

April 2017

Hello again. My apologies for not getting this newsletter out sooner but there was a question mark over the date of the next convention raised at the last minute by the hotel so I decided to wait for Neil to get final confirmation of the date and prices from The Trouville. These are all set out later.

Convention 2017

As is becoming my custom this issue is really a reflection of the events at this year's Convention back in March.

If I was being cryptic I could say that two of the primary memories involved the stink of burnt kerosene and a faint whiff of insecticide!

Enough of the cryptic stuff; what I'm talking about of course is the arrival of the Scale Trains UP Gas Turbine and the continuing problems with pick up on the Broadway Limited Centipedes, which left most of them dead at trackside!

Chris White has provided a write up of the Turbine (I still can't get that shrieking noise out of my head) and the pick-up problem has recently featured in the US N-Trak magazine, though we still seem to be no closer to a solution.

This year's convention followed the normal pattern of eating, shopping, drinking, playing trains, eating... As in previous years we had modular layouts from Poole and Black Diamonds with open running of DCC and non-DCC on the Poole layout.

One of the joys of the convention is catching up with friends and spending time chatting, exchanging ideas and looking at their latest acquisitions. And where would we be without the trade support from Neal Carnaby and Russ Kaufmann. The weekend flew by but I hope the following pictures will remind those who were there and encourage those who weren't to make the trip next year.

Ralph



Figure 1 Three generations of Carnabys - Norman, Michael and Neal



Figure 2 Russ Kaufman talks about his products to a potential customer



Figure 6 Yosemite Valley steamers by James Norris on Poole's layout



Figure 3 Steam rules! A Southern Pacific Cab Forward on the Poole layout



Figure 7 One of the loop yards on Black Diamonds layout



Figure 4 The new generation - diesels from two eras



Figure 8 Heavy Haulage - A PRR 'Queen Mary' and a TTX heavy duty well car from N Scale Kits (they actually ran quite nicely despite the weight)



Figure 5 Providence & Worcester units on Black Diamonds layout



Figure 9 Typical convention activity!

2017 Subs Reminder.... Last Call

Well, it's that time of the year again. Our group subs are due at National by May 1st.

I will be sending those collected at the Convention, but if you want to be included in this, please send me a cheque, (payable to Neil Lancaster) for £4 by 30 April. I will then pay the total collected to N-Trak by my Pay Pal account directly.

For those who have a memory like mine, may I remind you that to date, I have collected subs from : Cross; Johnson; Owen; Wood; Hamilton-Turner; White; Copley; Lancaster (that took some time!); Jewiss; Dickinson; Burns; Carnaby; Rogers; Masterman; Smith (2); Franklin; Beech; Cook; Bunce; Humber; Snelling; and Pope. I am aware that other members pay their subs directly to the States, but if you want to be included in our group payment, please send me your cheque before the above mentioned date.

Neil

Next Year's N-Trak UK Convention

I have now received the details for next year's Convention, which will be again at the Trouville Hotel, Bournemouth.

The date is one week later than previously and will be **8th – 12th March 2018**. This follows discussion with quite a few members at this year's Convention who preferred the second week in March.

The 2018 rates per person for Dinner, Bed and Breakfast will be:

Adults £51.25 per person per night for Dinner, Bed and Breakfast on Thursday

Adults £56.25 per person per night for Dinner, Bed and Breakfast on Friday and Saturday

Adults £41.25 per person per night for Dinner, Bed and Breakfast on Sunday

There is a single occupancy supplement of £15 per night if more than 6 singles are used.

For the basic weekend therefore, the cost is **£112.50** which is only a slight increase over this year's price.

Booking forms will be sent out during the summer. As ever we require at least 35 bookings by the 31st October, to ensure that the event takes place (and we retain our £300 deposit!)

Neil

N Scale Rediscovered

Another Convention over. Where does the time go?

This year I actually got time to run (and buy!) some N scale equipment given that until recently, my sole modelling interest has been Ho, Freemo and Hon3!

However, inspired by a visit of the Gosport Group last November to our annual Poole Club Exhibition, I renewed my acquaintance with N scale and have recently commenced building a small switching layout; the first N scale

project I have developed since producing my last set of modules in 1997!

One of the difficulties I had was that I was completely out of touch with what was available in N scale (and yes I do read the N Trak Newsletter!) Whilst my heart never left the scale, most of my stock had been sold and my life long collection of N scale 'clutter' had disappeared. It takes some time to acquire these again and to 'get your eye in' again to N scale modelling.

What I am trying to say here, is that the weekend was not only pleasurable as usual but also enlightening for me in rediscovering N scale. I now spend equal time preparing my Ho Freemo modules with my new N scale layout. Just as well that I retired early!

Neil

The Scale Trains UP Gas Turbine



Figure 10 Scale Trains Union Pacific GTEL 8500 (that's one loco!)

After many months of waiting and a further delay due to technical problems, I received a call from my local model shop, Kent Garden Railways, to say that my Scale Trains GTEL 8500 UP Gas Turbine had just arrived, this was after five,

so next morning I duly arrived at the said shop to pick up my model.

The first thing that struck me was the size of the box which is quite large for N scale, once opened the next item is the 24 page information booklet telling a potted history of the prototype, then a detailed rundown of the model, with exploded drawings of all the parts which make up the turbine.

Once past the small piece of foam we came to the model neatly packed in three separate clear plastic boxes set in foam, carefully removing each of the three parts in turn which make up the turbine, on to a small section of track, I studied each item in turn.

The detail was excellent, very crisp decals, and all the details handrails, steps windscreen wiper, and the rear view mirrors on the A unit. The B unit turbine was equally well done down to the turbine blades. Not to be outdone we come to the fuel tender and again very crisp detail, fine detailed handrails plus rear light. Looking below the frames on all three units the detail on the bogies was very clear, down to the springs; being painted silver helped matters.

The whole set was packed with detail from roof down there was a lot to take in, hats off to Scale Trains.

Once on the track the size of the unit is felt with the three items measuring over 13 1/2 in long which makes the DD40XX look quite small in comparison.

I wired in my test track and switched on selecting LOCO 03

then read the function keys, bell fine, horn great, then pressed F7. The A unit engine started up, the number board lit up, I moved it along the track slowly as my test track is a yard long so it did not travel far; all good so far.

Then the icing on the cake! I pressed F3 and the turbine did its start-up sequence; the roar of the jet engine kicked in, rising in volume all the while. Again I moved it up and down the line a few times but running a bit quicker this time. Sue did say what all the noise was as it could be heard all over the flat. So very happy with my purchase, I put it all back in the box ready to come to Bournemouth.

Jump forward 10 days, layouts all up and ready for all we had to throw at it, so out came the turbine and I gave its first run on a passenger train, admittedly not the best train, but switched on and it burst into life.

What was noticed, which I could not emulate on my small test track, was when just the A unit was running it travelled quite slowly, but once the turbine was switched on the speed quickened.

I was amazed at the sound emanating from the turbine; for such a small unit how loud the sound was even in the large room we had at the hotel.

The loco worked well over the weekend, and Bernie kindly loaned me a freight train to pull on the Sunday, I think it was 50 units, but it quite happily pulled it along, but the comments were interesting as the train consisted to two grain cars and 48 chemical tankers, being

pulled by a turbine, in real terms something not to be mixed!

Overall one of my best buys, although expensive, I did put money aside over a number of months so the final figure was not great. A well designed and detailed model with exceptional sound to go with it. I think it has been videoed, but not seen this yet.

I think the turbine grated the nerves of the Dutch lads over time, so I have decided to get another so I can run two together at Bournemouth 2018 (Only kidding boys), but saying that a combination of the turbine and two DD40XX Centennials together would be interesting!

I did notice at Bournemouth there were three Scale Trains turbines plus two brass models.

Chris White

It's New!

No newsletter would be complete without a new announcement from Russ Kaufman and this one is no exception.

Announcing the latest additions to our 'Making-A-Scene Etched' N Scale kits... IHC Farm Wagon AND Wind Mill Water Pump!!!

These finely detailed photo-etched brass kits assemble in about one hour... just snip... fold... glue... and paint! There is no soldering or special tools required. Step-by-step instructions with in-progress photos and diagrams make assembly a breeze!



Wind powered water pumps have been a feature of the American Mid-West for well over a century. The earliest examples were made of wood which were eventually replaced by the mass produced steel prototype represented in this kit. Nearly 6 million of this prototype were manufactured by the Climax Corporation. This all brass kit includes the well sleeve and piping shown. The completed model measures 3" high, 1/4" x 1/4" at the base and 3/4" x 1 1/4" at the top. This 'Wind Mill Water Pump' kit (#96707) retails for \$22.95.



McCormick-Deering International Harvester Heavy Duty Farm Wagon was a popular fixture on hundreds of farms until the early 1900's. Pulled by two or four horses it was relied on to carry produce to the market, grain from the fields and, of course, the weekly transportation of provisions. This highly detailed kit includes riveted iron strapping on the wagon body, undercarriage axle linkages and a complete brake rigging. This 'IHC Farm Wagon' kit (#96706) retails for \$16.95.

Both of these kits are available from local retailers or direct from THEARCH.COM. Should you need any additional information, please contact us. Thank you!

Best Regards,
Russ Kaufman

The N Scale Architect

Celebrating Our 26th Year of Keeping Modeling Fun !!!

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