



NEW HAMPSHIRE GARDEN RAILWAY SOCIETY NEWSLETTER

VOLUME 5, NO. 3

NOVEMBER 2003

NOVEMBER MEETING -- SAT., NOV. 8 @ 5:00 PM

Note held at Boomers' Show

The November Meeting will be held at the Saturday set-up in the Chemistry Room at 5:00 pm. The annual get-together supper at the Weathervane will follow the meeting. Significant others are welcome at the dinner.

SET-UP -- FRIDAY EVENING, NOV. 7 after 5:00 pm

SET-UP -- SAT, NOV 8 after 8:00 am

SHOW -- SUNDAY, NOV. 9, 10:00 am to 4:00 pm

There will be the "Little Green" set-up; the stage; and the outside layouts. Pending are Danny van Kalken's annual garden set-up and Ken Hawes is working on space for his modules.

President's Message

Well, here we are nearing the end of the Fall season. Many of our members braved the high heat of the Fourth of July weekend to put together a wonderful garden railroad exhibit at Strawberry Banke in Portsmouth. If you haven't seen pictures yet, be sure and check the club's website where Scott has put up a special page or further into this newsletter. Many thanks to John Foley, Dave Miller and Danny vanKalken for organizing this display and to all who were able to participate.

Our next public event was the third Saturday of August when we ran trains on a float at the Hooksett Old Home Days Parade. This was our third parade. This event is a lot of fun!

Fall 2003 has shaped up to be a busy season in terms of public events. In September, we were to set-up Big Green in Malden, MA as part of an open house at Charles Ro Supply/USA Trains, unfortunately the physical attributes of Charlies' parking lot and his neighbors lack of cooperation cancelled our participation. Little Green went to the annual Pepperell Siding Model RR Show in Hollis, NH. My sincere thanks to those who participated and ironed out the transportation kinks. In October, Big Green returned to the Sacred Heart School in Hampton. There was no Hooksett Lions' Club Show this year, due to school renovation. And in November, of course, NHGRS will be exhibiting multiple layouts at the Bedford Boomers Show. On another note, our hobby is growing! Several manufacturers have announced a plethora of exciting new

products scheduled for release. New locomotives, rolling stock and accessories are in development with projected release dates in the coming months. The variety of new locomotives coming in all scales is breathtaking.

Finally, I ask you once again to consider submitting an article, photos of your layout or simply a question for Stumpy to our newsletter editor, Ken Hawes. Our newsletter is what we make it. Please share your latest project, progress on your railroad or anything of interest to you with the rest of us through the newsletter.

Dave

Little Green's Mobile Home

The moment we've been waiting for...

Thanks goes to Tom O'Neil, John Foley, Bill Savoy and Dave Sawyer for loading Little Green into its new home. The trailer is currently stored in Tom's yard waiting to be picked up and towed to the Boomer's show next weekend.



Why I Love My Job

Well some days you love your job and others you don't. Today was one of the ones where you really love it. (And just for Jack - Why I'm glad I'm living in the USA instead of Europe)

I got to spend the day at the Berkshire Scenic Railway Museum in Lenox, MA out in the Berkshires. Pieter Lips, the Vice President, is related to our NHGRS club secretary, Ken Hawes. I met him at a train show last March and he was impressed with the fact that I had lettered everything for Suleski Transportation. He was even more impressed

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Love My Job continued

when I told him I could do the same thing on full size equipment. We worked through email and UPS'd samples of colors over the last few months. Today I went out and lettered two of the refurbished coaches that the Museum uses on weekends for the excursion rides.



We set up a staging and Pieter pulled the cars past me with the SW8.

Here I am starting the lettering of the first car.



Another shot of me working hard.



Photo of the finished two coaches.

Of course never pass up a chance to get your photo taken in the engineers seat:



In order to be allowed to go out on the Mainline the Museums diesels had to have ditch lights and an event recorder installed per FRA standards.



Mike Hillhouse Makes Progress or the Northern "Big Dig"

I've been working feverishly on my layout - the lower pond actually. Just attended pond school Saturday, and with water on the brain, dug the lower pond on Sunday. (see pic) YES! Those are fortune cookies! It's a full 45" deep (I need 42" but I was having so much fun!) to allow for the filter system etc on the bottom and winter the fish. I also transplanted about 30 plants last night over to the side yard garden Sue cleared out Saturday. Tonight, on the otherhand, I'm sucking up the AC...but may pop in the rhodies and take a load of brush away...but that's probably unlikely. *Mike*



None of them FAKE ROCKS for me

Harlow Richardson Makes the Best of All Seasons

Here are some of the winter shots I took of my Austrian Furnish trains. This should excite some frostbiters to have fun in the coming winter! Any snowbank will do...just lay some track and shoot away.



A Trip to the USA

Now a trip to the USA is not as wonderful as it once was, as many more people are able to achieve this nowadays, but even so, seeing what is available on the other side of the Atlantic is of interest in many ways, depending on taste. This is certainly the case when it comes to railways and G scale, particularly when your place of residence is only 20 minutes in the car to Charles Ro/USA Trains. I stayed with my cousin and her family, at her expense, in Stoneham, which is 12 miles north of Boston, and only two towns away from Malden, which is the home of the above supplier. Needless to say, a visit was planned, without the knowledge of Scottish Garden Railways or Bay Models, but then what they don't know won't do them any harm.

Charles Ro is in the semi industrial part of Malden and is located in a rather large brick built building, which could easily pass for some ordinary utility warehouse. Access is also unconventional, as it is surrounded by one or two one way streets, resulting in approach being made from the rear, but it does lead into a very spacious car park, containing one other car, at the time of our arrival. Also in the grounds of the premises, but not necessarily part thereof, is a 12" to the foot railway line, probably disused, but hard to tell, as some of those in use look as if they haven't seen a train in years, never mind a couple of hours ago. There is also a station building sitting in the corner of the car park, which I was told belonged to some preservation group who had uprooted it from its original site and had been given this site to store it until it completed its journey to wherever. It looked as if it had seen better days, but we all know the wonders that preservation can achieve, given the time and money to do so.

I mentioned that there was one other car in the car park, and this belonged to the past president of the New Hampshire Model Railroad Club, Scott Suleski, with whom I had arranged to meet, spend a couple of hours trawling round the store, and hearing more about G scale in the USA.

The front windows of Charles Ro run the length of one half of the building and contain a multitude of shelving throughout, all supporting box cars from their USA range, together with some rival manufacturers items. It is both an extensive and impressive window display, in terms of stock and variety, and just looking in the window can take about an hour, even for someone like me, whose interest leans more towards European railways as opposed to American.

Inside the store there is a variety of model railway equipment for all gauges, and G scale only commands one portion of the overall floor space, mostly at the windows, but that equates to a row of shop gondolas, as you would find in a Woolies store. All the main manufacturers are represented, but I did notice from a previous visit there that the selection of European models was much less than before, no doubt for obvious reasons, however, from a manufacturer of American outline, it is good that there is a display of other items. There are also G scale trains running round overhead, but since they have bells and horns and whistles, they only run on request, and two or three times around the store is quite enough! Anyway the sound of an American bell and horn does not quite relate to the LGB Stainz loco hauling the selection of box cars and caboose on display that day. The store now sports an impressive layout upstairs yet despite it being completely encased, probably for security reasons, it is only operated at weekends, irrespective of whether you ask about it or not. The layout has multi levels on it and the way it has been constructed has G scale at the lower levels and HO at a higher level, giving the impression of distance. The scenery and supporting lineside structures are well worth a second look.

Having toured the store and examined the layout in depth, it was time to head home and Scott Suleski offered to take me, thus avoiding my cousin having to make a return trip to pick me up. The journey home however went by a way of a snack bar for lunch and

we spent a leisurely hour or so talking trains, weather, and all sorts of subjects concerning the differences or similarities between our two countries.

Scott is a very keen on his hobby and his own garden railroad is quite large in terms of the length of run available to him. At the moment he utilises an approximate three foot strip running from the bottom of his garden all the way to just level with the rear of his house where the track encircles a tree before making the return journey, thus a double track line is the first view you get of his system when you enter by the side of his house.

The lineside structures are few and far between, mainly because his two sons and he are keen on soccer and the remainder of the garden is usually their training ground (no pun intended) and this was borne out by some superficial damage to one or two structures on the lineside. As the boys get older, no doubt the railway will be able to grow more safely in the future.

Two items of note in Scott's railway is that, being a professional in the sign writing business, all his diesel rolling stock has been painted in its own colours and is lettered accordingly as Suleski Transportation.

In the middle of operations at the bottom of the garden is a fairly large modern loco depot, which is capable of housing most of his locomotive fleet, and on operating days, a row of locos sitting "on shed" looks very impressive indeed. Not being an American enthusiast, I am unable to tell whether the fleet is SD45's etc etc so I will leave you to examine the accompanying pictures.

One additional item of interest that Scott's garden portrays is a small run round layout in his front garden, complete with a "Kleinbach" style station. Despite its location, it has been there for a number of years and is operated on special occasions, such as Halloween, Thanksgiving or Christmas, when the neighbourhood get together to celebrate whatever time of year it may be, with the smaller railway system playing its part.

Prior to my visit to Charles Ro, and Scott's house I was also invited to two other gardens belonging to members of the New Hampshire Garden Railroad Society, one being the Membership Chairperson, Dave Miller and the other, Ken Hawes, who is the Secretary.

Both are unique to themselves, as most garden railways seem to be. Dave's is located at the top end of a very large garden, measured in acres rather than feet or yards, and is built round a rockery where he can either operate it from outdoors, or from the safety of his large back porch where the mosquitos have no right of way. In terms of size, the layout could best be described as neat, and consists of a single track run around with a scattering of buildings, roads, inside features and just enough of a population to make it "come alive".

Although small in comparison to the overall garden available to him, Dave's railway has many items of interest, creates a centre piece within the garden, and should he wish to do so, the potential for expansion is not just possible, but colossal.

After we had spent some time sitting watching operations and seeing his indoor track for Winter running, not to mention a collection of road vehicles, all housed in his cellar area, which was at ground level, we were then invited to move on to Ken's house which was about a half hour drive.

This garden railway has a main feature of several ponds around which the railway runs, utilizing a variety of bridge crossings to do so. The ponds are well stocked with marine life and the owner, being a fireman, has a fire train theme running through it. In fact when en route to his house we saw a road accident on the highway and when we got there our host was aware of it but had declined a call out, as he was having guests to see his railroad.

It was getting dark when we arrived and as there is no dusk in the USA, darkness descended rapidly, in fact almost as quickly as the mosquitos. Not being appropriately dressed for the occasion I was bitten very badly, although unaware until later in the night, resulting in no shorts for the duration of the holiday.

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A Trip to the USA continued

As is the custom in this country, the owners of these three garden railways were excellent hosts despite never having met them before, and since then I have kept in touch with Scott Suleski who has been keeping me up to date on all that is happening, both in their club, and in his surrounding area, whether it is G Scale or 12" to the foot railroads.

As there were four of us on this vacation, other items of interest followed for the remainder of the holiday and therefore the time allocated to railroads was completely exhausted very quickly. Nevertheless a number of 1/24th scale road vehicles were obtained throughout the holiday, which have found their way back to FN Railways, all at very reasonable, if not ridiculous prices.

I would hope to make a return trip to my Cousin in future years and no doubt further garden railways may be on the agenda.

It is often reported here that friendship and a warm welcome abounds when we all make a visit to a garden railway and my trip only proved that it is an international trait, not just reserved for this country.

Strawberry Banke

Scott and everyone else that was there;

I would like to also thank everyone that helped at Strawberry Banke. Kathy put us down on the list for next year. The Strawberry Banke people were very impressed with the display we had running. May be next year we could be bigger. There was still lots of room. Scott great pictures.

Again thanks for a great display

John Foley

Scott Suleski wrote:

For those of you who want to see what was done at the Strawberry Banke Museum I've added a web page to the club site. Special thanks to everyone who helped out. It sure was a great looking layout for just one day... But then we are Large-scalers so we are a little crazy.

<http://www.nhgrs.com/nhsbm.htm>

Hello everyone.

I have finally gotten around to working on my Canadian Pacific 2 pc set consisting of an Aristo Heavyweight RPO, and it will be pulled by an FA1. The set is in support of Operation Life Saver and its purpose of promoting safety at highway railgrade crossings. This is not a real train but something to run on the Portage Garden Railway and at others as a visiting run time type thing. The RPO has a "N" scale cross buck setup in the dual baggage doors area. It also sports gold foil CP Beaver emblems and logos. The FA1 will have dual flags on one side and golden beaver on the other side. It will also sport Operation life Saver 25th anniversary logos along each side also. The loco has yet to be assembled.
Ricky Allen Rupp



Strawberry Banke before and after

