

Strathspey, Scotland's Steam Railway in the Highlands by Roland Kelley

This summer on my trip to Scotland I had a chance to ride a steam train on the railway from Aviemore through to Spey. Here are some pictures and a little about the railway.



The railway from Aviemore through Boat of Garten to Grantown on Spey and on to Forbes was once part of the main route from Perth to Inverness. The line opened in 1863 as the grandly named "Inverness and Perth junction Railway" but changed this to "Highland Railway" two years later. In 1898 the more direct route to Inverness, the present main line, was opened but the original route still carried a considerable amount of traffic. The "Highland" became part of the London Midland and Scottish Railway (LMS) in 1923 and British Railways in 1948. The route via Boat of Garten was closed in October 1965 as part of the renowned "Beeching cuts" despite strong local opposition.



The Strathspey Railway Company reopened the line in 1978 and every year since then visitors have been able to imagine that they are back in the days of the steam railway.

The train consists of 1st and 3rd class and a restaurant car.

Museum Visit Folloed (continued from page 1)



Single sheathed, outside braced Central Vermont box car CV 43022 stands on the museum track on May 27, 2003. Quiz: What are the common names (e.g., "dreadnought") given to the door and metal end used on this box car?



CSX - NYC 488612, 3 bay hopper and CSXT 829700 sit on the New England Central siding in Willimantic Ct on May 27, 2003. Some of the fine print on the NYC car says "2 inch HF composite shoes", and "36 inch wheels." I wonder about the reasons for keeping the marks of fallen flags. Note the growth of grass up to and over the museum tracks in the foreground and to the ties on the siding -- not much foot traffic here.

BROOKLYN NTRAK -- 10TH ANNIVERSARY by Dan Pawling, Sr.

The Brooklyn NTrak club celebrated its 10th anniversary on June 7 and 8, 2003 in an old airplane hangar at Floyd Bennett Field, Brooklyn, NY. An excellent, though somewhat unusual, show it was.

The field started as a city airport in 1931, became a Naval Air Station in 1941 and in 1962 became part of the Gateway National Recreational Area (along with the Statue of Liberty, Ellis Island and other areas in the lower harbor). Many of the old structures at the field that remain are slowly being converted to recreational uses including model railroading.

I arrived at the field via subway to the end of track (two platforms underground) and bus. I soon found that because of the evolving recreational uses the NTrak show had been bumped from a hangar near the

bus stop to one on the far side of the field. The short cut to the new spot was a "mile long" concrete runway. Although all the runways are now used only by cars, I had disturbing thoughts of fighter planes buzzing in and out of the airport. I walked carefully at the edge of the runway. I now realize that while I did look left and right at runway crossings, I did not check the sky.

I found Brooklyn NTrak set up, ironically, in Hangar B surrounded by retired aircraft in various states of re-hab (anyone remember the DC-3? There was one tucked in a corner).

There was ample space for the layout and for visitors, with plenty of natural light and a little breeze flowing through the huge aircraft doors on either side of the building. The odor of airplane lubricants contributed to the sense that real railroading was going on. The layout was two 18-foot squares. Two corners, opposite each other, were 3-way, thus allowing for a three module connection between the squares. For a time, each square was operated separately then red DCC was extended to the second square. Visitors were impressed with the long trains running over both loops.

I saw no mountain lines, but one square had a grade level line operating separately from the standard three main lines. I think that some of the modules on this square were deeper than two feet allowing for more scenery, tracks and suggested activity. Overall the scenery was very well done, modest and reflective of Brooklyn. The trains were varied and ran well. Thomas worked his magic for parents and kids. I thought I took photos, but the film advancing sprocket failed me -- 24 blanks!!

Some clubs invite contributions by having a "coffee can" at or near the layout. Brooklyn's was nicely painted and inviting. They also had two-fold, three-color brochures in "take one" boxes. The folder explains the hobby, NTrak, the Brooklyn NTrak group and seeks members. The e-mail shown is -- kahluadee@msn.com and the web is -- www.yahoo/groups/brooklyntrak. Our VP has a copy to show you all.

While travel to the show was a bit problematic, I am glad I went. It is always a pleasure to see fine craftsmanship and a well operating show. Congratulations, Brooklyn!!! May you soon find a proper and permanent site at Floyd Bennett Field and celebrate many anniversaries to come.