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FUNTRAK Times!

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Schedules

April 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	SETUP	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

May 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	Bernie M	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

MORE EVENTS

Rails Along the Mohawk

Riverfront Center in Amsterdam, NY

Sunday, April 10, 2016 10:00 am - 3:00 pm

Admission: Adults \$5.00 Under 12 FREE

TTCS & NOME

Kenan Center

433 Locust Street

Lockport, New York 14095

Saturday, April 23, 2016 10:00 am - 5:00 pm

Sunday, April 24, 2016 10:00 am - 4:00 pm

Admission: Adults \$5.00 Under 13 \$2.00
Under 5 FREE

MONTHLY QUIZ

What railroad was known as the "little giant"?

The Pittsburgh & Lake Erie was known as the "Little Giant" since the tonnage that it moved was out of proportion to its route mileage. While the P&LE operated around one tenth of one percent of all U.S. railroad miles, it hauled around one percent of all U.S. railroad tonnage.

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MINE YOUR OWN BUSINESS



Construction season continues for *FUNTRAK* as the above photograph indicates. This is John Fleming's latest endeavor and is something new for *FUNTRAK*, a triple! As is quite obvious, this is in the very early stages of building but the layout and planning provide some idea of the scope and size of the eventual finished project. More pictures of the beginnings of this module are inside so its progress can be observed. This module has additional bracing due to its longer length. This was necessary to prevent sagging in the middle of the module and to provide a more stable and robust framework. More *FUNTRAK* modules are also under construction. A new mountain module with a tunnel at the front is underway. Pictures of the progress of this module are also inside. This module is unique in that the front is hinged to allow access to the main tracks inside the tunnel if necessary. The tunnel construction idea allows for more scenery to be placed on top of the module providing more depth of field. Meanwhile, our southern counterpart in Australia, Mark Bean, is merrily designing and building a set of mountain modules for t-trak in Australia. Mark and Brian have been conversing regularly and developing some new ideas to try with the t-trak mountain modules. These have not caught on as much as the regular modules yet, but time will tell how this goes. Discussion on some of the Internet forums has been in the direction of a second level of modules but no mention of the mountain line has come up. This may provide an alternative to trying to figure a way to put up a second level independent of the modules on a lower level. Mark and Brian are also looking into the possibility of having the mountain and main lines interconnect via an interface junction that would allow the trains to go from the main line to the mountain line utilizing a gradient inside the layout. All this is in the very early planning and research stages but standby for more in the near future.

VALLEY RAIL SIGHTS

sponsored by

FUNTRAK Model Railroad Club, Inc.

Masonic Temple

118 Morgan Street, Ilion, New York 13357

Saturday, April 16, 2016 11:00 am - 5:00 pm

Sunday, April 17, 2016 11:00 am - 4:00 pm

Admission: Adults \$3.00 Under 12 \$2.00
Family pass \$10.00

FUNTRAK Officers

President: Brian F. King (315)292-7066

V. P.: Lorenzo Franchi (315)867-4976

Treasurer: John Fleming (315)235-5554

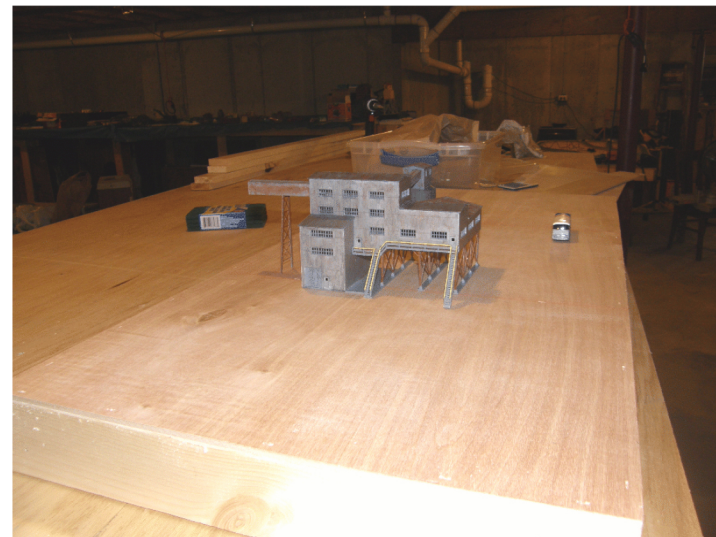
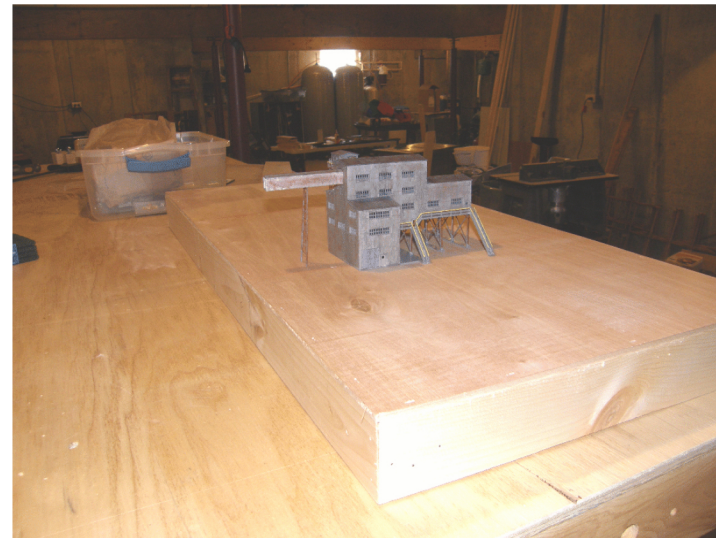
From the Desk:

The Easter bunny came early this year so Easter is now over. While the holiday has come and gone, **FUNTRAK's** construction phase carries on. As mention on page one, two projects for the n scale t-trak portion of **FUNTRAK's** modular railroad systems are in the works, John's triple mine module and the mountain tunnel double. These two projects have lead to much discussion within the **FUNTRAK** ranks about some new concepts. In Australia, Mark Bean is actively working on implementing some of these newer ideas in his module construction plans. **FUNTRAK** would need to build some new mountain modules to accommodate these fresh ideas, but that is a very good possibility for the future. **FUNTRAK** has notably been in the forefront of incorporating new ideas into the t-trak concept. Some of the ideas proposed include developing an interface that goes under the mountain line to the inside of the layout from the yellow line and eventually works its way up to the mountain line via a two percent incline. All this is being designed to be inside the traditional loop. One of the drawbacks is that the mountain corners would need to be separate so modules could be inserted between them to make room for the track work inside the layout. This might mean using banquet tables side by side as well as lengthwise, but this still only makes a layout five feet wide. The advantage to this is that this would provide a means of servicing industries in the mountain region of the layout and provide more reasons for operations on the layout.

This should keep the attention and interest of the public and provide more fun for the operators on the railroad itself. Of course, the smaller radius curves and incline grades for the train to traverse would necessarily limit the size and length of trains utilizing this line but would also provide a whole lot more diversity to the overall railroad..Research and development of these concepts is already underway and the feasibility for these concepts is being evaluated. Mark and Brian keep coming up with different ways to approach and solve some of the issues that arise when developing new ideas. The most challenging part so far has been how to automate much of the required operational aspects of these concepts and make the whole operation as trouble free as possible. The underlying engineering is much more subtle than is obvious to the casual observer. The interface alone introduces a reversing loop that must be addressed. Fortunately, that issue is currently being addressed and answers as to how to overcome any problems with that issue are mostly resolved. So **FUNTRAK** moves ahead with the new concepts, ideas, construction, collaboration, and operation. If you have anything to help with these ideas, please feel free to chime in. Different viewpoints are always welcome and usually result in a better outcome all around. Keep on training!

Brian

Triple



Mountain

