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President's Message Dan Pawling

I am sad to say that NE Ntrak will not be showing in the Pepperell show this year. This show has been around for many years and has invited us to participate for many years. This is an unusual show in that it doesn't have any dealers, which changes the whole feeling of the train show. This year the coordinators for this show were not available and no replacement spoke up to take on the task. It occurred to me that one would not volunteer for this task for many reasons besides availability. Some of these reasons this may be not wanting to get stuck with the show in the future, having to take it on without help, & being a first time coordinator. I will always be willing to help out any new or old coordinator to pull a show together and have had great success many times. It is not a hard job to do, we have had young men below the age of 14 do a traffic job coordinating. The club is a better club if there are more members participating in the tasks that make us great and the club is a reflection as to who we are so pitch in to help us all have a great year. There will be more projects & tasks posted this year and if you have any ideas about what you want to do let's talk it over.

Tuesday Night Meetings at Dan's in Newton: I will be continuing the Tuesday night meetings in my basement this fall and want to invite folks to come with their questions and projects related to Ntrak only. We start around 6:30 to 7:00pm and usually order something from the local sub shop to eat for dinner. I have a two loop liner layout set up most of the time to run or test run trains and work out bugs (DC or DCC). Storage is very limited so projects need to be transported most of the time. The usual way to find out if the meeting is going to happen is to call my cell phone the afternoon of that day and you can get that number by emailing me dfppjg@rcn.com or looking my info up on the membership list.

Throttle Upgrades: are complete and waiting to be tested.

**Sept 26, 2010 Old Colony Model Railroad Club,
Holiday Inn, Taunton, MA Please come help set up &
run trains See show schedule**

Oct 2, 2010 Portland ME Annual Train Show Hosted by MaineTrak will be a (In-Line Show mountain line required) More modules needed!!! It will be at East End

Community School, 195 North St., Portland, ME Times Saturday doors open at 7am for set up (show 10am-3pm) Coordinator: Dan Pawling - 781-801-6480

Welcome to the new members I will get around to chatting with you Do feel free to call with any questions you may have.

Photo-Ops at Ayer MA

Photos and Story by D. Pawling, Father and Son

Saturday, 9/4/2010 was the right day for our long-planned rail-fan visit to the Pan American Railway (PAR) formerly Guilford Railway Systems (GRS) (and before that the famed Boston & Maine) in Ayer, MA. PAR has a two track main line thru Ayer, their District 3 of the Main Freight line running from Maine into New York State. Long sidings serve the many industries along the east-west line in Ayer. They also support the interchange traffic via a wye with the Worcester Main Line which has the multi-track Hill Yard to the south. The MBTA Fitchburg commuter line joins the PAR just to the east of downtown Ayer. A 2005 report shows 12 PAR trains daily, 24 MBTA and 4 on the Worcester branch. We thought there should be something happening in Ayer, and there was.

We arrived in Ayer just in time to see a commuter train leaving with MBTA # 1135 GP40MC pushing eastward towards Boston (See Photo below).



After a few minutes we saw a 3-unit set of PAR locomotives move south onto the west leg of the Worcester Main Line wye. Moments later, it reappeared on the east leg of the wye, joined the eastbound mainline and disappeared. Soon it came roaring back along the westbound mainline and again disappeared all too quickly to take pictures. We would see these engines again, however.

2010-2011 NENtrak SHOW PARTICIPATION SCHEDULE

Sept 26, 2010 Old Colony Model Railroad Club, Holiday Inn, Taunton, MA

Holiday Inn, 700 Myles Standish Blvd, Taunton, MA
(Exit 9 off I-495 onto Bay St, go south to first right which is Myles Standish)
Set up 7:00am - Show 10am to 3:30pm
Coordinator: John Dunne - 508-697-7635

Oct 2, 2010 Portland ME Annual Train Show

Hosted by MaineTrak (In-Line Show)
East End Community School, 195 North St., Portland, ME (times needed)
Coordinator: Dan Pawling - 781-801-6480

October 3, 2010 Pepperell Siding Model Railroad Club Varnum Brook Elementary School, 11 Hollis St, Pepperell, MA (In-Line Show)

Set up 7:00am - Show 10am to 4pm
Coordinator: ~~Canceled~~

October 23-24, 2010 South Shore Model Railroad Club Show, 19 Fort Hill Street, Hingham, MA.

(In-line Show)
Set up 7:00am - Show 9am to 4pm
Coordinator: Geof Smith - 781-214-9401

November 6-7, 2010 Bedford Boomers, McKelvie Middle School, Bedford, NH

Set up 8am - Show 9am to 5pm
Coordinator: Mike Walker - 603-426-8620
Web Site: www.boomers-rr.com

November 20-21, 2010 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

Jan 28-30, 2011 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 19-20, 2011 National Heritage Museum, Lexington, MA

Set up Sat 7:30am - Show Sat 10am to 5am - Sun noon to 5pm
Coordinator: Bob Pawlak - 781-862-2485

March ?????, 2011 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

2010-2011 NENtrak SHOW PARTICIPATION SCHEDULE

May 8, 2011 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up 8am - Show 10am to 4pm
Coordinator: Tim Putman - 603-835-6952

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

Hobby Emporium Annual 30% off Sale,

One day only Saturday, September 25th, 10am to 6pm. TJ Maxx Plaza Tyngsboro. MA
978-649-5055



(continued from page 1) During a lull in train activity we photoed the Ayer commuter station shelter (Photo above), the B&M Control tower below right still used by PAR crews for some purpose, and the Greenville Industrial Track turnout below left – the remaining part of B&M lines which branched north-east-and-west. (continued on page 4)



The Grand Canyon Railway
by Roland Kelley



Last month I talked a little about my trip on the Grand Canyon Railway and why they switched from steam to diesel. This month I would like to talk a little more about the history. The Grand Canyon Railway starts in Williams, AZ. The Depot in Williams is the original and dates back to 1908. The depot was built by the Atchison, Topeka and Santa Fe Railroad. Not only was it the place to get the train to take you to the Grand Canyon, it was also a stop on the Los Angeles to Chicago mainline. It was also home to a Harvey House Hotel, which had 43 rooms. There was also a formal dining room as well as a cafe, bar and news room. The depot is the oldest poured-concreat structure in the state of Arizona. Today inside the depot is the ticket office and a gift shop.

Today they run one roundtrip to the Grand Canyon a day. It is a two hours and fifteen minute trip to the South Rim of the canyon. Below are some of the dome cars being used.



Below are some of the Budd RDC's that have been modified and are used as plain coaches.



On the way to the Grand Canyon entertainment is provided in each car by cowboy singers. He would tell jokes and get you to sing-a-long. It was a fun trip. On the return trip from the Canyon to Williams there is a mock train robbery. I did not ride back on the train so I did not see it.

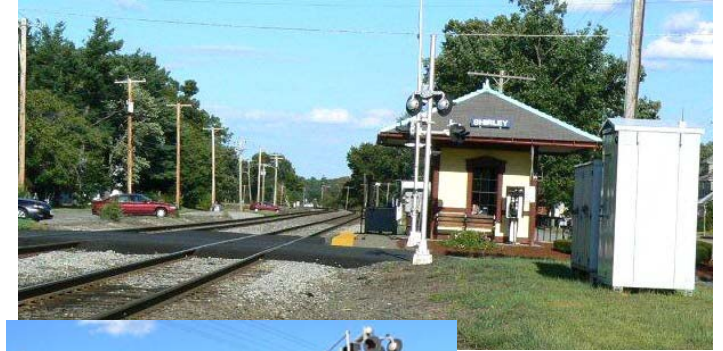
The train has four classes of service. **Coach class**, made up of old Budd cars. **First Class**, these cars have oversized reclining seats and passengers are provided with fresh fruit, pastries, coffee and juice. **Observation Class**, these are Vista Dome coaches. While taking in the panorama you get complimentary pastries in the morning and appetizers and champagne in the afternoon. **Luxury Parlor Class**, This car has an open-air platform at the end and you are provided with fruit, pastries, coffee and juice on the return trip you also can have champagne and snacks. So you can pick my trip was in the Coach class. As I said last week there was not much to see along the route. Just a lot of trees.

Just a little history you might be interested in. In July 1968 the ATSF ran it's last scheduled train service to the Canyon carried three passengers. In 1990 the Grand Canyon Railway reconditioned two vintage 1906 and 1910 steam locomotives and in the first year they carried more than 105,000 passengers to the south rim of the canyon reducing automobile traffic to the canyon by 40,000 cars. Next in 1998 they reached there millionth passenger and in 2004 they reached there two millionth passenger to ride the Grand Canyon Railway. In 2009 the steam locomotives were discontinued. Diesel locomotives are not used year-round.

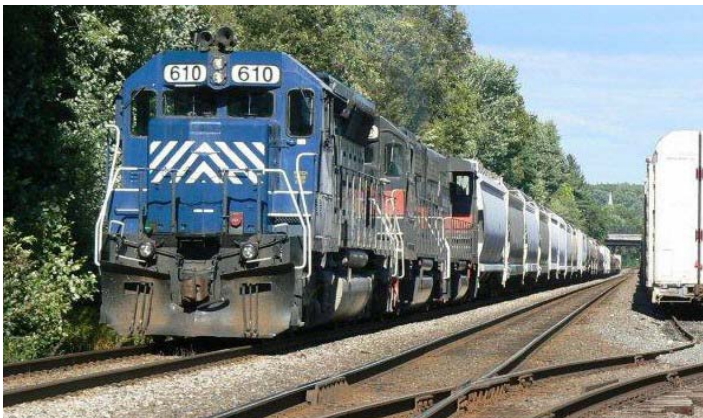
(right) is a view along the trip to the Grand Canyon. Below everyone is leaving the train at the South Rim of the canyon to get there first view. In the center of the picture is the **Luxury Parlor Class** car which was at the tail end of the train.



(continued from page 2) Then, still dressed in GRS colors, switch engine MEC 347 moved back and forth on the east leg of the wye apparently working the Hill Yard to the south (Photo below).



We then drove west toward Shirley, MA, stopping on the way at a railroad bridge crossing the Nashua River. Dan, Jr. climbed the embankment to take (top next column) showing the three engines coupled to a long train.



Lead engine MEC 610 is newly and incompletely painted in PAR colors. It is one of ten engines recently bought from Helm Leasing. We walked a dirt track next to the embankment trying to ID the other two locos (Photos below).

The camera recorded the MBTA time as 16:43, the PAR at 16:44 and the end of the freight at 16:45 (Photo above). The maximum speed for passenger trains thru Shirley is 60 mph and for freight trains, 40 mph. So--- what happened to the white car???? We think that it crossed the tracks safely.



We went on to Shirley and photoed the MBTA shelter there above top right.

We continued past the Ayer station to check on sidings to the east, then turned south passing the MBTA turn-out which heads southeasterly on our way back to Newton. It was a great rail-fan day with lots of unexpected surprises happening in Ayer.

Starting for home we saw crossing gates come down. The Fitchburg-bound MBTA with GP40 1137 flashed by with horns blaring (2nd photo right column). The gates went up and stayed up but a moment and then came down again and there was PAR 610 rushing by (3rd photo right column).

PS: The sources used here include Joshua Moldover's "Guilford Rail System, Timetable #2, New England Rail Fan Timetable," the September 2010 issue of RailPace News Magazine which identified PAR 610 as one of ten locomotives bought from Helm Leasing (all ten look like SD45's, but are internally up-dated to SD40-2's), and the "New England and Maritime Canada" volume of SPV's Railroad Atlas of North America."