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### President's Message

Hey Guys, its Bedford Boomers 25<sup>th</sup> Anniversary show on November 4<sup>th</sup>. The Boomers have allocated us more room this year and I hope we can fill it. Ron Wood is the Coordinator. At the last two shows I was at I was told "Your Club has the best layout here". Northeast NTRAK is a superior club. We all should take pride in having a great layout that people love to see. Congratulations to ALL MEMBERS!!! The next show in November will be the Greenburg Show in Wilmington on November 17<sup>th</sup> and 18<sup>th</sup>. The Wells, Maine show was canceled this year due to the day the show was to be on was Veterans Day. The show will be back in 2008. We will NOT be doing the HUB Division Show on December 1<sup>st</sup> and 2<sup>nd</sup>.

Winterfest 2008 is right around the corner, January 25<sup>th</sup> to 27<sup>th</sup> 2008. Registration will be available online after Thanksgiving. We are working on new things for 08", and hope to have them in place this year and make them regular in the future. The layout will be the same size as last year 80x33. Lets fill the area with superior modules. We should make sure that modules being brought to the show are compliant to NTRAK specifications. A few years ago I saw a few modules that have no business being in the layout. One module had alligator clips connected to the feeders, the other module had used cheap switches and sectional track for the module and was not ballasted. These modules were not from members of our club. When we display to the public we want to show what our club is capable of. **Superior Track work!**

On Tuesday Nights from 7pm to 10pm Dan Pawling and I work on modules and discuss shows and events. All are welcome to attend, but call first to let Dan know you are coming. Til Next Month, Mark

**Set aside January 25 thru 27 for Winterfest 2008.**

### Pepperell Show Review by Ron Wood

For the Pepperell show on Sunday Sept 23<sup>rd</sup>, we had a smaller sized layout measuring 22' x 10'. Northeast Ntrak members participating included, Dan Pawling, Mark Ferracane, Bob Pawlak, Mike Walker, Peter Mathews, and Ron Wood. Despite being a beautiful day outside, the crowds were fairly steady all day long. Many thanks to all who participated.

### Shanghai Railroad Museum by Roland Kelley



The museum building is an 80-percent scale replica of Shanghai's Old North Railway Station, a classical British style building in operation from 1909.



A SN-26, 0-5-0 type steam locomotive built in the USA in the 20's specially for running on narrow gauge railroads. It retired in the 1990s after around 60 years of service in the mountainous areas of Yunnan Province.

A luxurious carriage made in the 1930s in the USA for senior officials of the Kuomintang government. Madame Soong Mei-ling was once a passenger.



A SN-26, 2=4=0 type steam locomotive built in the USA in the 40's specially made for running on narrow gauge railroads. It retired in the 1990s after about 50 years of service in the mountainous areas of Yunnan Province.

## **BIG SKY IN FIVE DAYS: Part One, MA to PA**

**By D. Pawling's, Sr. & Jr.**

Without too much urging Dan, Jr. enlisted me to ride shotgun in his van to Lewistown, MT, hometown of his wife, Paula Jo. Her family has a camp there and they usually have a reunion every summer. This would be his first drive there, and my first return visit, since they were married 20 plus years ago.

Luring me on, he said that we would stop in Livingston, MT to view the Montana Rail Link yard and also visit a super fly fishing shop. We didn't get to Livingston, but we did see a lot of railroading on the way west. We took a lot of pictures outbound, and I, more on my return on Amtrak. Many of the 450 shots will be culled, but a large number are worth sharing. This work will take some time so the stories will follow in batches.

Our first day, July20th, including Dan, Jr.'s run from Boston to NYC, took us through NJ into PA, and that's what this installment is about. We reached the NJ-PA border at the Delaware River at 4 PM. We had been driving on I-80 intending to continue north to cross the river at Delaware Water Gap. Somehow, we took an exit into Columbia, NJ and crossed the river into Portland, PA. Our "Oops" shortly became a "WOW" because there in Portland we found the former Delaware Lackawanna (DLW) RR Station now re-used commercially (photo below).



*The Delaware Lackawanna RR Station, Partland, PA. Tracks beyond the building run north to Stroudsburg, PA and south to a power plant on the Delaware River.. Norfolk-Southern currently uses the tracks which end near each location. The DLW crossed the river north and south of this station. DLW (now NS) have active tracks nearby running to the west.*

Just beyond the building, running north to Stroudsburg, PA, and south along the river to a power plant are the tracks now used by Norfolk-Southern (NS). Although the RR Atlas shows an active NS wye and tracks running to the west nearby, we did not explore for them or for signs of the abandoned railroads on either side of the river. However, we could not avoid seeing just a few

hundred feet north of the station, a recently built pedestrian bridge commemorating a covered bridge that had crossed the river to Columbia. Checking the Atlas map, we think that this bridge site may well have been the crossing of the abandoned LNE RR which had paralleled the DLW for some miles in PA and which had interchanged with the DLW in Portland and with the New York, Susquehanna & Western (NYSW) in NJ. From this bridge we could see The DLW's (more recently Conrail's) concrete arch bridge less than a mile to the north. For many decades the DLW was a major coal hauler to Hoboken, NJ on the Hudson River. A lot of early railroading took place within three miles of Portland and Columbia. (This historic info comes from maps in the "SPV's Comprehensive RR Atlas of North America"). We then returned to I-80 and pushed on to Clearfield, PA, spotted tracks, but it being dark decided to put off exploring until morning. We tied down the van, went to beans, and then to bed. Next installment -- "Clearfield Explored."

### **Show Schedule for 2007 – 2008**

#### **Nov 4, 2007, Bedford Boomers, Bedford, NH**

McKelvie Middle School, Liberty Hill Rd/ Gault Rd, Bedford, NH  
Set-up 7am Show 10am to 4pm

Coordinator: Ron Wood - 603-206-5572

#### **Nov 12, 2007, Wells Maine Show, Wells, ME**

Wells Elementary School, Rt. 109, Wells, ME (Maine) (take exit 19 on Rt. 95, left off ramp about 1 mile on right)  
Set-up 8am Show 10am to 4pm

Coordinator: Mark Ferracane - 781-245-3886

#### **Nov 17-18, 2007, Great Train Expo, Wilmington, MA**

Shriners Auditorium, Wilmington, MA  
Set up Sat 7:30AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Dan Pawling - 617-244-5261

#### **Dec 1-2, 2007, Hub Division Show, Marlboro, MA**

Best Western Royal Plaza Trade Center, Marlboro, MA

Set-up Sat 7:00AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

#### **Jan 25 to 27, 2008, WINTERFEST 2008, West Springfield, MA**

Big "E" Exposition Center, West Springfield, MA

Set-up Fri noon to 5pm and Sat 7am \* Show Sat 9am to 5pm - Sun 10am to 5pm

Coordinator: John Dunne - 508-697-7635

Winterfest Coordinator: Bob Pawlak - 781-862-2485

#### **Feb 16 & 17, 2008 Museum of Our National Heritage, Lexington, MA**

Set-up Sat 7:30am Show Sat 10am to 5pm - Sun noon to 5pm

Coordinator: Bob Pawlak - 781-862-2485

#### **Mar 24-25, 2008 Great Train Expo, Wilmington, MA**

Shriners Auditorium, Wilmington, MA

Set up Sat 7:30AM Show Sat 10AM to 4PM - Sun 10PM to 4PM

Coordinator: Fay Chin - 978-657-7913

#### **Apr 22, 2008, Hooksett Lyons Club, Hooksett, NH**

Cawley Middle School, Hooksett, NH

Set-up 8am Show 10am to 4pm

Coordinator: Mike Walker - 603-426-8620

**BIG SKY IN FIVE DAYS:**  
**Part Two: Clearfield Explored**  
 By D. Pawling's, Sr. & Jr.



On the morning of the second day of our five day trip to Montana, we returned to the railroad we had spotted the night before in Clearfield, PA. Photo above is a long-view of the RJ Corman yard looking west from a highway overpass. The tracks in the foreground separate to provide service over 30 miles to terminate in the southeast, and to the northeast to connect with Norfolk Southern RR. In the distance, the yard curves away to the southwest after crossing the West Branch of the Susquehanna River to meet the NS just west of Altoona, PA, and the Horseshoe Curve. The dark area to the left of the yard may have had much more trackage when the predecessor railroads, Pennsylvania and New York Central, shared the limited space for yards and interchange. Currently, RJ Corman RR operates on some of the remaining trackage of the PRR and NYC. Parallel trackage has been abandoned, as has the rail access to coal mines 20 to 40 rail-miles to the southeast.



The photo above is a close-up of the remaining yard. Blue service buildings are to the rear. The utility poles in the foreground have floodlights over the switches.



At the far end of the yard we saw the warning sign (above left) at the auto entrance to the yard. We did not enter, but followed the convenient public road paralleling the yard to a spot where we could photo the hopper cars. These cars seem rather clean (Washed?? Out of the paint shop??), but possibly waiting assignment. We did



not see coalporters, loaded hoppers, or engines here. The Burlington car seems to have the reporting mark of a BNSF subsidiary; the other cars shown have the marks of non-railroad owners. Following this exploration, we returned to I-80 to try to drive our daily goal of 600 miles towards Montana.. We did well, arriving in Chesterton IN in the early evening.

**Chesterton, IN Explored**



Upon our arrival in Chesterton IN we checked into the motel, picked up some local maps and decided to take a peek at Lake Michigan. Nice try! We were intercepted by the Chicago South Shore & South Bend RR (CSS) and took some pictures at the Dune Acres station. This is an electrified line. The overhead catenary carries 6,000 volts DC.



Finally there was a PA system announcement that the next train to Chicago was delayed about 45 minutes. We decided to have dinner; ate well. Then snooped around Chesterton, found RR tracks and a reclaimed RR station (This building and an assumed freight house sit well back from and on the south side of the existing tracks and may well have been owned by the now abandoned Gary Railways, another electric interurban). In the gathering dusk, young eagle eye spotted two sets of headlights far down the track to the west. We would learn of any approaching trains by horns being blown for grade crossings, so we inspected what may have been a station on the old Lake Shore and Michigan southern (LSMS), now NS/CP/AMTK on my Atlas map (although I think that Amtrak discontinued service on that route). This building was converted into a spacious restaurant/ event site by the addition of two interurban cars to each end of the building and parallel to the tracks. (see below)



We heard the horns. Back at the tracks, there was less light. The train was coming rapidly. Norfolk Southern. I hope the photo prints well. Coupled right behind the two engines were several flat cars loaded with – My Gosh, just like in N-Trak shows, --- those small John Deere tractors -- See --proto does follow modeling!!! That train was a mixed freight. Within ten minutes a second manifest followed going east; this one had several coil cars on another rather short train. Enough for today. Tomorrow, Chicago and the great west beyond.



**SAFETY NOTE: NEW MODELLING HAZARD**  
**by D Pawling, Sr.**

By now we should be fully aware of the hazards involved with material and equipment used in modeling and the need for good ventilation, goggles the handling of various chemicals and electrical equipment, etc. . Some folks may be unaware of a "new" hazard, so it bears mention here. This was discussed in Letters to the Editor in the January/February 2007 issue of the N-Scale magazine. A reader from Ontario, Canada, with work experience with a telecom cable and hardware distributor wrote to clarify the term "fiber optic" as used in a previously published article. He said, in effect DO NOT USE FIBER OPTIC CABLE which is made from glass fibers, is not very flexible and tends to shatter when bent - - and therein lies the hazard (think fiber glass insulation). PLASTIC OPTICAL FIBER, on the other hand should be quite safe for modeling. the author of the original article was most appreciative of he warning. He said the product he uses was labeled FIBER OPTIC which is made from plastic and may still be available in three sizes from B L Hobby Products or Walthers. I have not researched a supplier. Many thanks, N-Scale, for publishing those letters.