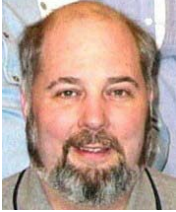


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### President's Message Mark Ferracane

Well, we made it through another season. And I hope we can make it through the next one. At the meeting we discussed some shows. Concord, New Hampshire will be held on September 11 and it will be our first show of the year. The Taunton Show is a maybe, since it is a linier layout. Dan Pawling is doing less shows this year due to his work schedule. He usually brings the End Loops. He will be the Coordinator for The Springfield Show. Thanks Dan. We discussed the future of the Club at the meeting.

We all agreed that we need more ACTIVE members. Show coordinators have to take charge of the Show. The coordinators have to make sure that trains are running at all times. Last year I saw at a number of shows that only one line was running and people were getting bored. We need trains running at all times. For those member who do not have DCC Equipped locomotives the Club has 2 DCC locomotives that can be loaned to a member to run their train.

In April we have no Shows Scheduled. I am hoping to have a Show scheduled for that month in Rochester, New Hampshire. The Show will be run by the Rochester Boys Scouts Troop 357. I will keep everyone informed. In Closing I want to say Hello to all our new members and to our Senior members. It is my pleasure to be President again.

Thanks

Mark



B&O Railroad scene from a fair in Chicago, July 27, 1950. The Baltimore and Ohio Railroad (reporting marks B&O, BO) was one of the oldest railroads in the United States and the first common carrier railroad. It came into being mostly because the city of Baltimore wanted to compete with the newly constructed Erie Canal (which served New York City) and another canal being proposed by Pennsylvania, which would have connected Philadelphia and Pittsburgh.[citation needed] At first this railroad was located entirely in the state of Maryland with an original line from the port of Baltimore west to Sandy Hook. At this point to continue westward, it had to cross into Virginia (now West Virginia) over the Potomac River, adjacent to the confluence of the Potomac and Shenandoah rivers. From there it passed through Virginia from Harpers Ferry to a point just west of the junction of Patterson Creek and the North Branch Potomac River where it crossed back into Maryland to reach Cumberland. From there it was extended to the Ohio River at Wheeling and a few years later also to Parkersburg, West Virginia. It is now part of the CSX Transportation (CSX) network, and includes the oldest operational railroad bridge in the USA. The B&O also included the Leiper Railroad, the first permanent horse-drawn railroad in the U.S. In later years, B&O advertising carried the motto: "Linking 13 Great States with the Nation." Part of the B&O Railroad's immortality has come from being one of the four featured railroads on the U.S. version of the board game Monopoly, but it is the only railroad on the board which did not serve Atlantic City, New Jersey, directly. When CSX established the B&O Railroad Museum as a separate entity from the corporation, some of the former B&O Mount Clare Shops in Baltimore, including the Mt. Clare roundhouse, were donated to the museum while the rest of the property was sold. The B&O Warehouse at the Camden Yards rail junction in Baltimore now dominates the view over the right-field wall at the Baltimore Orioles' current home, Oriole Park at Camden Yards.



## More Shore Line Route Views Photos & story by Dan Pawling, Sr.

I was always a boots-on-the-ground photographer until Roland Kelley inspired me to take pictures while riding trains. It has been a learning experience!

Here are some shots taken while riding AMTRAK from Boston to NYC on the Shore Line late in December 2010. I had visited Old Saybrook and neighboring Essex CT several times and thought I might see something interesting as we neared the former and stopped. Prior planning had me sitting on the right side of the train with my camera ready. As the train slowed I was happy to see some activity on the track connecting the main line to that of the Valley RR (tourist steam line) in Essex. Lucky too. for the snow made the tracks more visible and sitting on them was the Sperry Rail Testing car. The third picture is of the still standing ancient coaling tower that once serviced New Haven RR steam engines in the midst of a massive freight yard. On the far side of the remaining yards is the mainline running from New Haven to Hartford and Springfield which I rode several times in my youth. The tower recalls memories of the air being filled with steam and smoke from the railroad engines, the clay mining and the brick making kilns. Now, a lot of the area is a state nature conservation area on the Quinapiac river. In spite of being ready with the camera as we left the Old Saybrook station, we passed a Providence and Worcester RR freight train waiting on the adjacent siding too fast to grab a shot. Next time, you can Bet I'll be more ready (I hope).



Sperry Rail Test-car on (CT) Valley Railroad connection with AMTRAK for (P&W) Providence & Worcester Railroad Service at Old Saybrook, CT. 12/27/10



Coaling Tower Cedar Hill Yards, New Haven, CT. This is the former New Haven Railroad freight yard and steam service and maintenance area. East New Haven, CT. 12/27/10



Old Saybrook, CT junction with (CT) Valley Railroad, Essex, CT. Sperry Rail car in the distance. 12/27/10

### Have You Been Having Problems Receiving The National Newsletter??

It seems that some members have not been receiving the National Newsletter. Peter sent an email to Jim F. and here is his answer.

"From: James FitzGerald <jim@ntrak.org>  
Subject: Re: Subscription renewal (4th try)

Hello Chuck and Peter,  
Thanks for the e-mails. Dave Porter has resigned as our volunteer after health issues, his move and new job kept him from having the time to catch up. We have a new volunteer to take Dave's place and she will be starting in early July. **(Continued on page 3)**

## Annual Meeting Summary

by Bob Pawlak

The annual meeting took place on June 25, 2011, and was hosted by Geof and Gerri Smith in Hull, MA. We began by inspection Geof's N-scale Aroostook Valley Railroad, a shelf railroad mounted on two walls of the lower level of his home. Then we ate a sumptuous cook out lunch on the wrap around deck with a lovely water view under a cloudy bright sky.

Dan Pawling, our president for the last two years, then began the business meeting. He thanked all those present for coming to the meeting. The following items were among those discussed:

- The treasurers report.
- The impact of Dan resigning as president and his planned minimal participation next year.
- Need for someone to habitually transport the club boxes to shows.
- Need for a person with a vehicle large enough to transport the end loops to shows.
- Need to redo the club banner for consistent display at every show.
- Proper care of layout curtains which can't be washed because they are impregnated with fire retardant material.
- Club etiquette issues associated with: priority for signing up to run trains, sign up for tower operation, and help with set up and tear down.
- Need to redistribute the "etiquette for show participants" documents.
- Review of a new half-page handout intended for the public which describes Northeast Ntrak.
- Use of train running sign-up sheets to maximize the trains running at shows.
- Ideas for finding new members and increasing show participation of existing members.
- Need to redistribute the "Show Coordinator Procedures"
- The Power Poles conversion problem.

The details of the proposed 2011 – 2012 show schedule were then discussed at length:

- The "linear layout" shows requiring both end loops were cancelled (Old Colony in Taunton, perhaps Geof Smith can make the Hingham show a rectangle instead).
- Ron Wood will be asked to coordinate the Pepperell Siding show.
- Need coordinator for the Bedford Boomers show.
- Fay Chin will not be able to coordinator of the two Greenberg shows this year so Geof Smith volunteered to take over for him. Fay should forward any info about the upcoming shows as well as info on the size of the layout space to Geof. Mark, Fay, and Dan offered their help to make a smooth transition.
- Steve Cappers will consider adding Ntrak modules at the Hub Division show.
- Dan Pawling will coordinate the Winterfest layout.
- Bob Pawlak will coordinate the Museum show.
- The proposed Billerica show was not scheduled.
- The proposed Belmont Railroad Station show was not scheduled.
- Dick Brotherton will help Tim Putnam coordinate the Hooksett show.

(A complete schedule of shows including the coordinators will be developed for inclusion in the next Northeast Ntrak Newsletter.)

The election of officers was then held.

Mark Ferracane volunteered to be President.

Geof Smith volunteered to be Vice President.

Chuck Tremblay will continue as Treasurer.

Roland Kelley will continue as Editor of the Newsletter.

Ed Smith will continue as Web Master.

Bob Pawlak will continue as Chairman of Winterfest.

A group photograph was taken. Mark adjourned the meeting. Dessert and coffee were served.

### **(continued from page 2)**

In the meantime our new data program is in place and it is on a server so that I will have access to it as will our new volunteer. Data from our old system has been transferred to the new and I am bringing it up to date.

Peter, your expiration date has just been changed to 3/01/2012. I am going through past e-mails and letters and making corrections and filling orders, if I have the items in stock here. Most of what I have here are boxes of books as they came from the print shop.

On the web site, Newsletter, N groups and special mailings I am asking people to get in touch with me if they are missing an order or renewal. We are going to do our best to take care of any and all problems.

Please pass the word to all NTRAKers. Thanks, Jim FitzGerald



## 2011-2012 NENTrak SHOW PARTICIPATION SCHEDULE

### September 11, 2011 Concord Model Railroad Club, Everitt Arena, Concord, NH (off I-93 at exit 14)

Set up 7:00am - Show 10am to 4pm  
Coordinator: Dick Brotherton - 603-767-3449

### September 25, 2011 Old Colony Model Railroad Show, Holiday Inn, 700 Myles Standish Blvd, Taunton, MA

(Exit 9 off I495 onto Bay St, go south to first light which is Myles Standish)

Set up 7:00am - Show 10am to 3pm  
Coordinator:

### October 1, 2011 Pepperell Siding Show, Varnum Brook Elementary School, Pepperell, MA

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

### October 29-30, 2011 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 10, 2011 Bedford Boomers, McKelvie Middle School, Bedford, NH

Set up 8am - Show 9am to 5pm  
Coordinator: Mike Walker - 603-426-8620

### November 19-20, 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

### December 3-4, 2011 Hub Division Train Show, Royal Plaza Trade Center, Marlboro, MA

Set up Sat  
Coordinator:

### Jan 27-29, 2012 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, 2012 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 26-27, 2012 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

### May 13 or 19, 2012 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up 8am - Show 10am to 4pm  
Coordinator: Ron Wood - 603-320-0639

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.

## Energy Efficiency in Trains

Typically, we measure energy efficiency in transportation -- especially automobiles -- in a simple metric of miles per gallon (MPG). It is a little more complicated in the freight world of planes and trains, however. If you look only at MPG for locomotives, you would think we haven't made much progress in energy efficiency. Since 1960, the MPG for railcars has only improved 23 percent (from about 8 to 10 gallons per mile), while automobile gas mileage has more than doubled, says Steven F. Hayward, the F.K. Weyerhaeuser Fellow at the American Enterprise Institute.

- But this is highly misleading because the weight of the average rail freight car has increased by 44 percent, and the amount of total freight miles (which is not the same thing as railcar miles traveled) has tripled.
- In fact, the energy intensity of locomotives has improved substantially, with British thermal units per freight mile falling by 65 percent since 1960.
- In other words, although total freight-rail miles have tripled since 1960, total railroad fuel consumption has remained about flat.
- If railroad locomotives had made no efficiency improvements since 1960, we'd have needed 9.2 billion gallons of fuel in 2009 instead of the 3.1 billion gallons actually consumed.

This illustrates two points:

- First, improvements in energy efficiency often translate into greater consumption of the energy-consuming good -- what energy economists call the "rebound effect."
- Second, unlike other areas where government mandates drove efficiency improvements (i.e., refrigerators) there were no government mandates driving locomotive engine efficiency gains.

Source: Steven F. Hayward, "Energy Fact of the Week: Trains and Gains," May 18, 2011

***To keep the Newsletter going and of interest to the members I need your help with articles. Please help and send me your article today. It seems like everyone has stopped writing at the same time. At this time I do not have one article for the October issue.***

## The Annual Business Meeting June 25, 2011



Here are the group at the Annual Business meeting held at Geof Smith's home. (Standing l to r) Dick Brotherton, Toshiyuki Abe, Paul Azevedo, Dan Pawling, Geof Smith, and Ron Cavanaugh. (Seated l to r) Bob Pawlak, Mark Ferracane & Steve Cappers.

### "N" Scale Shelf Layout by Geof Smith



Here are pictures of Geof's N Scale Shelf layout. It is a point to point layout. Geof has tall Plexiglas along the front of the shelf and then a Plexiglas cover to keep his cats out of the layout.



## China High Speed Trains by Roland Kelley



China has two types of high speed trains. One running mostly at ground level and traveling at 200km/h (125 mph) and there higher speed trains that run at 314km/h (195mph). This new high speed train runs between Shanghai and Beijing. The Shanghai to Beijing train runs on new over head tracks. (See picture above) The new track and bridges were built in 36 months, a year ahead of schedule. The trip takes less than 5 hours to make the trip and costs about \$85.00 USD for a second-class ticket. Rail officials and engineers tested the line for at least a month before opening to the public.

Below are two pictures of China's High speed train that runs from Shanghai to Beijing. Below is a picture of the train at the Shanghai Station getting ready to depart for Beijing. The trains run at 314km/h (195mph). Most of the route is run above ground level as shown above. The service is in such demand that they run two 8 car units together



The picture below shows the the speed of the train on its way to Beijing. Maybe someday our *Acela Express* will be able to run this fast between Boston and Washington DC. 195 MPH. *Acela Express* trains are the only true high-speed [trainsets](#) in North America; the highest speed they attain is 150 mph (240 km/h), though they average less than half of that.



I took the slower train from Tianjin to Ji'nan (the capital city) which is 356km (221 miles). It ran on all new roadbed and was a very smooth ride with not one grade crossing. The train was sold out. If you want to take a train in China book early. Above is a picture of the train station in Tianjin, China. Most of the train stations in the big cities are new just as most of the airports in China's cities are. Everywhere you go they are building. On my way out of Tianjin we passed a new railroad station being built. Checkout the picture below.



Below is a picture of the train I rode taken at the station in Ji'nan, China.

