

**President's
Message**



Ron Wood

April Thoughts

Well, as I type this, spring is officially here! It is long overdue after this winter! The Greenberg show is in March this year and that is early. Following that, there is the Hooksett, NH show on April 27th which is a Sunday. We will be featuring a point to point layout with the end loops. If anyone has a module with mountain division that they'd like to bring please give me a call as we are allowed close to 32 feet of modules!

Once again, I think doing smaller and different shows are good for Northeast N-Trak because they broaden our audience and grow our potential membership. I think we also need to come up with a "membership wanted" display for use at shows. This needs to be something that gets peoples attention. It should have the club logo and brochures as well as membership applications. Something else I'd like to try would be to rent a table at a show and set up a membership booth. Perhaps we could do this at shows that we don't currently participate in and see if we get any prospects that way. Of course, it would be an experiment and there would be no guarantee that the number of memberships sold were enough to pay for the table. But again, maybe this would be a way to expand our membership. Another idea would be to have a fundraiser. Not quite sure on how to go about that. Any suggestions?

I'd like to have a membership meeting sometime in May if possible. I'd like it to be a brainstorm session on how to better organize the club and increase membership. More information such as a meeting place and date will be in the next newsletter. Let me know your thoughts!

Thanks. Ron.

New Member "Opportunities"
by Bob Pawlak

As the membership chairperson for the club, I study the applications for new members as they come in. I then call or e-mail the new member to welcome them to the club and try to find out more about what their plans and objectives in N-scale are. I try to suggest things they might try to do or recommend certain other people for them to talk to depending on their particular needs or interests. I also usually offer to help them in some specific way that seems critical to their progress at the moment. But once I have "broken the ice" with this initial contact, I must admit, I don't do much more to follow up because I assume the new member will take some initiative, begin to come to train shows, ask questions, ask for help, etc. But, experience has shown that for some unknown reason, this does not always happen. Therefore, the purpose of this article is to review those "opportunities" that are available to new (and not so new) members of the club. Hopefully, the new members will thereby be motivated to become more active more quickly and the regular club members will be more sensitive and responsive to the needs of the newer members. The suggestions presented in this "tutorial" reflect the way I perceive the typical activity of our club. If anyone has other ideas, I hope they will please speak up.

Running Trains at Shows. Using the sign up sheet to reserve an hour for running your own trains on one of the three mainline tracks is a privilege, especially for new members. First choice for sign up on an empty sheet at the beginning of a show is usually offered by the show coordinator to those who have brought modules, (in order of arrival for set up or most modules brought). Next choice goes to those without modules who have helped with set up. If time slots still remain after that (which is usually the case), those who arrive after set up can reserve a time slot. (Incidentally, everyone who signs up to run trains should also feel responsible to sign up for tower duty.) Time slots for the Red

Line (outside mainline track), Yellow Line (middle), and Blue Line (inside track) are staggered by 20-minute intervals to minimize congestion of trains and people in the yard area at the transition times. Set up your train on an empty track of the yard a few minutes ahead of time so that you are ready to start operation at your scheduled time. Try to be quick and efficient about how you store, transport, and get your train on and off the track. Be sure you are ready to run your train or trains during the complete hour of your scheduled time. Coordinate your activity with the train owner scheduled before and after your scheduled hour on your designated track so that trains are always running for the public to view. Help control the turnouts at the ends of the yard to guide your train out of and back into the yard on the appropriate track. Follow your train for at least the first few times around the loop to be sure everything is operating correctly. Be the first on the scene to fix a derailment or breakaway of your train. Clear your train storage equipment away from the yard area until it is time to pull your train. This makes it easier for others to set up their trains. Do not leave the area of the layout while your train is running. If your train is longer than will fit on one yard track, shorten it to fit on one track as your scheduled time runs out. Do not stop running your train until the next scheduled operator's train is ready to leave the yard.

This article will be continued next month and will cover DCC Operations, Tear Down, Layout Visits, and New Module Construction Assistance.

Amherst Big "E" Show
February 2004

Wanted to give everyone an early warning. The dates for the 2004 show have been shifted to February 7 and 8. This has been done so we will not have to compete with the audience for the Super Bowl which has been moved to February 1. Please mark your calendars and if you have made any advance hotel reservations for the 2004 show please be sure to switch them to the correct dates.

Schedule of Shows for Coming Year

| Date | Set-up | Show Time | Show | Place | Show Coordinator |
|--------|--------|-----------------|---------------------|-----------------------------------------------|-----------------------------|
| Mar 29 | 8am | 10am to 5pm | Greenberg Show | Shriners Auditorium, Wilmington, MA | Ernie Poole, 978-658-9563 |
| | 30 | 9am 10am to 4pm | | | |
| Apr 27 | 7am | 10am to 4pm | Hooksett Lions Club | Hooksett Memorial School, Hooksett, NH, Rte 3 | Ron Wood, 603-889-0741 |
| May 22 | 7am | 9am to 3pm | Children's Hospital | 300 Longwood Dr., Boston, MA | Robert Pawlak, 781-862-2485 |

Restoring Ringling's Railcar

Article published Nov 4, 2002, Herald Tribune



The decrepit 82 foot Pullman, bought by the circus magnate in 1917, is meant to be part of a museum.

SARASOTA - In its heyday, it carried tycoons, royalty and celebrities on cross country tours. Servants kept its brass fixtures. Tiffany lamp shades and monogrammed china gleaming its size made it a king of the rails.

But, for the past 13 years, the Jomar - a railcar built for circus mogul John Ringling - has been rusting away in a sea of weeds behind a Sarasota concrete plant. Vandals and vagrants have been its uninvited guests. It seemed destined for a long, lonely decline into a heap of unwanted scrap. Until Harvey Vengroff, owner of a financial services firm, and Bob Horne, a restaurateur, recently committed themselves to reviving the once-elegant carriage.

"The Jomar will be restored to how it originally looked," Horne said. "It's going to be a museum." Members of a now disbanded group that unsuccessfully tried to save the Jomar during the 1990's hope that Horne's and Vengroff's plans stay on track.

This fall, the Ringling Museum of Art in Sarasota qualified for a \$417,240 federal grant to acquire and refurbish the Wisconsin, Ringling's first railcar. When Huges read about that project he wondered if the society's effort to save the Jomar was derailed before its time. "We contacted the museum several times back then about taking the car, and they were never in a financial position to do it," Huges said.

Hughes noted that those contacts were made before Florida State University took over administration of the Ringling Museum complex. This year, when FSU learned that the North Carolina Transportation Museum in Spencer had the Wisconsin in covered storage and was willing to sell it to the Ringling Museum, the university acted on the offer. Meanwhile, the Jomar still sat in ruins about two miles southeast of the Ringling Museum.

"We were aware of the Jomar and that a

group of very dedicated people had a keen interest in restoring it," said Jill Chamberlin, FSU's liaison to the Ringling Museum. "People have come to us and told us about it." Because the Jomar has been exposed to the weather for so long, however, FSU officials felt that restoration of the Wisconsin was a more financially feasible undertaking for the museum. Ringling used the Wisconsin, which he named for his home state, from 1905 to 1917. He and his wife, Mable, traveled in the plush car for their honeymoon, vacations and business trips. In 1917, Ringling bought a new, 82 foot Pullman that, at that time, was said to be the longest railcar ever made. He named it Jomar, an acronym for John and Mable Ringling.

"When Ringling was in residence in Sarasota, the Jomar used to sit on a pier way out in the water, where Marina Jack's is now." Hughes said. "Ringling would have parties there. ...It was the Jomar, not the Wisconsin, that was a center of Sarasota's social life." According to historians, the Jomar's guest list included Thomas Edison, Warren G. Harding, John Pershing, cowboy actor Tom Mix and Romania's Queen Marie. Epic director Cecil B. DeMille reportedly stayed on the Jomar while in Sarasota to arrange filming for 1952's "The Greatest Show on Earth."

After Ringling's death in 1936, his nephew, John Ringling North, used the Jomar to travel with the circus. In 1956, North turned over the railcar to musician and circus executive Rudy Bundy. In the 1960's, circus employees used the parked car as living quarters. By 1973, it was in storage at a rail yard at Port of Tampa. In 1984, Bundy sold the car to Henry Fraser of Ruston, La. In the late 1980's, a local group of history buffs formed to buy back the Jomar. In 1989, Friends of the Jomar Inc. acquired the neglected car from Fraser for \$8,000. New wheels were put on it and the National Association of Retired and Veteran Railway Employees moved it by rail to Sarasota. It has been sitting on a side track behind the Cemex concrete plant off Central Avenue ever since. Restoration costs, at that time, were estimated at \$661,000.

In 1998, the society sold the Jomar to the law firm of Ingram & Dunkie for \$1. The society disbanded, hoping the firm would eventually restore and use the car. But the firm never did. It recently sold the car to Vengroff of Vengroff Williams and Associates for \$1 plus reimbursement of the \$4,750 storage fees.



Vengroff expects to move the Jomar to its new location and launch renovations within a month. With volunteer labor, Horne thinks the Jomar can be restored for less than \$500,000. He's aiming for an October 2003 grand opening.

E-Mail Address Change for Roland Kelley

This is the first month that I have had problems obtaining articles for the Newsletter. Please help by submitting an article or pictures. Send them to my new email address:

rkbbb14@msn.com

More Model Power News by Bob Gatland

Bill Boden and I dropped in at the Model Power office and sales room recently. Bill had just picked up one of their new Pacifics at Trainland in Lynbrook, and we went over to Farmingdale to get an improved version.

The exchange was cheerfully arranged. Bill will get the upgraded model as soon as the next shipment arrives. The conversation we had with the managerial type people we talked to was quite interesting.

They ran a diesel for us that they are using in one of their train sets. It was pointed out that the flanges are deep to facilitate easy re-railing by young hands.

On the other hand, they are working on a similar model for the serious modelers (that's us!). This one will feature NMRA profile flanges and details specific to the railroads that used them. Interesting. Sounds like the same thing we've been hearing and seeing from other manufacturers.

They told us that a Mikado (2-8-2) is on the way. It will have a Vanderbilt tender. It will be followed by a mogul (2-6-0).

Both locos will probably follow the same design of the Pacific and have cast metal boilers.