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President's Message Dan Pawling

I hope everyone out there in trainland is enjoying the spring weather. I have heard of a few stories of rail fanning going on around the Boston metro area. I found myself looking at Norfolk Southern engine & BNSF engine that looked like an SD70 hauling an auto train through Sherburne Falls, MA on Sunday the 11th around 4:00 PM. My Dad suggested they may have been on there way to the Ayer yard to unload the product. The non rail fans that I was riding with thought I was off my rocker but didn't toss me out of the car.

Northeast Ntrak Dues (\$20.00) are due in June

Send your check to Chuck Tremblay the address is on your membership list or bring it to the Annual Business Meeting.

The Northeast Ntrak Annual Business Meeting:

This is scheduled to be at Bob Pawlak's house at 18 Burroughs Road, Lexington, MA 02420 beginning at noon on Sunday, June 13, 2010. The schedule will be drinks, appetizers, and then a cook out lunch followed by the business meeting. If the weather is good, you can help by bringing your favorite lawn chair(s). If anyone would like to bring something to eat along these lines, please just let Bob know when you **RSVP** so he can plan ahead. Bob would like everyone to RSVP, coming or not, by e-mail at: pawlak@alum.mit.edu or by phone at 781-862-2485, before Monday, June 7, 2010, so he can be prepared.

Business Meeting Agenda

Election of officers, Treasures Report, Review Members List of Showing Modules, Show Schedule for 2010-2011 Season, Suggestions, Club by Laws (do we need them or do we want to keep things the way they are? Please bring your ideas and questions to share them with us.

New Members need new shirts

If you are in need of a shirt either email me or come to the annual meet and I will hand you a flyer with the information. You will be ordering it directly from the company.

Call for Info on Train show for NE Ntraks Show Season 2010-2011

If you have information on a train show and want to see if there is interest in our group for doing the show email Dan Pawling at dfppig@rcn.com to have that show considered in our Annual Business Meeting.

National Train Day May 8, 2010

<http://www.nationaltrainday.com/> Check it out

Regional shows:

MaineTrak Show Sanford ME on the 24 April in Topsham

The Hanger Show, Brooklyn Ntrak, June 26 - 27, 2010 Hangar B, Gateway National Recreation Area, Brooklyn, NY

National shows: is any one going? Let me know Call for modules.

The National Train show will be held in conjunction with the NMRA's 75th Anniversary Convention, Milwaukee NTS, July 16 - 18, 2010. For info: <http://www.nmra.org/convention/>

The 2010 National N Scale Convention. Everything is Big N Texas! Houston, Texas, June 22-26, 2010 <http://www.nationalscaleconvention.com/>

Danville, VA September 24-26, 2010 <http://trainweb.org/nrmrc/2010show/>

Annual Meeting at Pawlak's House
Noon, Sunday, June 13 2010

Adventures in the Yugoslavia by Ken Harstine

Sandy and I flew to Belgrade, Yugoslavia in August 2002 to attend a folk brass band festival that we had had much anticipated attending. We allowed extra time for transport and for simply exploring. With the exception of lodgings for the music festival, we arrived in Belgrade with no advance bookings. The first order of business (for me) was something called the Romantika Steam Train that ran on weekends (<http://tinyurl.com/romantika-steam>) from Belgrade to someplace called Smedrovo. Getting information on the steam train led us to notice that you could take a train to the coast. This was a complete surprise to me since my 1970/1971 Jane's World Railways showed no such line. There was good reason for this since the railroad was not completed until 1975. After an evening and a morning of trying to book a sleeper car on this train, we finally looked up the words for "sold out", which it was for at least two weeks. We found that we could leave that afternoon in coach with no problems. So we decided to take the train over to the coast, do some exploring and then head for our music festival. The train route passed very near to the location of the festival, and coincidentally the town where we would stop on the way back was the same town that was reputed to have a narrow gauge railway museum. Perfect. So we purchased our \$15 train tickets, checked out of our hotel and hurried back to the train station to begin our journey.

The Belgrade to Bar railway line starts on the famous Danube river in Serbia and crosses the mountains of Montenegro to reach Adriatic Sea. Bar is directly across the Adriatic Sea from its sister city Bari in Italy.

The line climbs gently through increasingly mountainous regions of Serbia. The line in Serbia parallels the old and now defunct narrow gauge line to Sarajevo, Bosnia. We were shortly near the Bosnian and Montenegrin boarder. We noticed that there were armed guards at each of the tunnels in this region.

Once in Montenegro we were constantly going in and out of tunnels. There are 254 tunnels along the entire 300-mile run from Belgrade to Bar. Most of the tunnels are in the 100-mile Montenegrin section. Much of the line is high up on the sides of very steep mountains. Montenegro is remote and much of the area we were traveling through did not even have electricity. Hay was still harvested by hand and the haystacks were visible in the valleys far below. It became dark about halfway through our journey to Bar on the coast, so we would not see anything more on this part of the trip.

We arrived in Bar at 10pm Sunday night. At the station in Bar we picked out an eager taxi who was certain that he could find us a hotel. This proved much more difficult than we, or the taxi driver expected. We had heard that (cont)



Montenegro - Montenegrin Scenery

Montenegro had adopted the Euro, but since we had crossed no national borders we did not think much of it. Fortunately I had 10 Euro left over from a previous trip to Europe and we were able to pay the helpful taxi driver. After many no vacancies we wound up at the infamous state hotel in Bar. The hotel was left over from the communist era and the travel guides were not kind to it. It was booked solid they could let us spend the night if we promised to leave the next morning. We stayed and the hotel was actually the nicest of any of the hotels on the entire trip.

I had read about a national park in the middle of Montenegro that was not too far of the train line so we decided we would proceed to this park in the morning.



Corn_rows - More Montenegrin Scenery



2-4-4-0 - Narrow Gauge Mallet at Bar Station

The next morning we got some Euros at the hotel and went back to the train station and to purchase tickets for Mojkovac (the nearest station to the national park). We settled into the open air café adjacent to the station to await our train. The station and cafe had a couple of things of interest. The first was a gleaming 2-4-4-0t narrow gauge Mallet that had just that year been put on display. Second, under the glass of our table at the café was a collection of now worthless paper money. Many of the bills were in the millions.

After boarding our train we were climbing steadily through the arid terrain of southern Montenegro. On the way to the national park we crossed in daylight this time, one of Europe's highest bridges at 650 feet above the canyon floor below. We watched this bridge as we worked our way up the canyon. We entered a curving tunnel and then suddenly we were on the bridge! At the end of a bridge there was another tunnel just as suddenly. The train crested the mountains of Montenegro at an elevation of 3,386 feet above sea level.

We left the train in Mojkovac at about 5:30pm and made our way for the bus terminal. We were fortunately not alone and soon made friends with a Polish couple who could speak English as well as Serbian. This proved very useful as we soon discovered that the last bus had already left for the day. There were taxis available though so we agreed to split the fee with our newfound friends. We had less than three days in the Zabjak/Durmitor park. The Polish couple had found us and them lodgings but by the next morning they were moving on. We intended to stay but the owners of the B&B sent a 12 year old to inform us in his best English and the kindest possible way that we would have to leave. We cannot be sure whether it was that we were Americans, or whether there was some other reason. We had no trouble finding space on our own for the remaining night. Zabjak/Durmitor is a very pleasant mountain park with hiking, rafting and biking in the summer and skiing in the winter.



0-4-4-0t - Push be Pull You at Narrow Gauge Museum

Back at the railroad at Mojkovac we purchased tickets for our next destination, which was Pozega in Serbia. Pozega is a small town not on the beaten path. The staff at the hotel was very pleasant. When we inquired (using sign language and Sandy's very limited high school French) about a railroad museum, the receptionist went into the hotel restaurant and returned with the chef. We climbed into the chef's Yugo and went back to the train station where we had arrived. It turned out that the narrow gauge museum was adjacent to the station. The chef went upstairs to the second floor of the station and returned with a couple of railroad officials who were very pleased to open up the museum and show us around. The museum was full of wonderful narrow gauge equipment, from a 0-4-4-0t double ended Forney, to a diminutive 0-4-0t, to a 2-6-6-0 Henschel Mallet.

From Pozega we got directions on a napkin for the busses that would take us to the folk music festival in Guca, Serbia. Everything on the trains and in most of the hotels was spotlessly maintained. That is unless parts were needed. Air conditioning, intercoms and things like that did not work. The bed sheet at one hotel had been carefully darned about 20 times. Fortunately on the non-



0-4-0T - Pozega Museum

air conditioned train the windows opened and we could just stick our heads out and watch the scenery and for oncoming things that might whack our heads off. We had a wonderful time of adventures in Serbia and Montenegro. There were far more adventures than it is possible to relate in the small space of this article. However nine hours of spectacular train travel for \$15 was one of the highlights of the trip.

Danville, VA September 24–26, 2010

<http://trainweb.org/nrmrc/2010show/>

The 2010 NTRAK National Show will be held as part of the Danville Old 97 Rail Days in Danville, Virginia. The Eastern N Lines Partnership Clubs, along with the Danville Parks, Recreation & Tourism Dept., and the Danville Science Center are pleased to host this event and welcome you to Danville. The DCC Layout (The Danville Layout) is the show centerpiece and the accomplishment of several NTRAK milestones over a period of eight years of development — a well conceived, dynamic, freshly scenic, proven NTRAK layout that combines the best qualities of DCC with loosely-structured prototype operations. Loaded with crossovers, rise-and-falls, freight and passenger destinations, long sidings, and reliable turnouts, the layout will offer operators a full roster of prototype operational chores, gently directed by a Dispatcher, without the presence of cards and fast clocks.

“Tracks and Tides 2010” Convention

"Tracks and Tides 2010," a joint convention of the NER (North Eastern Region NMRA) and the MFMR (Maritime Federation of Model Railroaders) will be held in Saint John, NB from May 20 - 23. There will be operating sessions on three layouts--Doug Devine's "Island Central Railway," Lou McIntyre's "Hampton and St. Martin's Railway," and my own "Carleton Railway." Of the 54 crew positions available, 32 are already taken, so you are encouraged to register soon if you want a spot. Operating sessions will be held at each layout on both Thursday and Friday evening. More information about the convention and the registration form are available at www.tracksandtides2010.org

We are looking forward to two great evenings of operations, and a great weekend convention!

Steve McMullin

Welcome New Member

Right is new member Geof Smith filling out his application.

Geof Smith
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Hull, MA 02045
Phone: 781-214-9401
geoffrey.smith@ironmountain.com



Geof has been in the hobby for 40 years. Moved from Maine recently where he was part of the Mainetrak group. He is building a 7' x 19' shelf layout featuring Bangor & Aroostook and Aroostook Valley Railroads.

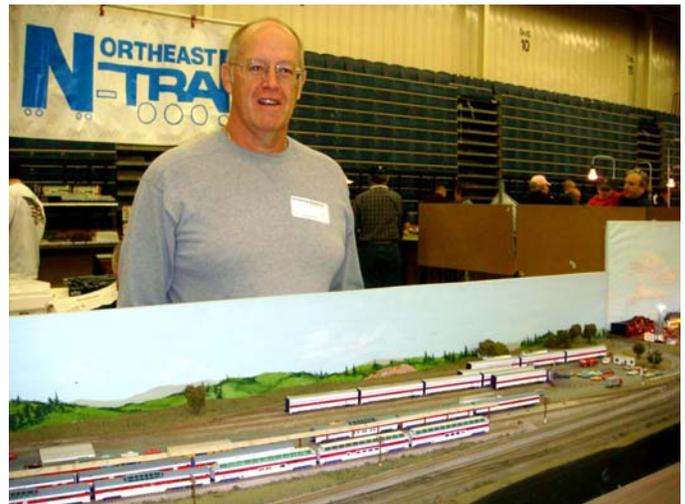
Did You Know N Scale is 45 Years Old in the U.S.?

Yes that is true and I have to say that is when I started to collect N Scale in 1965. N Scale started in the early 1960's in England by a company called Lone Star and it was originally 1:152 and called 000 gauge. It operated on 9mm track. Then in 1963 three German companies entered the scale, Arnold, Minitrix and Rapido with scale models of 1:160. That same year KATO in Japan started producing N Scale also. May I say I have many of these items still. Three other companies entered the N Scale around that same time and they were AHM, Atlas and Con Cor. Yes, I also have many of these cars and engines from that time period. Yes they still run, maybe not as good in some cases at the new KATO engines but they do still run.

From the articles I have read N Scale has dominated the Japanese market because of its size. It was not until the 1980's that the U.S. N scale sales and production skyrocketed. Because of this many new manufacturers entered the N scale market.

I know for me N scale has been great over the years. Today the scale is fantastick in its appearance, running and operating.

Happy Birthday to N Scale.



After years in storage, Ernie Poole's "Auto Train" module is back in public view. It has been a long time and it is nice to see it at shows again. It was warmly received at the Greenberg Show March 27 & 28. Gary Kile is now the new owner of the module and plans to bring to many shows.