

President's Message



Greetings, I hope everyone took advantage of the module building project. New members will have modules for upcoming shows. As I said before, show coordinators are looking for modules to fill out the layout at the last minute. I attended two shows that we should have attended this year. Both shows had **NO N-SCALE Layouts**. The show coordinator asked me "What do we have to do to get you guys to come?" The Pepperell show is now in a bigger location and the school it is held at has more room that they need. They want us to come next year. If we want to get new members and promote the hobby we need to do more shows. The Greenburg Shows are now run by GATS. It looks like we will have more room this year. GATS wants more operating layouts. Let's give them show stoppers. And we must get back to the basics as far as running at shows.

1. People with modules get first choice on sign-up sheets.
2. If you have a train on the layout: Stay with your train, it is not the responsibility of other members to have to re-rail a problem train. Do your shopping before or after your scheduled running time.
3. Our main goal is to have fun and promote the hobby.
4. Ask questions of other club members. If you are a new member, introduce yourself. There is always someone whom can answer your question.

Mark

Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, Web Site - www.northeastntrak.org

New Mystic Valley Show in Auburn November 23rd.

I just received a letter from the Mystic Valley folks and we are confirmed participants in their show on **Sunday November 23, 2003**. It is at the Yankee Drummer Inn (formerly a Ramada Inn) 624 Southbridge St (route 12) Auburn, Mass. **Show hours are 10-4 with a setup of 8am**. I will volunteer to coordinate this show and as such will put in for that Sunday off from my work. It shouldn't be a problem. Nice thing about this show for those who haven't heard is that it is going to be an exhibition similar to the Bedford Boomers in that there will not be any dealers. A good chance for Northeast N-trak to really shine and promote N-scale and the hobby in general. Thanks all for now. Keep in touch! Ron.



White Mountain Central Railroad Days by Mike Boucher

On Saturday, September 20th, I went to the "White Mountain Central Railroad Days" at Clark's Trading Post in Lincoln, NH.

If you're unfamiliar with the railroad at Clark's, they have about 1 mile of standard gauge track, which is "point to point", and they use a 2 truck wood-burning Climax as the motive power. The track is upgrade for the outbound trip. They do not have a wye or a run-around track at the end of the line, so the train backs down to the station, coasting down the hill. Like the Mount Washington cog railway, the engine is on the rear and pushes the train upgrade. On a normal day they have four trips, a train 1/2 hour before a just after each bear show.

For railroad days, they had 4 engines under steam: The Climax, a two truck (continued on next page)

Clean Your Loco Wheels by Bob Gatland

May I suggest that you make it an automatic policy to clean the wheels of all locomotives used in a show before you put them back in storage.

When I get home, I put my locos on my workbench and they stay there until they get cleaned (and maybe lubed if necessary).

There are several ways to clean wheels. I usually put some robbing alcohol on a paper towel, lay it on the track, and spin the wheels (one truck at a time) on it. Only then do these locomotives go back on the shelf.

Schedule of Shows for Coming Year

Date	Set-up	Show Time	Show	Place	Show Coordinator
Nov 15	8am	10am to 5pm	Greenberg Show	Shriners Auditorium, Wilmington, MA	Ernie Poole, 978-658-9563
	16 9am	10am to 4pm			
Nov 23	8am	10am to 4pm	Mystic Valley Railway Society	Yankee Drummer Inn, Auburn, MA	Ron Wood, 603-889-0741
Dec 27	8am	10am to 5pm	National Heritage Museum	Museum of our National Heritage, Lexington, MA	Bob Pawlak, 781-862-2485
	28	noon to 5pm			
Feb 6	1pm		Amherst Railway Society	Big "E" Exposition Center, Springfield, MA	Frank Dignan, 781-294-1925
Feb 7	7am	10am to 5pm	(Winterfest 2003)		
	8	10am to 5pm			
Mar	8am	10am to 5pm	Greenberg Show	Shriners Auditorium, Wilmington, MA	Ernie Poole, 978-658-9563
	9am	10am to 4pm			
Apr			Hooksett Lions Club	Hooksett Memorial School, Hooksett, NH	Ron Wood, 603-889-0741
May	7am	9am to 3pm	Children's Hospital	300 Longwood Dr., Boston, MA	Robert Pawlak, 781-862-2485



they ran doubleheader, using the Climax and the Heisler, pushing the usual 4 passenger cars. About 1:00, they had a special trip to the end of the line with #5 and the vintage freight. Later in the afternoon, they made a couple short trips with the railbus. Their regularly scheduled trains were also running, which made for a lot of trains. Several of these regular trains had the B&M caboose added to the consist.

The 24 ton Porter tank engine was running all day on a short siding. This track ran from the brick enginehouse, behind the bumperboat pool and other "main street" attractions, down to an area behind the bear show ring, approximately a 100 yard run. A small two axle passenger car was coupled to the front, using a logging "rooster" to give some separation. Rides were free for the asking, and run whenever there was someone who wanted to ride.

A little about the covered bridge at Clark's. It was built late 1800's, originally spanning a river in East Montpelier, VT. In 1963, it was purchased by Clark's, disassembled, and moved to Lincoln. By 1965, it was reassembled over the Pemigewasset River, allowing the railroad to be extended to its current 1 mile run. It is the last covered howe-truss bridge in the US.

Cab rides were available, all you had to do was ask! I got a cab ride on the Climax during one of the usual passenger runs, and also a cab ride on the Porter.

In addition to the prototype engines, The Ammonoosuc Valley Railway Association had their HO modular layout on display in the main street firehouse.

All the usual rides and attractions at Clark's were open, such as the trained bear show, the "mystical mansion", and bumper boat rides. Don't be afraid to bring family members who aren't interested in the trains, as there's plenty to do and see.

For more info about Clark's trading post, go to www.clarkstradingpost.com. I'm sure they'll have "Railroad days" next year.



Photo by Don Pawling Sr. 11/29/2001

Boston & Maine # 1455 by Dan Pawling Sr.

The Boston & Maine # 1455 is a 2-6-0 Mogul which was built by ALCO in Manchester, NH in 1907. It is the last of the B&M's B-15 Class Moguls. In 1956, it was still pulling light passenger trains out of North Station, Boston. It was then owned by the Edaville RR until acquired by the Danbury Railway Museum (DRM) where this picture was taken.. Extensive rebuilding is needed before the engine can be put into service. Meanwhile, painting and other protective measures have been taken to minimize weathering. Info from DRM Equipment Roster; photo above by D. Pawling, Sr.. below by R. Kelley.



TRAIN GIFTS FOR YOUNG FOLK by Santa's Helper

If there are youngsters on your gift lists and you would like them to become more familiar with trains, you might go to Oxford Junction Press www.oxfordjunction.com and snoop around in that site for "Usborne." Or try <http://www.oxfordjunction.8m.com/catalog-usborne.html>. Or you might try an Usborne search straight off (This I have not done) A July 3, 2003 Usborne list showed several train books for ages 9 months and up, 2 years and up, 4 and up, and 7 and up. The site also suggests more books (and possibly videos?) are available. Happy Holidays!!!

Heisler, a Baldwin 2-4-2T, and 24 ton Porter 0-4-0T. All four are wood burners. Clark's also had a 3 cylinder Shay on static display, as it is not in operating condition. A gas powered Reo Speedwagon railbus was also operating.

The Baldwin was the East Branch and Lincoln #5. For many years, this engine sat on static display at the entrance to Loon Mountain ski area. A few years ago, Clark's acquired "the Baldwin", as they call it, as part of a trade with Loon, and has restored it to operating condition.

The Reo Speedwagon railbus was originally built as 2 foot gauge, converted to standard gauge by Maine Central, if I recall correctly. It has two two-axle trucks, the rear truck being powered via a driveshaft from the engine to the front axle, and a chain drive to the rear axle.

Several "photographers specials" were run. In the morning, the train was made up of four logging disconnects in front of Baldwin #5, and some vintage freight cars following. The vintage cars were a flat car with a steam logging donkey as its load, a wooden boxcar, and a B&M wide monitor wooden caboose. There were more photographers than seats in the caboose, to the railbus was used to carry the overflow. (I walked!) Late in the afternoon, they made other photo runs with #5 and the vintage train, no disconnects.

These photographers trains incorporated photo runbys. The morning train had the runby just north of the the covered bridge, and the afternoon train had the runby just south of it. The photo runbys on the south side of the bridge gave photographers an opportunity to shoot the train as it ran through the bridge. These trains only ran to the photo runby site, not all the way to the end of the line.

There were also several special trains, without the photo runbys. In the morning,