

President - Dan Pawling Vice Pres - Mark Ferracane  
Treasurer - Chuck Tremblay Editor - Roland Kelley

Editor - Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, or  
e-mail: [NortheastNtrak@msn.com](mailto:NortheastNtrak@msn.com) Web Site - [www.northeastntrak.org](http://www.northeastntrak.org)



### President's Message Dan Pawling

**The Pepperell show** seemed moderately attended although I don't have the official data. Mike Walker did an excellent job coordinating the layout for this show. We had a shorter than normal set up time because we could not get into the building before 8:00AM. We were concerned that we may not be ready by show time but, were pleasantly surprised at how quickly we were able set up. The set up is much easier with a more experienced group that work well together and knows what needs to be done and in what order. One hero in particular that I would like to mention is Tim Putman. He took on setting up the electrical for the layout which included throttles, power pack for DC operation & the Clinch Jones module connections below the layout. I think we should ask him if he would do a training seminar at Winterfest for those members that are having difficulty getting a grasp on this task. Nice work Tim! The track was cleaned and trains were running 15 minutes before show time. It was good to see the sign up sheet in use & I think it is important that the coordinator gets the sign up sheet filled out just as the set up is being completed. Good job everyone and thanks.

**Boomer Show November 8<sup>th</sup>:** Ron Wood is the coordinator for this show. Ron is working many evenings and the best time to call him is between 6-7PM. You can also find his email address that is on the members list as an alternative. I talked to Ron tonight and he said that he has enough modules and the hardest type of module to come by is the single four foot straight. I would like to encourage some of the new members to try to get involved with the set up or break down it's a great way to see what others have done. The best part is to come and run trains and chat with members, other club members & spectators. This will also help renew your drive to work on your module so you can be in at least some of the shows this show season 2009-10.

**Member ship list:** Please look over the list to make sure your information is accurate and let Bob Pawlak know if you need to have any corrections made.

**Winterfest convention 2010** is rapidly approaching have you been working your contest entries? I will be the layout coordinator this year and am looking forward working with all of you from near & far.



**Worcester Model Rail Road club:** Last month I went to visit this club with Mark Ferracane, Jack and Victor Brown. We found the club members to be very friendly & informative. They have moved from an old location in Worcester to a new location in Dudley, MA and that in itself is an interesting story for another time. The new layout bench work is looking nearly complete and a lot of track work is laid and seems to run really well. They are an HO club and they have a huge space and many scale miles of track and are worth a visit. It will be interesting to watch the scenery come together on the layout over time. I also found out that they have a mobile N-Scale division with specifications that are a bit different although I am hopeful that we can connect up at a show sometime.

Ralph Kimble of WMRRC extended an invitation for the Northeast N-track to exhibit at their show on February 28th, 2010 at the Auburn Elks Club in Auburn, MA. The space they have would be a 30x34 right angle with a loop at each end. That means we will need a lot of modules with mountain line. This show will be at the Auburn Elks Club in Auburn Ma. These are some of the photos I took at their open house.



**2009-2010 NENtrak SHOW PARTICIPATION SCHEDULE**

**November 8, 2009 Bedford Boomers, McKelvie Middle School, Bedford, NH**

Set up 8am - Show 10am to 4pm  
 Coordinator: Ron Wood - 603-206-5572  
 Web Site: [www.boomers-rr.com](http://www.boomers-rr.com)

**November 21&22rd 2009 Great Train Expo, Shriners Auditorium, Wilmington, MA**

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm  
 Coordinator: Fay Chin 978-657-7913  
 Layout size 30' x 44'

**December 5<sup>th</sup> & 6<sup>th</sup> Hub Division Train Show. Royal Plaza Trade Center, Marlboro, MA**

Set up Sat 7:30am - Show Sat 10am to 5pm - Sun 10am to 4pm  
 NE Ntrak participation not finalized. No Volunteer Coordinator needed. No Volunteer No Show so Step up please!!!!

**Jan 29th-31st 2010 Winterfest, Springfield, MA Amherst Railway Society - Big Railroad Hobby Show**

Big "E" Exposition Center, West Springfield, MA  
 Set-up Fri noon to 5pm & Sat 7am  
 Show Sat 9am to 5pm - Sun 10am to 5pm  
 Layout Coordinator: Dan Pawling Jr., 617-244-5261  
 Winterfest Coordinator: Bob Pawlak - 781-862-2485

**Feb 13<sup>th</sup> & 14<sup>th</sup> 2010 National Heritage Museum Lexington, MA**

Set up Fri 2pm - 4:30pm, Sat 7:30am  
 Show Sat 10am to 4:30pm - Sun noon to 4pm  
 Coordinator: Bob Pawlak - 781-862-2485

**March 27-28, 2010 Greenburg Show, Shriners Auditorium, Wilmington, MA**

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm  
 Coordinator: Fay Chin 978-657-7913  
 Web Site: [www.GreenbertShows.com](http://www.GreenbertShows.com)

**April ??, 2010 Billerica Train Show (LINER LAYOUT NEW SHOW)**

Set-up 8am - Show 10am to 4pm (Information pending)

**April ??, 2010 Hooksett Lions Club, Cawley Middle School, Hooksett, NH**

Set-up 8am - Show 10am to 4pm (Information pending)

Show Dates **Subject to Change**...Check Newsletters for Updates. Please check schedule for errors and send up dates to Roland at [northeastntrak@msn.com](mailto:northeastntrak@msn.com) Thanks for your help.

**The Napa Valley Wine Train by Roland Kelley**



On August 20 this year my sister and I visited her son and family in California. It was there wedding anniversary so I took them for lunch on the Wine Train. It was the second time I have taken it and it is a very enjoyable two hour trip. The cars are all restored from the early 1900's. The train travel thru the wine country over 25 miles of track in the heart of the Napa Valley. It has two engines, three kitchens on board and great food.



Of the three dinning cars I enjoy the full dome best. You get to eat your dinner over the full two hour trip. In the other dinning cars they have two seatings, one the first hour and another the second hour. I like to take the full two hours for my dinner. Plus the view from the dome car is great. We all had a great time and if you are in the area I would highly recommend it.



**Views from a Train Ride**  
**Story and photos by Dan Pawling, Sr.**

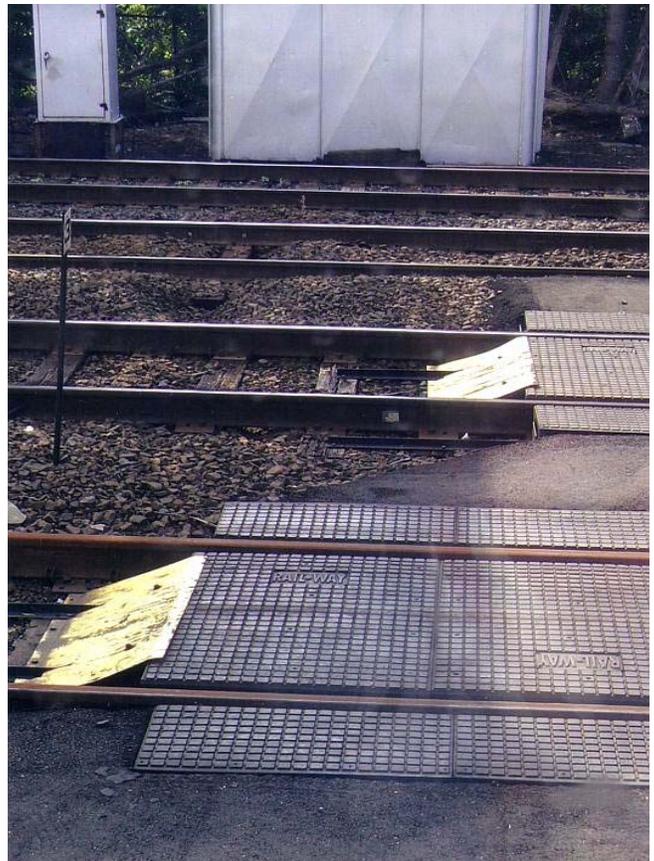
I have been riding trains since shortly after my birth. However, because of Roland Kelley's influence it is only recently that I have begun to take pictures of trackside scenes while on a train. Here are some views and impressions from a trip in May 2009. I was riding the MetroNorth New Haven Line train on the way to Danbury Railway Museum when I heard the engineer call a trainman on the PA --"Hey Charlie, come up front and you can see where the wires came down." We were on the northbound local tracks of the four track mainline. We had left third rail power just south of New Rochelle NY and were now under the catenary. Soon the train slowed and we could see the tangle of catenary support pieces. The "offending" train was not in sight.

On this off-peak run Danbury is reached by a separate shuttle train at South Norwalk CT. Stub end tracks are located on each side of the mainline and are more than long enough to hold the engine and two cars of the shuttle. (There are longer trains that run directly to and from Grand Central Terminal during rush hours). A full interlocking exists to the east of the South Norwalk station that allows shuttles to cross the mainline to the Pocket on the north bound side. Moves from either pocket to Danbury are a bit tricky because trains from either side must be eastbound on the southbound local track before branching off to the north. This because the branch is beyond a bridge which has only the four mainline tracks. Mainline trains are also able to move from one track to the others across the width of the ROW in each direction. (Have you got that? Now, would you like to wire the interlocking?) This facility comes in handy when there is a problem such as a downed catenary or other maintenance. Soon "Change trains for Danbury" was announced as we approached South Norwalk. So we did, this time taking the well lit tunnel under the tracks into the station on the south bound side of the tracks to board the northbound shuttle. After getting clearance from the dispatcher, the train moved forward in the pocket to enter the southbound local track, but for some reason we were held by the dispatcher. This allowed me to take pictures of a large MOW grade crossing pad.

(Photo below left) shows a Metro North MOW pickup truck waiting on the northbound "pocket" tracks. Note the train wheels on front of the truck's rubber tires. Just to the left of photo.



Above Photo shows the extent of the "rubberized" crossing pads between and on either side of the rails. It appears that an asphalt mix is used to fill the spaces between the sets of rails and their crossing pads. The rubber is probably more forgiving to the steel hi-rail wheels when they are dropped into position than any other surfacing material. The size of this pad suggests that it allows the larger hi-rail MOW trucks greater ease in maneuvering onto or off the rails. Photo below shows the yellow painted metal shields protecting the pads from dragging equipment.





On the return trip to NYC we passed the "wire down" site where a crew was repairing the catenary. I had an "Aha moment". I had expected to see an engine pulled wire train of several cars including the one with an elevated work platform. Instead, there were two large MOW high-rail trucks with bright yellow paint on their box bodies. There were platforms on their tops and the crews were on them. Unfortunately, I was on the wrong side of the train to get a picture. Fortunately, I was on the correct side of the train to get these close-ups of an AMTRAK AEM-7. My local train, which had left South Norwalk on the southbound local track, was now on the southbound express track. Suddenly I saw the southbound AMTRAK train pacing us on the northbound express track. The photo above shows the number boards and various lights on the front of the engine. The photo below shows some roof details ---a strobe light (?), the triple horns, the a/c, the pantograph and some electrical gear. A trackside power structure is behind the engine. I have been trying for some time to get a standing still, rooster shot of an AEM-7. This is the closest so far. More pictures were taken on this trip which may be blended with those from other trips for another story. Meanwhile I'll have my camera ready when next I ride a train.



### Travel with a Companion and Save 40% on *Lake Shore Limited*

For a limited time this fall, travel with a friend on the *Lake Shore Limited* and save 40% on the companion rail fare. Whether you want to travel from Boston, New York, Chicago or anywhere in between, take advantage of this limited-time offer to plan your next trip.

Watch the seasons change from your train window as you travel along the shorelines of the Great Lakes and through the Berkshire mountains. Relax in your spacious seat or grab a bite to eat in the dining car - you'll enjoy the journey as much as the destination.

Make your reservations by November 30, 2009 for travel by December 16, 2009.

Now doesn't that picture remind you of the ads from the 1940's for train travel???

### Tour de Chooch

**Saturday November 28<sup>th</sup> & Sunday 29**

There are 23 layouts to visit mostly Mass.on Saturday and all New Hampshire on Sunday. If you want a PDF copy of the schedule & address send Dan Pawling Jr. an email.