

President's Message



Well, another season of train shows is past. How the time flies! Looking back over the past year, I can honestly say that I think our club is headed in the right direction. Member participation is up at shows. The end loops have continued to work well at shows. The Hooksett, NH show in April was a great success utilizing both end loops and seven straight modules for a forty-foot layout, which was larger than last years. That show seems to be a good fit for us and I think we should continue to support it.

I have been looking into locations where we can meet and have found some in our local area. The Nashua meeting is just a start. I have also been in contact with the Pepperell Siding Model Railroad Club in Pepperell, Mass and the Bay State Club in Roslindale, Mass. Both have offered their clubhouses as a meeting place for Northeast Ntrak. I'm sure there are other areas where we can meet as well. The next logical question then is, do we want to try and find a "home"? It would be nice to have a place to set up modules in between shows for the purpose of working on modules and even having an operating session.

I think that with the right encouragement and mentoring, we will see a new wave of modules from our newer members. Periodic work sessions at various members' homes will help in this regard.

The annual meeting and cookout will be on Saturday June 28th at Rand Hoven's house. I encourage all members and spouses to attend. It should be a great time! Also, I'd like to request that we all try to have our dues renewals with us to give to Chuck Tremblay at the meeting. It really is a lot easier to get it taken care of early so we can send the info into National. We don't want to have to track everyone down in September!

I want to thank everyone for their support and ideas over the past couple of years. I think the club is back on track and we're headed in the right direction now! Lets keep the momentum going and help new members with building their modules and helping them in general. Thanks! Ron.

Membership Dues

\$20.00 due by August 1st, 2003

**Let's try to have our
membership dues renewal
check with us at the annual
meeting or sent into Chuck on
time so we won' have to chase
straggler's or have problems
with your renewal at National.**

NEW ENGLAND RAILFAN TIMETABLE: CSX

TRANSPORTATION: Eastern New York and New England Routes, Timetable #1, Effective June 1, 2002. Oxford Junction Press, Oxford, MA, 2002. *Review by D. Pawling, Sr.*

Here is a real service to rail fans ... and to modeler who on occasion get out on PUBLIC PROPERTY to observe rail activity firsthand (notebook, camera and scanner recommended).

I have just begun exploring this 240-page "spiral-bound" book. Its contents include the system map, radio frequencies, condensed loco roster, interchange points, description of major routes, trackage rights, train symbols and routes by service types, an index to and description of railfanning locations, Subdivision station and schedule tables and illustrated NORAC signal rules.

CSX owns 39 Subdivisions (SD's) and Industrial Trackage and has trackage rights on 11 passenger (AMTRAK and commuter) railroads in the area reported. Station lists and schedules are provided for each listed

ANNUAL BUSINESS MEETING

The annual meeting/picnic will be held at Rand Hoven's house at 103 North Street, Tewksbury on Saturday June 28th, and **noon**. We will have the business meeting and election of officers followed by a cookout. Please bring any thoughts on how to improve the club, to the meeting. Directions on page two.

Subdivision or Industrial Trackage.

The station lists show track schematics, numbers of tracks, sidings and junctions; mile posts for road, river, etc. crossings, stations, train control points (CP's), signals and detection equipment; maximum speed zones for passenger and freight trains; general and specific/local operating rules, and radio frequencies. Corresponding tables for each opposing direction show train numbers and scheduled times.

If you are interested in the number of trains and their type that pass a certain location, it is all here. You don't have to cross-reference commuter and AMTRAK schedules and guess about CSX. There is an exception: to find the train number for the North Shore Limited, I had to look it up on the AMTRAK schedule, which I happened to have. This brings up another point -- ALL schedules are subject to change, forget delays and mishaps.

I have taken AMTRAK from Boston via Springfield to NYC several times with various rail, road and topographic maps to enhance my pleasures as a riding rail fan. Once, while passing at a height above the Quabog (River) Wildlife Management Area, I could see beaver-felled trees with the chips scattered about, two such trees on the ground and a third hung-up on another tree (Do beavers get frustrated, I wondered?). Another time, the cafe car attendant wondered aloud why anyone would spend an extra two hours on a train to NYC when the shore route got there faster. My answer -- "It's a scenic route." And one could hear the engine struggling up-grade and see the train making meets with opposing trains. It is a tough, winding cross-mountain route.

This book has already increased my pleasures, enhanced my memories and challenged me to explore further. The Boston (to Springfield) SD is part of the late-lamented Boston and Albany (B&A) RR. At Newtonville (near Dan, Jr's home) the maximum speed for passenger trains is 60 mph and for freights, 50 mph. Headlights must be dimmed day and night on all trains and lead engines between MP0.5 (South Station) and MP10.75 (Mass. Turnpike Bridge) except when visibility is poor. The Sudbury River is crossed twice and the Quabog 6 times.

Winterfest attendees have some familiarity with rail facilities in the Springfield area, which is on the east end of the CSX Berkshire SD (old B&A to Selkirk, NY). (cont page 2)