

President - Mark Ferracane Vice Pres - Dan Pawling  
Treasurer - Chuck Tremblay Editor - Roland Kelley

Editor - Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, or  
e-mail: [NortheastNtrak@msn.com](mailto:NortheastNtrak@msn.com) Web Site - [www.northeastntrak.org](http://www.northeastntrak.org)



### President's Message Mark Ferracane

Well, our new season has started. I encourage all members to attend as many shows as possible. I heard from Ray Houlihan of Mainetrak and they are going to attend the NMRA Convention in Hartford, Connecticut in July. And I am asking members if we are going to attend. The show runs from July 5<sup>th</sup> to the 11<sup>th</sup>, more details to follow.

The Concord, New Hampshire show was CANCELED due to lack of member participation. I am not happy about that, why do we have to cancel any shows. People know far enough in advance to be able to notify the show coordinator if they are able to attend.

At the Annual Meeting I mentioned purchasing a Trailer for the club. I have had a Trailer Hitch installed on my Van and I spoke with Dan and he suggested that I mention it to the Membership again. Here are the Pro's and Con's for purchasing a trailer.

#### Con's:

Cost to the club.  
A Member would have to register it and pay the insurance on it.

#### Pro's:

Less members can do a show. If a member cannot attend and wants his module included he can have it picked up and used in the show..  
Carpooling: Dan and I have vans and can tow the trailer and can carry up to 6 members. Modules can be loaded the day before and be used to transport members to the show. Therefore less cost of fuel for vehicles.

I have some sad news, My Wife has Liver failure and is not expected to live. The liver controls a lot of the body functions and without it you will die. We have been together for 3 years and married for 1 year in January. I do not know when she will die, but I will be taking every day one day at a time. I am telling my closest friends and I hope I can count on you to stand behind me in these trying times.

Thanks  
Mark

### Report on the Concord Show and an Update on Dick Brotherton's Flooding by Dick Brotherton

I know the Concord Show was cancelled at the last minute. Northeast N-Trak did participate in a small way. So here is my report;

I thought that I would give you a little update on our status. As you know, we are living in a hotel suite until our duplex is repaired. Our apartment was gutted to the studs, after we were deluged with rain back in June. We were adding on a second floor at the time and didn't have a roof.

Well we now have a roof and the house is closed in. The electrical work should be done Monday. We have been told that we should be able to move back the first week end in October.

Our son Charlie, who is an N-Trak member also, moved to North Carolina on August 23rd. He has always been a big help in setting up our three modules. Our modules developed a short circuit at the Hooksett Show last year and hasn't been repaired yet.

Due to all this, I didn't feel up to coordinating the Concord Train Show this year, so I called Mark.

Well I was in bed at 9:15 last night so that I could get some sleep and get to the show at 7:00 am. When I arrived, they wanted to know what I was doing there. Mark had called last night and cancelled. So, I called Mark and he verified the cancellation, because of lack of interest. Bill Hayes arrived, and I told him what had happened. We took the time to help John Willy unload his truck. Bill and I stood around and talked trains for a while. Bill left and went to his daughters. I stayed until 9:00am just to make sure no other N-Trakers showed up. None did.

I got into the van and went back to Portsmouth. They were moving venders around to fill our hole when I left. I got back to find Marks e-mail telling me about the cancellation arrived a half hour after I went to bed. OH WELL.

## Louisville 2008 N-Scale Collector Convention by Mark Ferracane



**Day 1:** We arrived at the hotel and it was massive. The Galt House is the only Downtown Waterfront Hotel. Our room was on the 18<sup>th</sup> floor overlooking the river. In the distance there is a Railroad bridge that spans the river. We went Railfanning and found Paducah and Louisville Railroad. They were switching cars to make up a evening train.

**Day 2:** My wife asked me if we could go to the Zoo and we had a good time there. On the way home we stopped and saw some Norfolk Southern trains in the yard at the facility. It was a large yard. When we went back to the hotel I met up with Ray Houlihan from Mainetrak. I got my registration packet and looked at all the Special Runs they have for sale. You can go broke if your not careful. Later that evening we went to the Reception hosted by Micro-Trains. There were speakers and desserts to enjoy.

**Day 3:** In the morning I went over to the Convention Center to see how much of the layout was completed. Later that evening was the Live Auction. Bidding can get serious. There were 4 Custom Convention Cars. One went for \$230.00, OUCH. There were a few bargains, and some items went for big bucks.

**Day 4: Swap-A-Ramma.** The room was filled with dealers and individuals selling stuff. The room opened at 7am to set-up and I had the club cars and 2 of Paul Azvedo's Special run cars. I had a lot of lookers but no one bought anything. BUMMER. After the Swap-A-Ramma I went to the Convention center. There was a walkway from the hotel to the Building. I found the layout and it was MASSIVE. 200x250, 50k Square feet of layout. I went to the Programming area to have my locomotives programmed to my registration number. The layout was broken into a number of sections so if there were any problems they could be traced easier. I was able to run around two loops. Later that evening we went Railfanning and found a CSX Train waiting to depart. Before it was able to leave another train approached from the right and it was a long train, 100 cars of mixed



freight. As the train approached the crossing Two girls ran across the track in front of the train. I told my wife that they were IDIOTS for doing that. That is the kind of thing "Operation Lifesaver" is trying to discourage. We then went a few blocks over and found some Paducah & Louisville Locomotives sitting on a siding waiting to depart. The lead unit was a GP-38-2 and was painted up for the up for the University of Kentucky "Wildcats" and there were three ex-Conrail units and a P&L unit.

**Day 5:** I returned to the layout and made up a Auto-Rack train with 4 locomotives. The train was very impressive. But,



I could only go around three loops, due to booster problems. My train would run fine and then die getting into the next block. The problem was that the boosters were not in phase and they also needed jumpers. A few technicians from Digitrax were running around fixing problems. Since I could not go all the way around I abandoned the train and took it off the layout. I left and went back to the Hotel and rested. Later that evening was the banquet. I found out that the DCC was finally fixed at 4pm. The convention center was closed down for a hour due to the Secret Service and John McCain was in town to have a fund raising dinner. During the banquet they listed raffle numbers and if your number matched you went up to pick-up your choice of items. There were freight cars, Decoders and Locomotives. There were announcements of changes to the staff of the N-Scale Collector. Bill Parks and Dean Daugenbah are stepping down and they have been coordinating the conventions for the last 8 years. George Johnson is also stepping down and being replaced by Dick Olendorff as Chairman.

**Day 6:** Headed to the Airport for the return home. All in all it was fun. Next years convention will be in Portland, Oregon and across the river from the hotel is a large BNSF yard. I am looking forward to next year.

**Shall I take the Camera?**  
**A Train Encounter in Erving, MA**  
**story & photos by D. Pawling, Sr.**



*Engine 349, GP40 on the lead, west-bound PanAm (former Guilford Railway Systems) manifest freight beginning descent 10 miles to Connecticut River on District 4 of the freight Main line at Erving, MA. 4:50 pm, May 26, 2008.*

A thought always comes to me when Dan, Jr. announces a road trip - "Shall I take the camera?" More recently the thought has become "Take camera; check battery charge, take extra memory cards." OK; all set. Let's ride. So, at about 5 PM, May 26, 2008, we were on Route 2 going west towards South Deerfield, MA. Having been this way before, I was glad when we pulled into the parking lot at the "Freight Station" in Erving, MA. Dan had spotted a west-moving train some miles behind us and this spot is a great place to do a roll-by inspection and maybe grab some pictures. Also, the Freight Station has a fine, large collection of almost and real antiques, a lunch counter, ice cream and a clean restroom. The building could be the former Boston and Maine freight and passenger station. This portion of the former B&M was built circa 1845 by an earlier railroad, Presently, the line in Erving is the eastern end of Division 4 of the Pan Am (former Guilford) Freight Main Line which



*Engine 333, a GP40 is coupled back-to-back with engine 349. They are heading to the East Deerfield Yard with a train of about 10 cars.*



reaches Mechanicsville, NY via the East Deerfield Yard and the Hoosac Tunnel. The train Dan had seen came on to the double track here just east of us at the Orange-Erving town line. We see in photos left column top and bottom GP40 engines 349 and 333 which honor parent lines Maine Central (note MEC on the cab) and the B&M. Their Guilford paint job seems only lightly weathered. (They are running back to back to avoid turning them at a destination; such coupling can also simplify switching moves) The train was running rather slowly, possibly preparing to descend to the crossing of the Connecticut River some 10 miles distant with another mile to the East Deerfield Yard. At the end of the train were six tank cars (see photo above) for limestone slurry, likely empties, returning from paper mills in Maine (or Erving?) to a stone processing plant in Vermont. (I got the history info from R. D. Karr, "The Rail Lines of Southern New England," and from J. Moldover, "New England Railfan Timetable: Guilford Rail System; Timetable # 2.") Back on the road, now driving south we saw the end of the train wiggling through curves and finally disappearing around another. Another unexpected surprise!! I am sure glad I took the camera!!!



*Detail of a limestone slurry tank car with light weathering.*



Jan, a colleague at work, vacationed last week in Italy and is sharing this picture taken at Central Station, Reggio, Calabria, Italy in August 2008. Note the electric locomotive and the catenary. Forwarded by Dan Pawling, Sr.

**\*\*\* FOR SALE \*\*\***



Gary Cliborn would like to sell Scott's 4 ft corner module pictured above. If you are interested please call Gary at 978-957-2659 or email him at skillfingers@comcast.net. Give him an offer. This is a way for members without a module to get started.

**Magazines for the Taking**

Bruce Wedlock has N-Scale magazines from Jul/Aug 1989 through Mar/Apr 2006, and Railmodel Journal from Aug 89 through Apr 96. They are complete sets, but there might be a missing issue if it didn't get put away properly.

If the club or any person has interest, they can have them by coming and getting them from me in North Reading, MA. If interested let me know at 978-664-0653 or email me at [wedlock@alum.mit.edu](mailto:wedlock@alum.mit.edu)

**Show Schedule for 2008 – 2009**

**Sep 28, 2008 Old Colony Model Railroad Show, 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 3pm  
**Coordinator: John Dunne - 508-697-7635**

**Oct 5, 2008 Pepperell Siding Show, Pepperell, MA**  
 Varnum Brook Elementary School, Pepperell, MA  
 Set up 7:00AM Show 10am to 4pm  
**Coordinator: Ron Wood - 603-889-0741**

**Nov 2, 2008 Bedford Boomers, Bedford, NH**  
 McKelvie Middle School, Liberty Hill Rd/Gault Rd, Bedford, NH  
 Set up 7:00AM Show 10am to 4pm  
**Coordinator: Mike Walker - 603-426-8620**

**Nov 22-23, 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**

**Jan 23 to 25, 2009, WINTERFEST 2009, West Springfield, MA**  
 Big "E" Exposition Center, West Springfield, MA  
 Set-up Fri noon to 5pm & 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 14 & 15, 2009 Museum of 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 ??, 2009 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**

**Apr ??, 2009, Billerica Train Show,**  
**NEW SHOW**  
 Set-up 8am Show 10am to 4pm  
**Coordinator: Peter Matthews - 978-667-7906**

**Apr ??, 2009, Hooksett Lyons Club, Hooksett, NH**  
 Cawley Middle School, Hooksett, NH  
 Set-up 8am Show 10am to 4pm  
**Coordinator: ????**

**July 5-11, 2009, Hartford NMRA Convention**  
**Start planning now.**



**Inside China's high speed rail. On left is the first class section on the right the second class section.**