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President's Message

I comes with great sadness that we have lost a member of our club. Scott Cliborn passed away suddenly. When I met him for the first time it made me think how lucky I was, and it showed me that people who are physically challenged can do anything they set their mind to do. Years ago a former club president said at a meeting " If anyone has a problem with Scott not having a module and being a member of our club they can leave". We all agreed with that and said that he was to be the exception. The club has made a Donation to the Spinal Cord Injury Foundation in Scotts name. He will be greatly missed.

Well, our first show was a success. I was told by one of the show organizers that they enjoy us showing at their show. They look forward to us coming back next year. Well done to our show coordinator Dick Brotherton and to all who participated. Thanks for putting on a good show. Our next two shows are The Pepperell Siding show and the Taunton Show. The coordinators are Ron Wood and John Dunne. Please contact them if you are able to attend. Then we have no more shows until November.

Til next month
Mark

Welcome to a New Members

Kenneth L. Harstine 413-532-4306
56 Nonotuck Street
Holyoke, MA 01040 email: k.harstine@ieee.org

He is an Electronics Engineer, in the hobby 20+ years, member of the Amherst Railway Society, NMRA and Ntrak. Ken got Best of Show at Winterfest 2007 for his snow scene, moving buses module. See the cover article in the March/April 2007 issue of the Ntrak Newsletter for pictures and a description of his module. Ken is thinking of driving to the Boston area to attend a few shows a year.

Tim Putnam 603-835-6952
29 Camp Brook Road
Alstead, NH 03602 email: kkaminsk@keene.edu

Tim is 10 and has been in N Scale now for five years. We welcome him to NE Ntrak.

National N-Scale Convention 2007 August 7th-12th 2007 Hartford Marriott Farmington Farmington, Connecticut by Mark Ferracane

Day 1 Tuesday:

We left Wakefield to drive to Farmington, Connecticut. The drive took a little over 2 hours. The hotel is very large and very spread out. The layout will be in another section of the hotel.

Day 2 Wednesday:

The registration for the convention started at 1pm, since I was the coordinator of the layout I was able to get in to register early. After I registered I was able to buy some special run cars.

I was told that we would be able to get into the rooms to set-up the layout at 5pm, never believe what your hear. The rooms were still set-up for a meeting that ended at 4pm. The hotel told me that the room was not going to be ready until 6pm. Thanks, 2 hours late. We were able bring in stuff in but not set-up yet. We started to set-up the layout and get things in place. At 7pm we had to stop setting up to attend the Micro-Trains Reception. I had to get up and say a few words about the layout and what was going to happen at the layout. Micro-Trains sponsors a great reception. There was cake, pies, cheese cake, mousse and fruit. BURP!!!

Day 3 Thursday:

I arrived at the layout at 6:30am and got the key to the rooms. About a hour later people started showing up with modules. Since I had a number of clubs pull out of the layout I began the layout at one end and worked towards the back of the room. I had 40ft on each side done.

The layout was to be 14 x 120 feet. The layout was finally 14 x 52 feet. One club that pulled out was supposed bring 32 feet of modules, never count on any thing to happen the way it should.

Later that evening it was the live auction. The auction is fun even if you do not bid on anything. It is a fun time for all. But can be VERY EXPENSIVE!

Day 4 Friday:

I arrived at the layout at 6:30am, late last night the layout was finished and there were some electrical problems that had arised. There were 6 shorts in the layout, one was due to a new module wired wrong and the others were Power Pole to Cinch Jones Connectors wired wrong.

The Swap-A Ramma started at 9am and ran until 2pm. We had the Club Cars and we sold a total of 12 cars (not bad, could have been better). We also had room on the table for some cars that Bob Pawlak wanted to sell. Brooklyn NTRAK came by and asked us if they could sell some cars for them. We sold a few and got a commission of 10% for selling them.

At 4pm we boarded the bus to go to Foxwoods Casino, about 24 people went on the trip. At least I came home with more than I had brought to the casino.

Day 5 Saturday:

The morning started early again, I was down to the layout at 8am to help get it ready for the public show that opens at 9am. The layout was in another wing of the hotel. (At least when we did the Wakefield Show we were close to the dealers and in the same building). The Dealers were in the front of the hotel near the ballroom and we were at the other end of the property in a different building. The show went well, we had a steady stream of people all day. The room we were in had to be empty by 6pm, the show closed at 3pm and the room was empty by 4:45pm. Who says we can't clear a room fast?

The banquet started at 7pm, we were all interested in what the surprise car will be. All of the conventions cars have a theme of the area the convention is in. In 2004 at Chantilly the car was for **The Air and Space Museum** at Dulles International Airport. In 2005 in San Diego it was a car for the **USS Midway Aircraft Carrier**. In 2006 in Denver it was for **Buffalo Bills Wild West Shows**. All of these cars become collectors items because they only make enough for the banquet. This years car was a **PEZ Gondola** with 3 packages of mini PEZ candies.



Day 6 Sunday:

At 8am we went to the Grand Ballroom for the manufactures breakfast. At the breakfast manufacturers stood up and told us about upcoming products. It is similar to what we have during the banquet at Winterfest.

****1st** up was **Digitrax**. They are making a Loconet Repeater for Large Layouts. It will be available end of August.

****2nd** **George Howeldell**. He is releasing Wood PFE Reefers w/ new numbers. Next month he is releasing Steel PFE Reefers. Next year there will be Santa Fe 50ft Express Boxcars.

****3rd** **BLMA Models**. There will be a Brass Truss Bridge, a Plastic built-up Track side shed, a concrete segmental bridge and a single pole Billboard.

****4th** **Micro-Trains**. There will be a HO_{n3} Flatcar. A 60ft Bulkhead Flatcar, a 40ft Drop Bottom Gondola, and a PS-1 Boxcar. In 2008 there will be 2 new cars and in 2009 there will be Passenger Cars.

****5th** **Richmond Controls**. LED lights for Bombardier passenger cars and lighting for Intermountain (Centralia Car Shops) passenger cars.

****6th** **Eastern Seaboard Models**. New Passenger car sides, pre-painted.

****7th** **Deluxe Innovations**. There will be MAXI-4's, Triple 57's, Johnstown America articulated and MAXI-3 cars. And the Gunderson stacks are back with 2 new roads and numbers.



****8th Intermountain**. Coming this year, SD45-2 (12 Schemes), 60ft Flat Car with Die cast Deck. Nov/Dec. Santa Fe Stock cars Jan/Feb. Fogler Milk Car. The U-18b will be available early next year and a all new Southern Pacific AC-12 Cab Forward will be ready late winter 2008.

****9th GATR Works**. Yellow blinking light and a DCC controlled FRED.

****10th Lowell Smith**. Cages and Wagons for his Great American Circus Cars.

****11th Neal's**. Trees (Brass) in Winter, Spring, Summer and Fall colors. And Old Style Gas Pumps.

****12th Athern**. The 2nd run of Challengers will be in September. Big Boys will be shipping in December. FP45 w/ sound will be available 1st quarter of next year. And jewel boxes will be replacing the cardboard boxes.

****13th Atlas**. New N-Scale Tru-Track and a new vehicle early/late 90's.

****14th N-Scale Architect**. Cranston Station and coming soon and Boston & Maine Tower.

That's my Manufacturer report for the show.

Just My Opinion by Peter Wisniewski

Just read the latest newsletter and I saw that the HUB Division show is on the still on the schedule for this year, with my name as the coordinator. I thought I pretty clearly stated (during our meeting) that I did not want to coordinate that show at this point in time. I was also under the impression that we decided not to participate in it.

I really don't understand this. For at least the last 10 years we had problems with low show participation. Yet again, year after year, we keep setting ourselves up for another failure, and year after year, we end up with problems and with lots of stress. How many times do we have to get burned by this before we change our strategy?

We all realize that in order to fix the lack of participation we need to either increase the number of the active members or reduce the load on the current members, which means reducing the number of shows we participate in. This is very simple logic. yet time after time we are unable to sizably increase the number of active members. So, reducing the number of shows we participate in would be the answer here. But somehow this fact eludes whoever picks the number of shows we schedule in a give year.

If we are in fact planning on participating in the HUB show, please find another coordinator.

The New Hope & Ivyland Railroad
by Roland Kelley

This summer I did something I have wanted to do for years. It started with a trip to Florida to see my brother and get some of his things to bring back for his kids. He and his wife are both in a nursing home. Because it is such a long drive I talked a friend into going with me. On the way back we stopped in a small town called New Hope, PA. While there I had the chance to ride in the cab of a steam engine.



The train station, which has the ticket window and a gift shop.

The engine was a 2-8-0, built by the Baldwin Locomotive Works, Philadelphia in December 1925. It served as a freight engine. The almost 10 mile trip takes about one hour. We rode on what the engineer called class 2 track. May I say that I had read articles about how bumpy riding in a steam engine was, but was not prepared for such a ride. You just don't know how the engine will stay on the tracks as you go down the tracks at 40 miles per hour. Was told by the engineer that the tracks are rated for maximum of 45mph. As you were going thru a curve the engine would jerk around the curve. May I say the fireman was very busy on the whole trip shoveling coal into the boiler. It sure keeps you in shape. It must have been a lot of work for the long haul trains in the past to keep the steam up.



We have cut away from the train and are backing to attach to the other end to pull the train back to the station.



When we reached Lahaska there was a run around track so we unhitched the cars and moved to the rear of the train to pull it back into the station at New Hope. Upon returning to New Hope I stayed onboard as the put more water in the tender. While they were standing there the steam pressure was getting a little high so the had to release it. They like to run the engine between 150 and 170, at the time we were up to 175. A history of the railroad is on page 4.



Above the crew is checking out the engine before the first trip of the day. Then me in the engine waiting to start on my journey and right above the view from my seat.



After watering and the release of a little steam we are heading to hook-up to the front of the train to be ready to take out the next trip and the end of my ride.

History of the New Hope and Ivyland Railroad

Incorporated in 1962 as Steam Trains, Inc. by a group of Philadelphia area railroad enthusiasts and businessmen, this private venture searched for local trackage and acquired vintage railroad equipment in order to start their own tourist railroad, a trend which swept the country at that time. After investigating a number of area railroad rights-of-way, in 1996 the group obtained the northern 16.7 miles of the Reading Company's New Hope Branch in central Bucks County for a price of about \$200,000. Using a former Canadian National steam locomotive and seven steel suburban passenger coaches, the new for-profit company was christened as the "New Hope and Ivyland Railroad" (NHIR) in honor of the villages situated at either end of the line.

Steam passenger service between New Hope and Buckingham Valley began on August 6, 1966. Freight service was provided by diesels leased from the Reading. The NHIR ran one of the last regularly scheduled steam-powered mixed freights east of Mississippi and the all-steamed tradition was broken in 1971 when the company finally purchased their own diesel, an Alco RS-1 from the Washington Terminal.

Within five years, extravagant spending and burgeoning debt had plunged the NHIR into insolvency. After selling real estate to Philadelphia Electric, the destitute NHIR filed for Section 77 bankruptcy in 1971, and by 1972 the struggling railroad operated with unpaid volunteers. When the Bucks County Industrial Development Corporation (BCIDC) acquired the railroad in 1974 to "preserve rail service through the center of Bucks County," it selected McHugh Brothers Heavy Hauling, Inc. as the railroad's freight operator, a relationship which endured until McHugh's departure in 1989. Passenger and freight service flourished during the 1970s, and on June 30, 1979 the NHIR was finally released from a decade of bankruptcy.

Beginning July 3, 1980, volunteers of the New Hope Steam Railway (NHSR) resumed weekend excursion service after the previous operators decided to end it. Thus NHSR ran trains under a lease agreement with the BCIDC until 1990, when considerable decay of the railroad's equipment and properties convinced the BCIDC to sell the entire railroad to the present owners.

Since then, the for-profit Bucks County Railroad Preservation & Restoration Corporation has embarked on a \$2 million effort to completely restore the New Hope and Ivyland Rail Road (NHRR) to its turn of the century ambience. The Victorian New Hope station, freight house and boarding platform were refurbished, the tracks were rebuilt, and steam passenger service resumed in 1991 using 2-8-0 No. 40 and five vintage passenger coaches. Already hundreds of thousands of people have rode the NHRR's hourly train to Lahaska and return and other specialty trains. Freight service is also an integral part of the company. Now on a solid foundation the 102 year-old NHRR faces life anew!



When they are not pulling the fan train by steam they are using this GP30. They also have ride-alongs in the diesel so if the steam engine is not to your liking try the diesel. To ride in the engine is only \$40 for the hour trip.

Show Schedule for 2007 – 2008

Nov 4, 2007, Bedford Boomers, Bedford, NH

McKelvie Middle School, Liberty Hill Rd/ Gault Rd, Bedford, NH
Set-up 7am Show 10am to 4pm

Coordinator: Ron Wood - 603-206-5572

Nov 12, 2007, Wells Maine Show, Wells, ME

Wells Elementary School, Rt. 109, Wells, ME (Maine Tpk exit 19 on Rt. 95, left off ramp about 1 mile on right)
Set-up 8am Show 10am to 4pm

Coordinator: Mark Ferracane - 781-245-3886

Nov 17-18, 2007, Great Train Expo, Wilmington, MA

Shriners Auditorium, Wilmington, MA
Set up Sat 7:30AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Dan Pawling - 617-244-5261

Dec 1-2, 2007, Hub Division Show, Marlboro, MA

Best Western Royal Plaza Trade Center, Marlboro, MA. (Rt. 20 exit off I-495)
Set up Sat 7:00AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator:

Jan 25 to 27, 2008, WINTERFEST 2008, West Springfield, MA

Big "E" Exposition Center, West Springfield, MA
Set-up Fri noon to 5pm and Sat 7am * Show Sat 9am to 5pm - Sun 10am to 5pm

Coordinator: John Dunne - 508-697-7635

Winterfest Coordinator: Bob Pawlak - 781-862-2485

Feb 16 & 17, 2008 Museum of Our National Heritage, Lexington, MA

Set-up Sat 7:30am Show Sat 10am to 5pm - Sun noon to 5pm

Coordinator: Bob Pawlak - 781-862-2485

Mar 24-25, 2008 Great Train Expo, Wilmington, MA

Shriners Auditorium, Wilmington, MA
Set up Sat 7:30AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Fay Chin - 978-657-7913

Apr 22, 2008, Hooksett Lyons Club, Hooksett, NH

Cawley Middle School, Hooksett, NH
Set-up 8am Show 10am to 4pm

Scott D. Cliborn



Mr. Scott D. Cliborn a resident of Dracut, died unexpectedly, Friday, September 14th, aged 35 years.

Born in Lowell, on August 11, 1972, the son of Gary L. and Mary (Lee) Cliborn. Scott received his education in the Dracut School system and was a graduate of Dracut High School with the Class of 1990. He was a member of the National Honor Society, and was a member of the Dracut High Jazz Band, playing the Tuba and the Baritone Horn. He attended Syracuse University where he majored in music, played in the band, the Wind Ensemble, and Hendricks Chapel Choir. Music was his passion. Scott continued his studies at U Mass Lowell where he was a member of the Fine Arts Chorale, The University Choir and the Gentleman's Concorde.

Scott was a member of the Centralville United Methodist Church. He taught Vacation Bible Study and was a member of the adult choir until recently. He was also a past member of the Polish American Band.

Scott is survived by his parents, a sister, Susan Craib of West Palm Beach, FL and a nephew Dylan Craib also of West Palm Beach, FL., an Aunt Barbara Cliborn of Kansas, and several cousins. He was the brother of the late Roy William Cliborn. He will be sadly missed by many dear friends.

Friends who wish may make a Memorial Contribution in his name to the Spinal Chord Injury research, 2 Rehabilitation Way, Woburn, MA 01801.