, operated a single luxury passenger train set in charter service between 1989 and 2008 and operated on routes throughout North America. The company was based in Seattle, Washington

A full dome car was added to the consist in the mid 2000s and offered a panoramic view of the passing landscape. The train was priced from \$2,000 to \$10,000 per trip one way and included meals, entertainment, and hotel stays.[2] The train operated under contract with Amtrak and used both Amtrak locomotives and crews. It typically ran on freight only routes that had not seen passenger service in more than 50 years. Some of the more popular routes included the Los Angeles–Washington, D.C., transcontinental (taking eight days)[3] and the Rocky Mountain Adventure. Both featured scenic segments with long layovers at certain stops, similar to a cruise ship. The trips were only one way, requiring debarking passengers to either take a bus or airplane to return to their home terminal.

The AOE, ceased operations during the late 2000s recession. During the final excursions, it was not uncommon for there to be more crew members than passengers on the train. As part of a restructuring, the train was briefly renamed GrandLuxe Journeys with trips primarily running into Mexico. These final trips proved costly and unpopular, and operations was terminated in 2008. Most of the equipment was either sold off or scrapped.

There is no relation between this train and the more famous Orient Express owned by the Venice–Simplon Orient Express.

Not as well know as the European version but was a lot of fun.

**The Orient Express  
 Beyond the Minitrix and Kato sets.  
 by Bob Fallier Part 2**



Venice Simplon-Orient-Express on board team: Dulcis in fundo...here are the cooks and their assistants! Our Head Chef, Christian Bodiguel standing on the left side followed by Igor our 1st Sous Chef, then Xavier, Maxim, Loic, Alexandre, our 2nd sous chef and Leny. On the lower side from the left there are Sam, Christian, Philip, Michel and Pedro. They express their creativity in all that delicious food you can eat on board. One thing all our staff has in common is pride and passion for our Train.



LX-series sleeping-car, built in 1929 for the Wagons-Lits Company, now restored for the Venice Simplon-Orient-Express.



Engines of the Orient Express.



DB CL 110



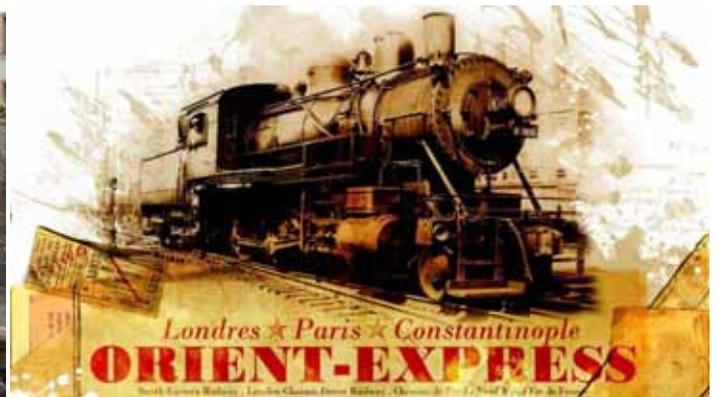
Class 220 (S2/5)

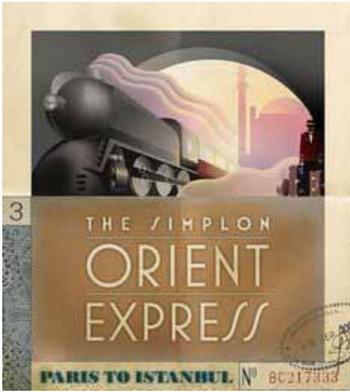


Bavarian State Railway Class P4



AE 6/6 of the SBB





Brass Model



Engine CL 18.2



Car 3543 Speaks for itself



Bar Car



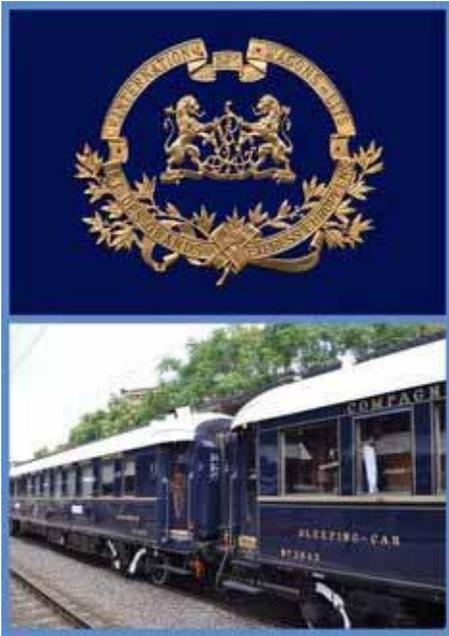
Car 2979 Restaurant



Salon Car



Temporary flashing rear end lighting used through Austria.



LX-series sleeping-car, Cars of the Nostalgic Orient Express – 1988  
(in correct order)

Car No.	Designation	Mfg. Date	Note	Description
1286	D	1929	8	Gepack - steel body w/showers
3354	WR	1928	3	Restaurant
4158DE	WSP	1929	7/7B	Pullman Dining
3551	A WLA	1924	2	LX20 Schlafwagon (Sleeper)
3487A	WLA	1929	1	LX16 Schlafwagon (Sleeper)
4013	VC	1926	6	Pullman Service (2 salons, no kitchen)
3475A	WLA	1929	1	LX16 Schlafwagon (Sleeper)
3851A	WLA	1940	4	"YU" Schlafwagon for Italy
3909A	WLA	1949	5	"YU" Schlafwagon for Italy
4149E	WSP	1929	7	Pullman Dining
4164E	ARP	1929	7/7A	Piano Salon/Bar
3542	WLA	1929	2	Was LX20 converted to LX16
3480	WLA	1929	1	LX16 Schlafwagon (Sleeper)
3472	WLA	1929	1	LX16 Schlafwagon (Sleeper)
3537	WLA	1929	2	Was LX20 converted to LX16

Notes:

- 1) Originally part of the Blue Train, P&O Overland Express
- 2) Originally part of the Blue Train, Pyrenes Express
- 3) French presidential train, sold to SNCF 1962
- 4) Originally Class "Y" for Italy
- 5) Originally Class "YT"
- 6) Birmingham Shops for Fletch D'Or, WPC, rebuilt in 1967 with 7 showers, laundry, 2 berths for staff, 1 berth for director.
- 7) 1st Cl. Cote d'Azur, #4164 bought in 1980. No. 4149 Mulhouse French Nat'l Museum.
- 7A) No. 4164 "Train Bleu" with Lalique décor and rich leather.
- 7B) No. 4158 Lalique "Bacchanalian Ladies" décor repainted in 1924 style at the Milan works in 1977. Raised gold lettering instead of blue on cream.
- 8) Built with steel body, showers for the Simplon Orient Express

Other notes:

- In Germany an electric Class 110 4/4 in blue livery would carry the train.
- In 1966 a Class 46 2-8-2 would haul the CIWL "Blue Train".
- In 1927 and in 1988 the same Swiss Ae 4/7 (2-D-1) was used.

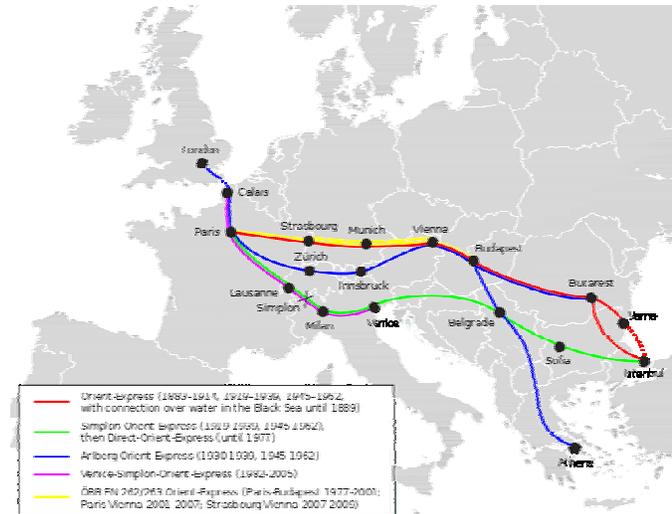
## Emblematic



Pullman Bar Car with distinctive Oval window. Note the white paint on the truck differs from the Kato model as this is the newer refit scheme.



Modern Class 1016 OBB road number 1016-034-9, can be seen pulling the current Simplon Orient Express through Austria.



**Addendum:**

I realized after finishing the article, which initially was about the Minitrix and Kato models, that I had not included a single picture of either set. The Minitrix set (No. 1017) in the photos below consists of two identical baggage cars, a dining car, and two identical sleeping cars. Perhaps no one in 1984 when I purchased this set would notice that the baggage coaches (No. 1234) and sleeping coaches (No. 1000) had the same car numbers. While the numbers do match the original cars, I'm sure you would not see the same duplication today. Given the vintage of the set, the lettering and paint is quite impressive with sharp lines and very readable lettering. The teak wood and cream colors are rich and nicely represent the wood side cars.

Then Minitrix engine is a Prussian S10.2 4-6-0 with tender drive on only 3 of the 4 tender axles. The 2nd and 4th axles have traction tires. The cars are illuminated with "wipers" against 4 axles on each coach. On a level track the small engine is adequate, but on a grade greater than 2% the tender simply does not have enough mass to maintain traction. An "engine" driven Pacific type, such as an S 3/6 or BR18 is quite up to the task of hauling this good looking train.

The Kato sets, 8 car and 7 car, are to the expected level of detail and are fitted with fairly appropriate interiors and lighting. They have Rapido couplers which could be replaced with care. I think Kato could have done two things better: use NEM-355 coupler pockets which would facilitate easy coupler swap out, and vary the interior colors to more closely represent the actual colors. On that regard, I would then say that the Kato interiors are no better than what Minitrix produced over 30 years ago. It still a nice set.

Minitrix S10.2 of the K.P.E.V Engine number 1207 was a 1914 variant of the S10 and should be labeled as an S10.1 rather than S10.2. A forgivable error 30 years ago. At the time these were the most powerful express engines in Prussia, and the Prussian state railways continued to live without Pacific locomotives. In 1914 one of these reached a speed of 152km/h with three coaches. The last engine of this type was retired in 1964.



At Your Leisure



And that's the End



**Minitrix Set 1017 – Circa 1984 –  
Locomotive and wagons with lighting.**



The highly recognizable Pullman oval window is nicely represented on the Pullman made cars.



**Kato Set 23212-1 (Left) and 23212-2 (right)**



**Pictures from Greenberg Show  
3/25/2019  
by Alex Daggett**



**REVISED MEMBERSHIP LIST  
by Bob Pawlak**

You have recieved a copy of the Northeast N-Trak Membership list as of April 7, 2019. Please review your line item on both pages and contact Bob Pawlak with any correction(s). Also contact Bob anytime there are new changes.

(continued from page 1)  
smaller scale freight cars without it looking disproportional. Not something we are likely to see on our modules. Thank goodness!

That friends is a wrap for this month. See you on June 8th!

Happy Rails,  
Bob