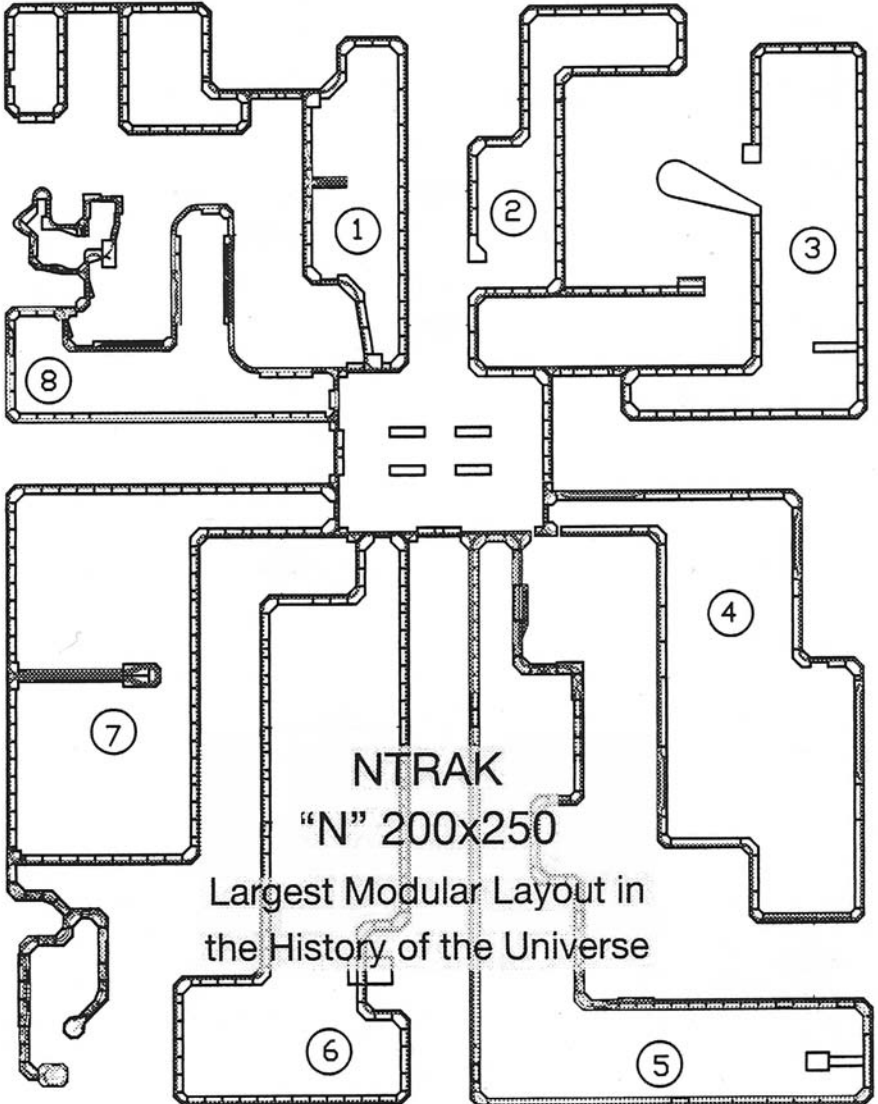




The Derby City Express Layout

At the deadline for this issue, the Louisville N Convention is still a week away. By the time you are reading this, it will be all over. In the September/October issue we will have photos and stories on how it all worked out.

Unlike the recent big NTRAK layouts with a long spine along one side and loops coming off the spine, this layout has a center square and the loops extend in all directions from the center. The key personnel will work from this square control area and have a view of all the layout.



JIM'S CORNER

NTRAK Auction Returns

On page 8 you will find the new version of the NTRAK Auction. It was a regular feature of the NTRAK Newsletter in the 1980's. Our sale of Micro-Trains cars in the last issue sold 2/3 of the cars in the first week. Almost all went to people who used e-mail to ask for cars. People who used "snail mail" were too late for most of the cars they asked for. Going to the auction format puts everyone on an even footing.

Check out the Auction rules and make your bids. Proceeds all go to NTRAK.

This issue is four pages smaller than our usual issue. I just didn't have enough material to fill this issue to 24 pages. The previous issue was 32 pages. We had three steam engine reviews and all seemed to be of equal importance, so eight pages were added to that issue plus the insert with the car sale. Our next issue will no doubt be larger again with the Louisville and Anaheim convention layouts.

We can always use photos and articles on NTRAK layouts, modules or modeling ideas.

Powerpole Connector Questionnaire

At Louisville, John Wallis is to pass out a list of questions on the use of Powerpole connectors on NTRAK Modules. If you or your club weren't at Louisville, check out page 4 and send your answers to Doug Stuard. This will help us make sure our information is clear and how many are adopting the new connectors and their experience with them.

NTRAK sells these connectors as well as our original type connector, the Cinch Jones two pin connector. Here are some interesting numbers.

NTRAK '05 sales: CJ \$2,926, PP none
NTRAK '06 sales: CJ \$1,732, PP \$2,450
NTRAK '07 sales: CJ \$856, PP \$2,861

A lot of Powerpoles were bought direct from "on line" sources as well. NTRAK pays the postage and sells in small quantities, so often is cheaper overall.

The use of heavier gauge wire and the low resistance Powerpole connectors should make DCC much more reliable on our big layouts. Answers to the questions and experience with the big Louisville layout should help us pinpoint any additional requirements. Thanks.

NTRAK, Inc Officers & Directors

General questions and Newsletter material.
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Next Issue Deadline: August. 1st

Deadline for Coming Events & other material is the 1st of the month before publication.

(Feb 1st, Apr 1st June 1st,
Aug 1st, Oct 1st, and Dec 1st.)

NEW N PRODUCTS

New from Micro-Trains®

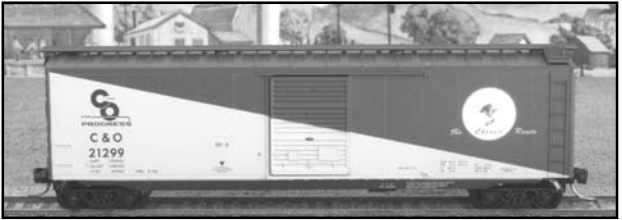
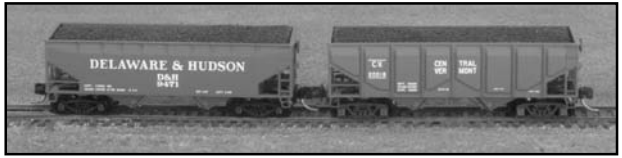
The D&H 2 bay hopper has offset sides and a coal load. MT#055-00-340, D&H 9471 and \$18.80. The Central Vermont hopper has raised panel sides and a coal load. It is MT# 085 00 060, CV 20018 and \$19.60.

The Florida East Coast 50' fixed end gondola is beige color and used in MOW service. It has a sand load, #3842, MT# 105 00 516 and \$18.15.

The two C&O cars each wear slightly different paint schemes on the second side. They were part of the search for a new yellow and dark blue paint scheme in 1956. There were 6 cars in the "Cameo Series". MT#031 00 071 to 076 are being released once a month from April '08 to Sep '08.

Two Santa Fe 50' flat cars with loads of steel plates are MT#044 00 061 & 062. ATSF #90820 & 90835 are \$14.70 each.

There are also two road numbers for the Northern Pacific 50' drop bottom gondolas, NP 53035 & 53200. They both carry slab wood loads. \$16.85 each for #083 00 041 & 042.



Kato GS4 DCC problem fix.

To cure a short circuit problem with their new model of the GS4 Daylight engine, Kato has come up with a solution.

Kato has devised some thin, clear pieces of styrene that slide behind the third and fourth drivers. This keeps them from touching the frame and causing a short. This is only a problem when using DCC. These parts are available now.

For details, see the Kato website:

<http://www.katousa.com/N/GS-4/maint/GS-4spacer.html>

New from Deluxe Innovations

This company started 15 years ago in California, but last year it was loaded into a container and moved to New Jersey. The new owner, Dave Ferrari, is expanding the line of products and road names. While known for their container models, they have over 25 body styles in their line up. Current products include Road Railers, Gunderson Twin Stacks, Thrall Lo Pack 2000, Twin tub Coal Porters, Five types of Intermodal containers, Deep Rib woodchip cars, FMC "Rollover" wood chip cars, 1944 AAR Riveted box cars and the ACF 36' Covered Hopper.

Visit their web site for the latest items, including foam train storage boxes and ready to use N structures.

www.deluxeinnovations.com

NTRAK Wiring and Connectors Working Group, RP Survey

It's been almost three years since the Wiring and Connectors RP was issued, and so far it seems to have been reasonably well received. We are taking a brief survey to see how things are going and if there are any hidden issues that need to be addressed.

If you would, please take a few moments to answer the following and send your answers to the address at the bottom of the page:

1. Have you/your club adopted the RP for new construction?

2. Are you/your club converting existing modules to PowerPoles? Are you upgrading bus wiring as well?

3. Approximately what percentage of your modules are PowerPole equipped?

4. Has your club funded the conversion or purchased items as part of a "club buy"?

5. Are you using PP-CJ adapters as described in the RP, or are you taking another approach (double termination, parallel CJ and PP busses, etc.)? Describe.

6. Are you using the basic red/black shells or colored shells?

7. How are you attaching PP contacts (Crimp, solder, both)?

8. If crimp, are you using the pliers style tool or a ratchet crimper?

9. Have you had any performance or reliability issues with PowerPoles?

10. Are you using PowerPoles in any "creative" ways (ganged connections, DC/DCC "keys", door stops)? Describe.

Just use question numbers. Please offer any other comments not addressed above.

Thanks in Advance!

Doug Stuard <dstuard@verizon.net>
1559 Trails Edge Lane
Reston, VA 20194



Nn3 Column by Tom Knapp

Toma Model Works

The roster of commercial Nn3 locomotives (both kit and R-T-R) listed in The Nn3 Handbook numbers 28 – and that does not include Japanese Nn3 or German N-Tram (meter gauge) models. Most of these are steam locomotives. Is this more steam locomotives than N-standard gauge? Maybe, but who cares. The important thing there is an abundance of Nn3 locomotives out there. This column will focus on the products of Kenji Toma of Japan, who produces a line of high quality Nn3, HOn30 and On30 locomotive kits in etched brass and white metal castings.

Toma model #0003 is a kit for Porter 0-6-0T side tank locomotive built for the Senpoku Light Railway. The model is a super-structure kit designed to fit on the Marklin Z 88051 chassis (Photo 1). This model consists of white metal and photo etched brass parts (Photo 2) Other than removing the disc capacitor, pulling out the buffers and replacing the Marklin “lobster claw” couplers with MT couplers (not included), no modifications of the Marklin chassis are necessary. While the prototype is a locomotive built by Porter for a Japanese railway, side tank locomotives were used throughout the world, and that makes this kit very attractive for Nn3 modelers.

The kit is well engineered, and everything fits together perfectly. One outstanding feature of the loco is the boiler top and domes are a separate white metal casting from the main casting which includes the side tanks. The casting represents the configuration of the prototype, which has two sand domes – one in

front and one behind the steam dome. Other configurations are possible by filing away domes or sectioning the casting and rearranging the domes. I built one locomotive with the supplied configuration, and built a second with only one sand dome and a central steam dome. (Photo 3.)



Photo 1

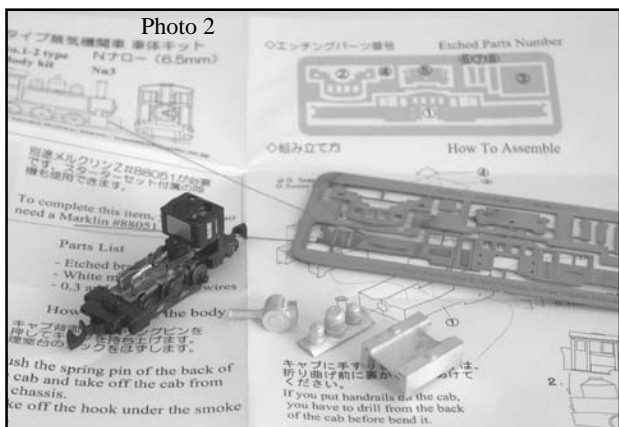


Photo 2

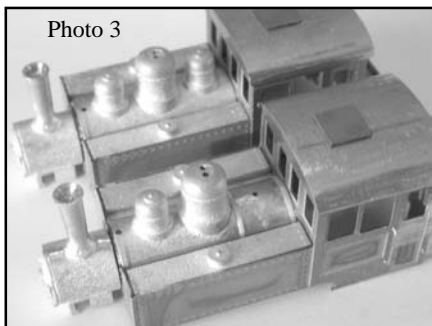


Photo 3

Photo 4



Photo 5

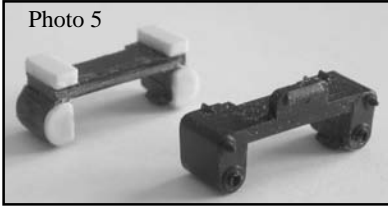
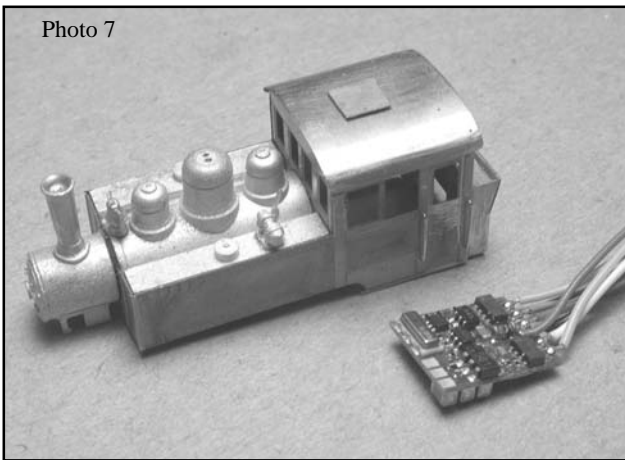


Photo 6



Photo 7



All photos by Tom Knapp, except as noted.

This kit can be built into an Nn3 locomotive with lots of “American” character with the addition of detail castings from Republic Locomotive Works, as shown by the two built by Paul Sturtz of Arizona (Photo 4.) One additional bit of “Americanization” involves modifying the steam cylinders – not necessary, but an easy to make change. Photo 5 shows “before-and-after” views of the Marklin cylinder casting.

In addition to modifying the cylinders, I added a generator, bell, headlight, air pump, two air tanks (one on each side under the side tank) an oil bunker in what was originally the coal bin, end sills from strip styrene, and end steps from brass angle. I painted the loco Floquil Weathered Black and lettered it for the lumber company that was just across South Street from the main

yard of the Pacific Coast Railway in San Luis Obispo (Photo 6.) (For those astute historians of the Pacific Coast Railway, you will know that it was actually called the Pacific Coast Coal Company and had coal and gravel in addition to sawn lumber shipped in through Port San Luis – but I didn’t have a decal saying “Coal Co.,” so there!)

Although I didn’t install DCC in the finished and painted model, I am contemplating it for the second. It looks to me if a Lenz Silver Mini will fit behind the motor if I remove the small lump that has the rear clip for the superstructure on it. The brass superstructure has the room (Photos 7 & 8.)

This kit is out of stock at present, but Kenji Toma says he will have another run of them at the end of this year. The current price is 3400 JPY or \$32.22 today (30 May.) He warned me the next batch will be slightly

more expensive because the cost of brass stock has gone up. Stay tuned to his web site to find out when they are back in stock:

<http://homepage1.nifty.com/tfw/ws/main-e.html>

While there, look around at the other Nn3 offerings. I have ordered one of his Mori Works Diesel Locomotive Kubiki Light Railway DB81. (Photo 9) Like the Porter side tank switcher, this model consists of white metal and photo etched brass parts. However, this kit includes a Kato motor and Plus-up drive wheels.

Photo 8

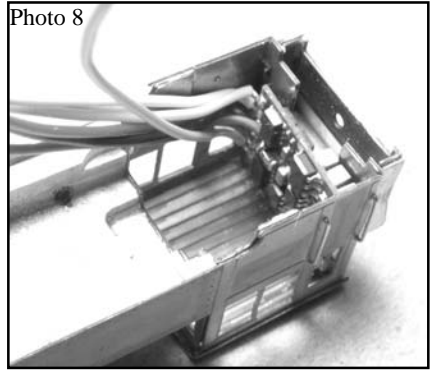


Photo 9



Photo by Kenji Toma .



A photo by Paul Sturtz, taken on his portable Nn3 layout. Photo #4 is also by Paul and of engines he built, one of which is also in the above photo.

NTRAK AUCTION

NTRAK Auction Rules for "e-mail" and "Snail mail" Bidding

In the last issue we had a list of over 270 Micro-Trains cars. In the first week after the list was mailed, about 2/3 of the cars were sold, mostly by e-mail. Two "want lists" were "snail mailed" in. On one list, all the cars had been sold by the time I got the letter. The other mail list got less than a fourth of a long list of wanted cars.

Our auction this time gives "Snail-mail" and "e-mail" bids an equal chance. I have adapted the old NTRAK mail in auction rules to include e-mail bids. This auction is for "Smokey Bear", Popsicle and Hershey Candy theme cars. Again these are cars that have never been run and some have been out of the box just to have their picture taken for the Newsletter.

The minimum bid prices are based on half of the original price, rounded up or down, to the nearest dollar. The auction rules are a bit complex, but worked well in the past, so we will give them a try again. Read them carefully and work out your strategy.

Bids must be received by July 31, '08

1. Send your bid to ntrak@tcsn.net with a "Subject" of "Auction bid" or to 1150 Wine Country Place, Templeton, CA 93465 and mark the envelope "Auction bid". You may

put bids on several items in one e-mail or envelope. No e-mails or envelopes will be opened until the closing date, so don't include your questions or other information in that e-mail or envelope.

2. Bid the highest that you are willing to pay for the item or items. The winner will pay 10% above the 2nd highest bid, but no more than his bid. If only one bid is received, it goes for that price.

3. If two identical top bids come in, the e-mail date/time or the earliest postmark will get the item, and at the bid price.

4. When the bids are opened, the high bidder will be asked to send the money. If a person sends in more than one bid on the same item, only their highest bid will be used. The winners will be announced in the Newsletter. A winner list will be sent to all e-mail bidders. Snail Mail bidders may include a SASE with your bid if you want to know the results sooner.

Here is an example. The car has a minimum bid of \$14.00. You bid \$17.50. If yours is the only bid, you pay \$17.50. If there was also a bid for \$15.00, you would pay 10% more than that, or $15.00 + 1.50 = \$16.50$. If there is an \$18.00 bid, then that bid takes it at \$18.00 because $17.50 + 1.75 = \$19.25$, which is more than the \$18.00 bid.

MT #	Roadname	Type	Min bid
21260	Smokey Bear	40' pg drw/rf wk	\$6
46360	Smokey Bear	50' gon drop ends	\$7
51210	Smokey Bear	wd sheath caboose	\$14
55450	Smokey Bear	33' 2 bay hop	\$9
65460	Smokey Bear	39' sing dm tank	\$10
65540	Smokey Bear	39' sng dm tank	\$10
74050	Smokey Bear	40' plg dr n/rf wk	\$7
100100	Smokey Bear	steel caboose	\$12
59050	Popsicle	40' steel ice reefer	\$11
59060	Popsicle Fudgesicle	40' steel ice reefer	\$12
59070	Popsicle Creamsicle	40' steel ice reefer	\$12
59080	Popsicle	40' steel ice reefer	\$13
59570	Popsicle Good Humor	40' steel ice reefer	\$12
59580	Popsicle Good Humor	40' steel ice reefer	\$12

69160	Popsicle Klondike	51' Mech reefer	\$9
69170	Popsicle Klondike mint	51' Mech reefer	\$9
100130	Popsicle	39'steel caboose	\$14
21280	Hershey Dark	40' plg dr w/rf wk	\$9
21300	Hershey Reese	40' plg dr w/rf wk	\$9
21310	Hershey Mr Goodbar	40' plg dr w/rf wk	\$10
65510	Hershey Syrup	39' sig dome tank	\$12
92150	Hershey Cocoa	2 bay cvd hop	\$12
100120	Hershey Hugs	Steel caboose	\$11
106060	Hershey Kiss	`50' gon w/ cvr	\$8
MT #	Roadname	Type	Price
20506	WP	40' sig dr w/rf wlk	12.74
20526	Milwaukee	40' sin dr w/rf wlk	10.00
20556	New Haven	40' sin dr w/rf wlk	15.35
20576	Monon	40' sin drw/rf wlk	11.52
20596	Chi,StPaul	40' sin dr w/rt	11.52
20701	Chi & Eastern	40' wood reefer	17.05
21460	G N	40' wood reefer	16.43
23260	Duluth Win&Pac	40' dbl dr box w/rw	11.48
23270	UP	40; dbl dr w/rf wlk	22.27
24320	M T K	40' bx sing dr w/o rw	15.08
25590	Ash Drew & N	50' rib sd box	17.55
25630	Atlanta&St An	50' sin dr w/o rf wlk	18.41
25640	Helena SW RR	50' rib side sing dr	12.87
25650	Cdn Nat	50' rib side plg dr	16.92
25670	C & NW	50' rib side plg dr	21.68
26010	Railbox	50; rib side plg & slide	16.16
27280	Pac G East	50' rib side plg dr	12.74
28150	CB & Q	40' outsd bra bx, sin dr	10.80
28160	Cent Vermont	40' outsd bra bx, sin dr	12.33
28170	West Pac	40' outsd bra bx, sin dr	13.86
30190	Golden West	50' rib side dbl door	16.92
31320	CB&Q	50' sin dr w/rf wlk	11.52
31340	AT&SF	50' sin dr w/rf wlk	22.23
32370	C B&Q	50' box plg dr w/rf wlk	15.08
32380	SP	50' plg dr w/rf wlk	15.29
33140	Cdn Pac	50' plg&sin dr	13.10
33150	UP	50' plg& slide dr box	15.39
34310	UP	50' dbl dr box w rw	24.57
37050	NP	50' dbl dr w/o rf wlk	16.92
38260	Evergreen	50' plg dr w/o rf wlk	10.35
38280	UP	50' plg dr w/o rf wlk	18.14
38300	UP	50' plg dr w/o rf wlk	17.64
38330	Cdn Nat	50' plug w/o rw	16.11
38340	Cdn Nat	50' plg dr box w/o rf	21.87
39230	SP&S	40' wood s box, sin dr	11.88
47200	Cdn Nat	40' plg dr w/rf wlk	13.28
47360	Milwaukee Rd	40' wood reefer	14.00
48110.1	Milwaukee	50' gon w/ drop ends	15.26
49510	West India Fruit	40' wood reefer	14.36
49570	CDN Nat	40' wood reefer	14.63



The N Cat Sandbox

Jim Brewer, Last NCAT Pioneer Passes



By John "Corky" Whitlock
<THECORK@aol.com>

Connecticut 1900 series car

After some extensive searching I was able to ferret out a terse 19-word obituary outlining the passing of Jim Brewer of Coconut Creek, Florida In October, 2007.

Jim was a prolific modeler, and active N traction advocate who corresponded and had input to the formation and early years of NCAT along with Hal Riegger and James Stanley.

Jim was originally from Milwaukee, and had a fondness for the TMER&L. He also worked for the Milwaukee Road and spent some time as a towerman in the Chicago area. Some of his stories from that period of his life are legend.

I have no idea how he and Hal Riegger crossed paths, possibly through the pages of the NTRAK Newsletter, but when Hal was developing standards for N scale traction, Jim came on board and made a number of contributions. I don't even know if the two of them ever met in person.

Jim contributed many articles for inclusion in the NCAT News that I published throughout the 1990's. Much of his early work building single cars was based on the shell of the Bachmann Brill, and Jim had no fear in cutting and piecing those shells together to build representations of TMERL, North Shore, Shoreline, and Connecticut cars.

He also made models of Milwaukee electrics, including steeplecab E-80, Little Joes, Bi-Polars, and boxcabs. All this in the day when nothing was available commercially, save Bachmann.

When John Kreider (of Father Nature Trees) approached Jim about building some masters shells of traction units for possible casting in Alumilite, Jim sold off many of his shells to John. Probably the most interesting of those shells was the two-car Milwaukee Duplex, which Father Nature never cast, as he didn't know how to power it.





Milwaukee Route 23 car

On a side note, some of us have been attempting to track down the legacy of John Kreider (Father Nature Trees,) with no luck. It would be a shame to lose track of those masters and molds. If anyone has information that will bring the Father Nature history to light, it would be appreciated.

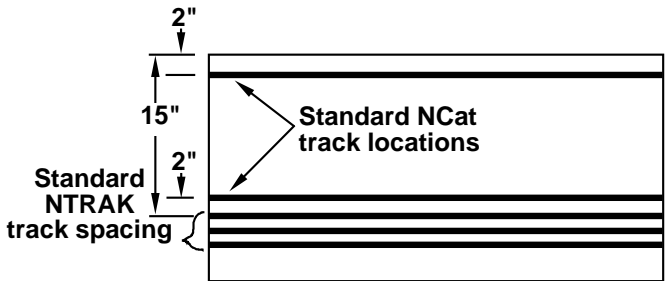
Jim's layout wasn't the greatest, but it did work, and the electrics ran under live overhead. I am in possession of the last of Jim's models, and with Kirk Reddie's help, we hope to see them in print some day. Some of the

models are rather crude by current standards, but they certainly fit into the history of N scale traction.

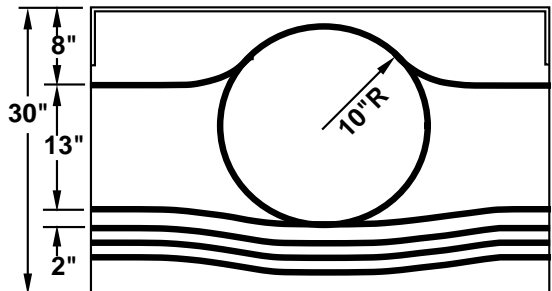
Jim's Note:

N-CAT is a group within NTRAK for modelers using live overhead wire for powering trolleys and electric locomotives. Their standards for NTRAK compatible modules are included in the NTRAK Manual and How-To Book. They also have booklets on building your own overhead wire system and converting equipment for running under live wire.

Locations for the additional tracks for N-Cat modules. With the live overhead wire, One engine can be powered by the outer rail and overhead and a second by the inner rail and overhead and run on the same track with separate throttles.

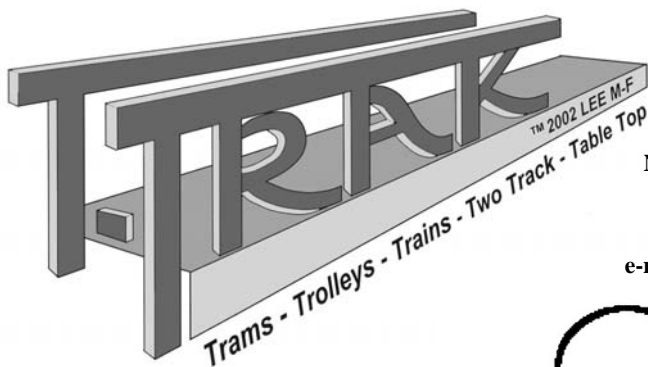


The center loop design is shown. A similar design gives left and right end return loops.



Check with:
Tom Savage
PO Box 75
Bethpage, NY 11714

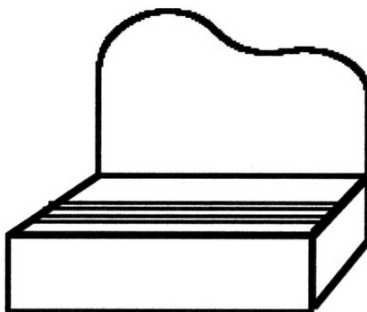
<ncat1@teamsavage.com>



New N Scale Modeling
by Lee

www.T-TRAK.org
e-mail: Lee@T-TRAK.org

The T-TRAK System For Model Railroading



A Modular System for Table Top displays. The correct name is a Module----in keeping with Model Railroad practices. I reviewed the building of N scale Module bases, in the November/December 2007 Newsletter issue with a Starter size of 12-1/8" L. x 8-1/4" Dp.

As T-TRAK grew, I added plans for Double, Triple and Quad lengths with choices of depths. T-TRAK works for HO, O, S, Z, and G scales, as well.

The Standard Height for T-TRAK is 2-3/4" H. The Corner Blocks have leveling Bolts for easy adjusting up to 4", at shows, for inaccuracies in tables or some modules. Try leveling the table first, that is, if you have built to the Standard Height. It would save many modelers, a great amount of time, at shows, from unscrewing bolts and screwing back the teetering bolts.

The 2-3/4" height presents a better proportioned module, eliminating bulk and weight, with an attractive appearance to present your work.

Track and Power

The precision and variety of Unitrack makes track work- easy. The module bases are generally based on the sizes of the track. It could be useful for some to use Flextrack, on corners. I have found it to be helpful and Kato #20-045 conversion track joins the Flextrack and unitrack, easily.

A power source, power packs, throttles, etc. are a necessity for each track. either individual or dual. This is important for working with Turnouts and Crossover Track.

One module in a layout should have #20-041 feeder track which have Blue & White connector wires. These short track pieces will place the right blue wire on the front rail and the left blue wire on the back rail. Then the Polarity is the same for everyone.

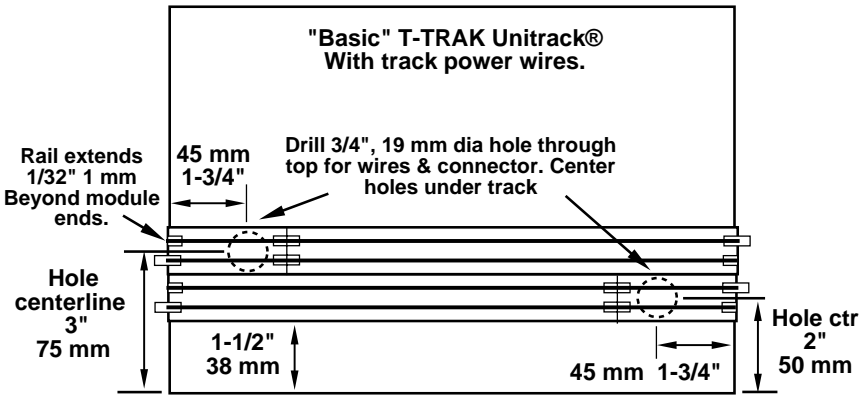
Opportunities for all ages.

Opportunities for many Scales,

Opportunities for many Business Suppliers,

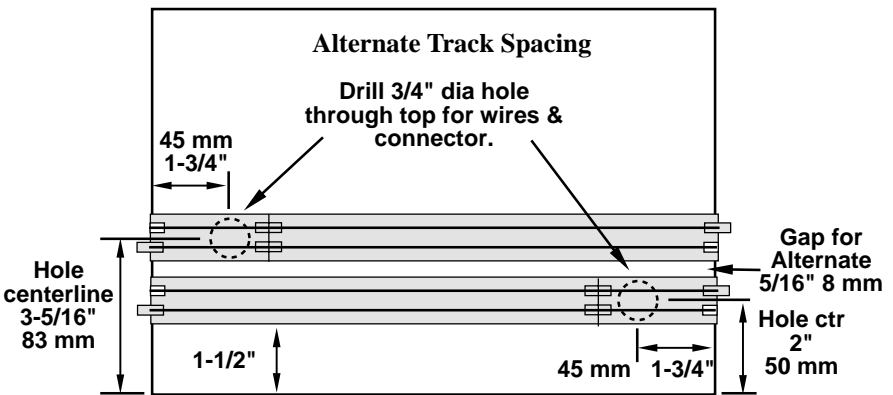
To keep T-TRAKERS happy.

Basic Track Spacing



2 each #20-000 9-3/4" straight 248 mm
2 each #20-041 straight 2-7/16" 62 mm Feeder Track

Note: The short track is the Feeder track.



2 each #20-000 9-3/4" straight 248 mm
2 each #20-041 straight 2-7/16" 62 mm Feeder Track

N CONVENTIONS

Oklahoma City -December 4-7, Southern Plains N Convention.

by Bruce Alcock

Over the years, NtrakOK, the Southern Plains N Scale convention has continued to evolve and grow; this year as we prepare the 14th Annual Convention, we are really excited about our program. The N Scale Convention will start on Thursday Dec 4th with a ride on Amtrak from Oklahoma City down to Ardmore, where we will board a bus for a short ride to the Valero refinery. We will tour these fa-

ilities (sorry, this isn't a brewery tour, so there will be no samples), have lunch and then return to Oklahoma City. In the evening we will have clinics and have a room reserved for the swap-a-rama. Tables are free; we just request that people indicate on their reservation form that they need space. We also welcome people to sign up to do clinics.

Friday is traditionally our setup day, and we usually have an activity in the morning for our guests from out-of-town. This year, we will have a tour of the Braum's Farm, the largest dairy farm in the world. Afternoon, we start setting up layouts and we welcome club layouts, individual modules and just plain N



Photos taken at past tours. This by Kim Saign. The AOK is a shortline that handles all of UP's auto loading/unloading in the OKC area.

scalers willing to help set up our 50' x 100' layout area. Last year, we had 3 loops that were connected by junction modules in a spoke and wheel fashion. In the past, we have had modules from Colorado, New Mexico, Kansas and Texas as well as Oklahoma.

The Convention is held in conjunction with the Oklahoma City Trains Show at the Oklahoma State Fairgrounds in the 90,000 square foot Transportation Building. Official attendance figures at the show topped 15,000 last year. Dealers come from all over the country and the list of manufacturers who have attended in the past include: Athearn, Atlas, Aztec Manufacturing, deLuxe, Digitrax,

InterMountain, JL Innovative Designs, Kato, Overland, Neal's N-Gauging Trains, Richmond Controls, Soundtraxx, and Woodland Scenics.

Besides having a big NTRAK layout, the convention also provides selling space for attendees, which we



Photo by Bruce Alcock.

Oklahoma Rail Museum, Enid, OK

call the "White Elephant Table" and that provides an opportunity for swapping equipment or just trying to convert some extra rolling stock into something more negotiable. We also have an exhibit table for items and literature sent to us by manufacturers and we really appreciate the support that we get from the N scale manufacturing community.

We also have an ever expanding T-Trak layout that brings in people from Missouri and Texas as well as helping to establish a T-Trak presence in OKC.

Saturday night is banquet night when we eat, watch slides and give out door-prizes at the convention hotel. Once again we will be based out the Clarion Meridian Hotel and Convention Center. The "Train Show" rate is \$62 per night and reservations are available by calling the hotel at 405-942-8511.

Registration for the convention will be available through the Oklahoma N-Rail website at <http://oknrail.org> sometime after August 1st. In the meantime, people can make inquiries at convention@oknrail.org. Also, there is a website for the OKC train show at: <http://okctrainshow.com>.



Photo by Kim Saign The Arkansas and Oklahoma auto facility just East of downtown OKC.



Above:photo was taken in 2003 when we toured the Trinity Industries facility where these mechanical reefers are built. This picture was taken by Inge Trost of the Tex-N group.

Below photo was shot by George Hollwedel of the Aust-Ntrak group. It shows the BNSF cars shops. In 2005, Our activity was a tour of the BNSF facilities around OKC, including Flynn Yard, which is on the mailine between Kansas City and Dallas.



Photo by Bruce Alcock. at Guthrie, OK Sign text is below.

Santa Fe Depot, (Guthrie, OK)

The Santa Fe, completed in 1887, was the only railway into the Oklahoma Territory and the only direct connection with the "outside" world during the hectic days of 1889. The first depot was a small red frame building located on the west side of the tracks. For the world's first big land run, the Santa Fe had only a single track leading through the new country. Guthrie was a watering station with rudimentary yards. Twenty trains carrying 1200 to 1500 passengers each were scheduled out of Arkansas City and Purcell on April 22, 1889. Guthrie was target destinations for most of these.

The present two story red brick station was



completed in 1903 and housed passenger service, mail service, "Harvey House" restaurant, news stand, employee living quarters and offices.

Anaheim, Ca. NMRA National Train Show, July 16-20

Summer in Southern California and Ntrak. There's still time to register for the Ntrak Layout at the National Train Show.

The 2008 NMRA/National Train Show is scheduled for July 16th-20th at the Anaheim Convention Center, and Ntrak will once again be represented by another world-class layout. Members from the four Ntrak clubs headquartered in Southern California--Antelope Valley Ntrak, Group 160 Ntrak, Ntrak Express, and the Orange County N-gineers--are finalizing a layout plan and operations schedule for the four-day event. As many of you know, the Ntrak layout is one of the more popular exhibits at the Show with hundreds of convention attendees and the general public (on the weekend) viewing our modules and trains.

As was mentioned in the last two Ntrak Newsletters they are actively recruiting for clubs and individuals who are interested in participating in the layout to let them know of your interest in participating. Clubs from Arizona and Northern California have come forward to help out, but they can always use more Ntrakers to join in the effort. If interested in participating, or if you need additional information, you can email them at <socaln.ntrak@gmail.com>

or write to them at: So Cal N, Post Office Box 582, Glendora, CA 91740, with the following information:

- Individual or Club Name
- Contact Information (email/phone)
- Number of Modules
- Length(s) of Modules
- Format (Std Ntrak, Ntrak 2000)
- Specialty Module (inside corner, 3' / 4'

- Corner, Yard)
- Mountain Division Track (yes/no)
- Non-standard Dimensions (if any)
- Parking Requirements (truck/trailer)
- Any Other Special Requirements

They will be working with the National Train Show administration to provide module owners and participating club members Exhibitors Passes to the Show, providing that each attendee will take an active role in the creation, operation, and tear down of the layout. Admission to the National Model Railroad Association convention requires membership in the NMRA and a separate registration. For further information, please see their website at: www.nmra.org.

The Anaheim Ntrak Layout Team is looking forward to a great show, but they can't do it without you! Come join them in Southern California for a great vacation/train experience. The Convention Center is across the street from Disneyland, a few miles from a number of the finest beaches in the U.S., and close to some of the western United States' best railfanning locations--Tehachapi Loop, Cajon Pass, Beaumont Hill, the California Coast Line and Surf Line routes. Come to Anaheim this summer and help them construct another outstanding Ntrak layout for the National Train Show and enjoy all that Southern California has to offer!

More information will be available on the So Cal N website, hopefully in March: www.socaln.com

(we are in the process of upgrading and updating the information, but we've run into some unexpected glitches along the way, so please be patient with our webmaster).

Greenberg Shows

June 7-8 • 2008	Somerset, NJ	Garden State Exhibit Center
July 12-13 • 2008	Monroeville, PA	Pittsburgh Expo Mart
August 2-3 • 2008	Timonium, MD	Maryland State Fairgrounds
August 9-10 • 2008	Edison, NJ	New Jersey Expo Center
August 23-24 • 2008	Chantilly, VA	Dulles Expo Center
October 11-12 • 2008	Monroeville, PA	Pittsburgh Expo Mart
October 25-26 • 2008	Reading, PA	Greater Reading Expo Ctr
November 8-9 • 2008	Hartford, CT	Connecticut Expo Ctr
November 22-23 • 2008	Wilmington, Mass	Shiriners Auditorium
November 29-30 • 2008	Edison, NJ	New Jersey Expo Center
December 6-7 • 2008	Timonium, MD	Maryland State Fairgrounds
December 13-14 • 2008	King of Prushia, PA	Valley Forge Conv Ctr
December 27-28 • 2008	Chantilly, VA	Dulles Expo Center

Greenberg Shows, PO Box 34, Elmhurst, IL 60126

Phone 630-279-4087, Fax 240-597-4482

E-Mail staff@greenbergshows.com

COMING EVENTS

Information on future NTRAK layouts, meets or conventions is being gathered by NTRAK Director, Dave Porter:

<dave@ntrak.org>

PO Box 3618, Parker, Co 80134
303-841-7365

Please submit your information to Dave.

If you would like to join in with a module in a layout, please contact the layout coordinator listed for that event well ahead of time. There most likely will not be room, if you just show up the morning of a show, unannounced.

Jul 16-20, 2008, Anaheim, CA
NMRA National Train Show, Anaheim Convention Center. Large NTRAK Layout. For Info.see page 16 or www.socaln.com

Dec 4-7, Oklahoma City, OK
Southern Plains N Scale Conv. and Train Show. State Fairgrounds, Transportation Bldg. See page 14 for details

Oct 11-12, Fort Worth, TX
Lockheed Martin Recreation Asc. 26th Annual RR Show. 3400 Bryant Irvin Rd. 10 to 5 Sat, 11 to 4 Sun, \$7 per person, under 10 free. Also gathering of Circus and Carnival Model builders. Info: <braylja@sbcglobal.net>

2009 Hartford, CT NMRA National Train Show
2009 Edison, NJ National NTRAK Show ?
2010 Milwaukee, WI NMRA National Train Show
2010 Richmond, VA National NTRAK Show
2011 Sacramento, CA NMRA National Train Show
2012 Grand Rapids, MI, NMRA National Train Show

Note: We try to include any information about NTRAK or N scale layouts that will be at the events listed. If you send in a notice, please include that information. If space is tight, notices that don't mention N scale will not be published. Jim.

