



NEW HAMPSHIRE GARDEN RAILWAY SOCIETY NEWSLETTER

VOLUME 5, NO. 4

DECEMBER 2003

DECEMBER MEETING -- FRI., DEC. 12 @ 7:30 PM

Christmas Social -- Food

The December Meeting will be held on Friday, December 12 at 7:30 pm in the Board Room at Southern New Hampshire University, North River Rd., Manchester, NH. Harriet will coordinate food (yes there will be food, we have permission, but must be discrete, no spilling) so please call her at 603-669-4353 or e-mail her @ hcutler468@aol.com to let her know what you would like to bring. The cutoff date for rsvp's should be on Tuesday, December 10th so she will know what is left for us to get and an estimate on how many people to expect. Please include how many people when you RSVP.

PRESIDENT'S MESSAGE

Another year is coming rapidly to a close. I wish all of you a safe and happy Holiday Season. I thank all of you for your participation in NHGRS over the past year and look forward to playing trains with all of you in 2004.

Don't forget the December meeting/holiday social on December 12th. Nominations will be open for club officers for 2004.

Dave

A Note From Tom Dixon

Hope everyone enjoys the Boomers show. I will miss my 4th consecutive year since I now live in North Carolina. I still keep my membership and hope to make a club meeting or show during one of my trips back to NH to visit family. TomDixon@charter.net

It was 82 in Charlotte NC Weds (usually around mid-high 60's in early Nov) and quite the contrast to Boomer shows of years ago. I recall sweeping snow off the tracks we had around the flagpole located outside the cafeteria and doing battle with cold and wind the first year we shifted the outside track over by the sidewalk and parking lot.

The transformer problem for the stage has existed for over 10 years; especially the outside track. Manny brought a PH Hobbies PS10G to the show some 4 years ago and it worked so well I bought 3 units within the next 60 days (2 were from Santa). They work great for the larger engines and the club may want to consider buying a club transformer or two.

For those that may have an MTH Railking gauge 1 Challenger engine on order with Mike's Train House the

engine shipment is now rescheduled for around December. While in York in Oct, Mike told me that the date should be accurate. This product was scheduled for delivery back in August 2002 and requires an MTH transformer and should have their newest remote to capture the full sound capability. It's the type of engine that would run on the outside stage track and looks much like the LGB Unitah Manny modified with a tender and painted UP gray.

I am not sure if we still set up the stage, chem lab and the outside layout but those that may post event photo's on the web site should capture all 3 especially with the kids (big and small) that view the layouts.

Enjoy the show !

Tom Dixon, 4401 Augusta Ridge Court
Denver, North Carolina 28037 704 483-1698

A Note From Terry Bauman

Hey you are coming in loud and clear in BC, Canada . . . sure wish I was able to partake more in the clubs activities, but still pleased to be a member. Hope all is well in the east enclosed is a pic of myself and my kids with our Fairmont 1:1 speeder on a run this fall . . . like I told Mike Hillhouse it's the natural progression from G scale LOL! enjoy



**Reminder !!!
Dues are Due**

"BIG GREEN" SHOW

**VILLA AUGUSTINA SCHOOL
SATURDAY, DECEMBER 6, 9 to 4
SUNDAY, DECEMBER 7, 9 to 3**

Announcement from USA Trains
<http://www.usatrains.com/pdf/new2004.pdf>

Dear Stumpy,



It's that time of year again and I'm looking for the perfect gift for my 'railroader'. In addition to all the latest diesel and steam locomotive releases I'd like to get something a little different. Any ideas?

Curious Shopper

Dear Curious Shopper,

Gift buying for the model railroader isn't typically too difficult a task but if you're looking for something a little different than that piece of rolling stock, tool or identification guide you might want to check out a book that was shared with me. *Life by the Tracks*, by Virginia C. Downs (Phoenix Publishing) is an interesting collection of short stories, an oral history actually, as told by family and friends of the Evans'.

The stories take you back to a time "when passenger trains steamed through the Notch" servicing the grand hotels. They go beyond the mechanical surface of railroading and into the lives of those who made it all possible.

Loring Evans was a section foreman for the Maine Central Railroad. He and his family lived high in the White Mountains in the Willard House, perched on the side of Mount Willard, along the right of way of Maine Central's Mountain Division. After her husband's death in a train accident, the railroad allowed Hattie and their 4 children to continue living in the house which also doubled as housing for the work crew of Section 129.

Through these raw stories you can see how their lives were shaped by the hardships and the simple pleasures of life in New Hampshire's White Mountains. It will soon become apparent the strong character necessary to be, not only a railroad man, but a member of a railroad family.

Life by the Tracks will make a great gift for the railroad buff as well as the armchair New Hampshire historian. The book was picked up at the Crawford Depot on a recent excursion on the Conway Scenic Railroad but I'm sure it can be found through any bookstore or online.

As the cold winds of winter blow in, all but the hardiest of garden railroaders have moved inside here in New England. What better time than now to catch up on some very interesting railroad related reading!

Happy Railroading! Stumpy

WB&S Gold Spike Announcement

Article submitted by Harlow Richardson

Hill Country Gazette, Wimberley, Texas. The WB&S Railroad celebrates with a "Golden Spike" ceremony. This hill country reporter was amazed with the massive influx of people from all over the United States and Canada on Saturday, April 26th, 2003 to witness the driving of the final railroad spikes marking the completion of the main line of the Wimberley, Blanco & Southern Railroad. With parking along both sides of River Road looking more like "Wimberley Market Days" than a celebration of a railroad milestone, the atmosphere was one of jubilation and accomplishment.

At 2PM in the clear, spring like afternoon about 150 dignitaries and invited guests assembled on the high cliffs overlooking the spot on the railroad where the final spikes



"Triple Heading on the Mountain Division", shows the happy celebrants enjoying the ride through the beautiful Texas Hill Country.

were to be ceremoniously driven to mark the official opening of the main line of the railroad. This ceremony was reminiscent of the one that took place in 1869 at Promontory, Utah to mark the completion of the first transcontinental railroad. In fact, there was a direct link between the Promontory ceremony and the one being held today. Lisi Edwards, a great-great-great granddaughter of John Todd, who gave the benediction at the 1869 ceremony, opened the Wimberley festivities with her own version.

Just as in the Promontory ceremony the final railroad spikes, gold and silver were driven in by railroad officials, and then two steam locomotives ceremoniously touched their front pilots. Bob Hornsby, Bill Laird, and Nick Edwards shared the honor of driving home the gold spike. This was followed by the eight members of the "WB&S Track Gang" and Harvey House operations who drove in the silver spikes. The track gang had played a major role in building the railroads newly completed mountain division. The Harvey House is the food preparation and serving arm of the railroad and was responsible for seeing that the railroad workers were well fed during construction.

Following the driving of the symbolic railroad spikes, two steam powered locomotives cautiously approached from opposite directions. As the NM&W Consolidation and the WB&S (nee Pennsy E-6) Atlantic touched their front pilots the railroad line was officially pronounced as completed, to the thunderous applause and cheering of the attending celebrants. Throughout the remainder of the day and well into the evening special excursion trains took all who wanted a ride for a trip over the newly completed railroad route.

Bill Laird, General Superintendent, Operations - Editor

Editor's Note: An internet web site is currently being constructed with numerous photographs of the occasion and the address of the site will be distributed by e-mail at a future date.



"One Happy Railroad Barron", captures the expression of pure joy at the moment the locomotive pilots touch, marking the completion of the WB&S main line.

"A Grand Turn-Out on a Picture Perfect Day", shows the assembled group as the ceremony is in progress.



Scenes From Larry Goodhue's Steam-up



A view of Larry Goodhue's Steamup



Mike Hillhouse and daughter Kayla prep

Mike Hillhouse's Accucraft Mich-Cal Shay



Larry Goodhue gets assistance from TJ Rapson in getting his Roundhouse #24 ready for a run



Norm Saley's scratchbuilt 4-6-0 with its new Whaleback Tender

Scenes From the 2003 Boomer's

Larry Goodhue helps Mike Hillhouse prep his Accucraft Shay as Kayla Hillhouse and Jane Chadbourne look on.



Larry Goodhue's Accucraft RGS C-16 with a full train.



Larry Goodhue's Rio Grande Southern C-16



Mike Hillhouse, Jim Curry and Mike McCormack



Nonantum Hill Garden Railway by John and Mary Mullen

Our layout, the Nonantum Hill Garden Railway, was one of 20 gardens featured on the City of Newton (Massachusetts) Garden Tour on Saturday, June 7. We had more than 150 visitors to our small backyard on that day, despite the occasional rain showers! We ran trains from 9:30 to 3:00, on two loops along with a point-to-point trolley on an elevated trestle that I built this year with the help of John Carroll. John was with us all day, running trains and answering questions, along with our neighbor Fred Malouf (who is now talking about setting up track on his deck.) The local cable TV representative came with a camera early Saturday and photographed the layout. It was great fun seeing people come up the walk beside our house and stop still as they saw the trains — the “wow” effect, as we called it. People had a lot of questions about the trains and the plantings, and the remarks in the guest book testify that everyone really enjoyed their stop at Nonantum Hill.

The week before the garden tour we had been interviewed by the local newspaper, the Newton Tab, and the article was featured on the front page, drawing a lot of interest in the “train garden” — many of our visitors referenced the article and were intrigued by the concept of running trains outdoors in a garden. We received phone calls and letters from people who read the Tab but were unable to come on the tour day so we invited them to come on Sunday when we were also running trains for the other gardeners and volunteers from the Newton Pride Committee which sponsored the tour. On Sunday we had an additional 70 or more people visit, including some neighbors and local friends. One of the letters we received was from a train enthusiast in Chicago - his daughter had emailed him the Tab article, so we set up a time for him to visit the following week when he was coming to Newton.

It was great sharing our hobby with so many people and helping to introduce the concept of garden railways to so many new friends!

TYPES OF PLANTS THE MULLEN'S USE.

We use a lot of varieties of the herb thyme, several types of small Bonsai trees - cypress, balsams, pines - heathers, and Irish moss in many spots to simulate lawn or pastures.



Chapel in foreground: lavender alyssum sedum dwarf Mugo pine Pontilla (yellow flower) Blue-eyed grass



Overhead shot: dwarf Alberta Spruce (about 2' now, five years in garden) Japanese Maple, dwarf red threadleaf Golden cypress Veronica (pink) Irish moss



2 train shot: Japanese Maple, dwarf red threadleaf Pacific Blue Juniper Creeping thyme (on wall, with pink blossoms) Lower area - Pontilla, citrus thyme, dianthus



Picture with train coming to crossing: dwarf balsams Woolly thyme Sandwort (white blossoms) sedum Irish moss (lawn)

We'd love to set up an open house so you folks up North who are so inclined could visit, if you can tolerate seeing only those LGB trains.....
Jack and Mary

Just FYI, I met with the gentleman Ken Hawes spoke about at a Club meeting (that sells fake rocks out of his home in Amherst...actually he sells them out of the back of his pickup truck). They are very real looking (with ground up granite and mica particles in the resin), and he sells certain standard stuff, but his supplier will custom make anything you want. They are a bit pricey, however. I may use 2 or 3 of his larger rocks (about 2 to 3 foot cubed) in expanding my waterfall feature, as weight is a large factor in that expansion. I figure the purchase of one rock that is about 2x3x1.5, another that is about 3x3x1, and the third that is about 2.5x3x1.5 will cost about \$500. This is a lot more expensive than real rocks, but as my expansion will be going over a tunneled walkway, having about 30 pounds of weight overhead seems a whole lot safer than having 1000 pounds overhead. I have one of his brochures, and his card, in the event anyone wants to see the info.

Larry Goodhue