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President's Message Dan Pawling

Both the Old Colony Model Railroad Club Show & the Portland ME Annual Trains show hosted by MaineTrak have passed. These were both small shows and very lightly attended by NE Ntrak members which allowed lots of running time for those who attended the show. Most of the afternoon at the Portland Maine show, I was running 3 & 4 trains at the same time by myself with DCC. This made all the set up time worth while. The MaineTrak Club did a fantastic job running the show and gave us a great space with a beautiful view of Back Cove on a beautiful sunny early fall day. I would like to keep the Portland show on for next year and hopefully we can put together rectangular larger layout rather than an inline linear layout.

The South Shore Model Rail Road club Show layout is all set for modules. It will be an in line end loop to end loop layout. If they like us this year maybe we can get more space next year. I am hopeful that I will see some NE Ntrak club members at this show because we are lonely running the trains all by ourselves.

The Bedford Boomer Show seems to be all set for modules at least at this point except for one straight module so if you can do the show give Mike Walker a call. This is always a fun show to do!

I just talked with Fay Chen and he says he is still waiting for calls to fill up the Wilmington Greenberg show. I expect this show will fill up fairly quickly so get your modules registered for this show as soon as you can. The confirmed size for this show is 26 x 40 let's put on a great show.

Projects:

John Dunn says he is nearly done with the first half of the yard renovation on the joiner tracks and will test this out at the Bedford Boomer show.

Fay Chen has completed his rotary coal dumper module & I think he might bring it to the Boomer's Show.

The new lift bridge will have its track & wiring installed in the upcoming weeks.

Are there any other projects going on out there? How is your module coming? Let me know.

Portland, Maine Show by Mark Ferracane



Dan Pawling, Mark Ferracane and Toshiyuki Abe

Well, the Second Show of the Year is in the Books. Dan and I brought a SMALL layout to the Portland, Maine Model Railroad Show. The layout was the two end loops plus one more four foot straight. We had electrical problems, but got them worked out just in time for the Show to start. I want to thank the guys from MaineTrak for inviting us. Next year we WILL have a bigger layout. (continued on page 2)



Welcome New Member

Paul Lindewall 508-987-5391
37 Harwood Street
Oxford, MA 01540-2700 toadsucker@charter.net

Occupation: Regional Automotive Technical Specialist
Age Group: Fifties -- Years in hobby: 0 to 1
Began constructing an HO layout which was destroyed in a house flood. Basement has since been rebuilt into a gym (not my plan) and so Ntrak appealed to me. Hopes to learn from the more experienced modelers in the club, and contribute where he can.

2010-2011 NENtrak SHOW PARTICIPATION SCHEDULE

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 7, 2010 Bedford Boomers, McKelvie Middle School, Bedford, NH

Set up 8am - Show 10am to 4pm
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
Web Site: www.GreenbertShows.com

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.

TRAIN	BILL NO
PENNSYLVANIA RAILROAD NEW JERSEY DIVISION	
MODE	CAR
LOAD	
ORIGIN	
DESTINATION	
CHECKS	
AGENT	

Can any of you use these. Have about 200 unused. They are on card stock and are 2 3/4" x 4". The price is right as they are free. Contact Roland Kelley if you want any of them.

(continued from page 1)
After the Show Dan and I stopped by the Rigby Yard in South Portland. We saw two Pan Am units switching a train getting them ready for the evening train.



Beside the Office is was two Vintage Snow plows in a few months they will be put to use clearing the lines.



Taunton Show Recap by Mark Ferracane

Well, the first show of the Season was a success. We had a Liner Layout and it ran great. We had the 2 end loops and 3-4ft modules in between. The show started out slow but picked up during the day. Trains were running at 10am when the show opened. We had a couple of accidents (Dan you were involved with one, but No Pictures were taken). The participants were John Dunne, Ron Cavanaugh, Dan Pawling, Jack & Victor Brown and Myself. I have learned one thing about using a GPS, Always have Printed Directions to the Show. I went the Wrong way but got to the Show eventually.



**Northeastern Region of the National Model
Railroad Association Fall 2010 NER
Convention September 9 - 12, 2010
by Roland Kelley**



Well this year I decided to attend the convention being held in Burlington, VT. Drove up on Thursday. After registration I attended an afternoon clinic on the CNR Penetang Sub Division. It was a presentation of the Canadian National 36 mile Penetang subdivision during the 1950's. A mixed train served this line running north to Georgian I Bay on the shores of Lake Huron.

On Friday I took in an early clinic about Bellow's Falls in the 1950's. It was a slide presentation of Rutland, Boston & Maine and Central Vermont activities at the rail crossroads of Bellows Falls in the early 1950's.



Then I took a tour to the Joseph C. McNeil Wood-Powered Electric Generating Station. One of the interesting things to me was that it costs the plant 20% more for its wood chips because the states requires that 75% of the chips come into the plant by rail. So the trucks bring the chips to a location outside the city and unload and then they have to be loaded on the rail cars for shipment to the plant. The main reason for this is that the truck traffic to the plant would be too high if all the chips were delivered by truck.

Here is one of the trucks unloading wood chips. Below left shows the hoppers being unloaded. Picture on right is a view of the shed the trains



unload. when neighbors complained about the dust.



The vast majority of the fuel used at McNeil is wood chips. The plant has the capability to also burn natural gas. The wood chip inventory is closely watched. The wood chip piles are limited in size and are monitored to ensure they do not reach the early stages of decomposition. To control the age of the material the wood fuel is consumed on a first-in first-out basis.

When McNeil is running at full load, producing 50mW of electricity for the New England grid, about 76 tons of whole-tree chips are consumed per hour. Fifty megawatts are nearly enough electricity to power Burlington, VT. on non-peak days. It was a great tour.

The afternoon on Friday was spent going to three clinics. The first was Central Vermont Railway 1948 - 1958. It covered the steam and diesel locomotives they had during that period. Then a clinic on the history of the Burlington & Lamoille Railroad as a Division of the Central Vermont Railway. The B&L ran from Burlington, VT to Cambridge passing through Exxes Jct., Jericho and Underhill. After attending these clinics I could not get over how many short line railroads there were in New England in years past.

On Saturday I took two tours the first was the Vermont Railway yard in Burlington, VT. Then went for a three hour ride on the Champlain Valley Flyer. **(continued page 4)**



The control room at the plant. Guy on right is the General Manager of the plant and our guide.



This picture shows the bottom of the blast furnace where the wood chips are being burned. We were told that the flames inside are 40 feet high.



A visit to the Vermont Railway yard and offices in Burlington, VT.



Above is the first view of the yard. We are on the east side. After walking back to a grade crossing we got on the west side which is where the active roundhouse and offices are located. As you come upon the area the first thing you see is the roundhouse. It is still in use and does most of the maintenance for the VRR.



Above is a picture of the roundhouse with a supply shed in the middle of the picture. Below is a closer picture showing the yard. The passenger car is there business car. It is also used when a new hire moves to Burlington to live in while they find a place to live. Was told that it could be cold in living in the car in winter.



Next we walked around the back of the roundhouse and saw all the spare wheels for both engines and cars. They due all the replacements here.



Left is another picture of there business car and a caboose. Below is the front of the roundhouse and the still working turntable. We now went inside the roundhouse to see two engines being rebuilt. They are rebuilt



every 5 to 10 years. Here GP40 engine 308 & 303 are being rebuilt. The Vermont Railway has 20 units that it owns and has 4 leased at present. Other than winter there



office must be a great place to work as they are on the water front of Lake Champlain. You sit at your desk and look out on the lake. At lunch time they have tables right by the lake to enjoy your lunch. In the afternoon took a ride on the Champlain Valley Flyer. It was a three hour roundtrip to New Haven, VT and back to Burlington. This is our engine



for the trip it is #804 a GP9R, built in 1955. Saturday ended with a happy hour followed by the banquet dinner. It was interesting how many contest models one more than one award. Well that was my trip to the convention.