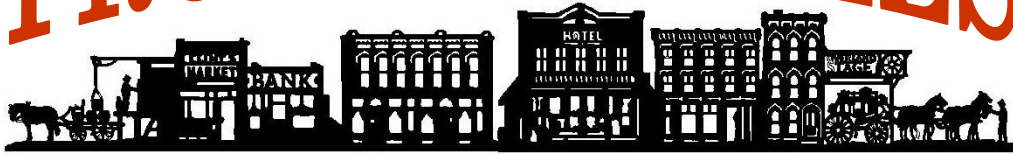


FRONTIER TIMES



Volume 19 Issue 8 April 2023

Big Snowfall Melts Quickly

The 2023 snowmobile season had a strong finish with a very large storm system dumping over 30 inches of snow in parts of the Frontier. It however got zero cold support and began melting almost immediately.

As with the previous snowfall, the ground was not frozen and huge water holes filled up quickly. Add in high winds following the snow, massive drifts blocked many trails.



Groomers did what they could. At first packing the snow, then making additional runs grooming. Road crossings present very high banks to open, drifting snow needs repeated effort to keep clear, and water holes opened up everywhere.

The 2023 season may likely go down as having received a much greater than normal snowfall, with the fewest number of days the trails were open.

Looking back to December and the early snowfall received, the club was unable to open the trails due to hunting season. Then the thaw of Christmas occurred in

28" fell in Delanson March 13-14th.

time to see no snow on the ground for New Years Day. Very little snowfall in January or February, left the trails closed. March got dumped on, numerous storms hit but warm ground and no cold spell following any of the storms meant



Sourced from ABC News 10

Continued on page 3

Club Elections To Be Held At April Meeting

Please come out to the club meeting this Wednesday and cast a vote for the leadership of the club. Meet the officers and board members. Many trail bosses will be present as well.



Club members enjoy dinner before the March meeting at the Maple Inn in East Berne.

East Berne Adopt-a-highway

9am on Sunday, April 16th
East Berne Mobil/Stewarts

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Trail Log



Club Membership stands at 340 as of 3-31-2023

Secretary Position Open

Frontier Sno Riders are asking the membership for a volunteer to take on the Secretary office. The club Secretary is an important officer and is needed to record the business of the club at meetings. If you or someone you know can attend most meetings, please volunteer. Contact President Gerry Lenseth at 518-330-7373.

Trail Boss Position Open

Town of Wright Trail Boss Joel Church is stepping down as he has moved out of the area. The Club is looking for an individual who can oversee the maintenance of C7B from the junction of C7E in Schenectady County south to Gage Road in Albany County. Contact President Gerry Lenseth at 518-330-7373.



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Northern Area

Burtonsville/Charleston C7E - Yancey Zimmer -

Mariaville C7B - Mark VanWoeart -

Sloansville C7F - Laudy Hoyenga -

Central Area

Esperance/Delanson C7E - Tom Rulison -

Duanesburg C7B/S70 - Casey LeClair -

Wright C7B - Joel Church -

Southern Area

Township S70 - Skip Murrell -

Knox C7B - Zach Simeon -

Maple Inn S73 - Don Bauer -

East Berrne C7B/S72 - Brian Buchardt -

Club Elections

President, VP and Treasurer positions are currently uncontested. Secretary position is OPEN with no candidates!

Board positions for a three year term with 2 Directors and 2 Trustee positions will be selected. Zach Simeon and Chad Saddlemire are incumbants. Mike Riek is also a candidate. One position is OPEN with no candidate.

Write in candidates will be accepted up to the elections. Club members are needed to volunteer time and talent to ensure that Frontier will continue to operate as an organization in your community.

Club Meeting
April 12th 7 pm
Back Barn Brewing
Company



Continued from page 1

mud. Thus the trails only stayed open a few days after each storm.

It has surely been a challenging season. The club is still looking for volunteers to fill the secretary and trail boss positions. Please consider helping your club, volunteer. Multiple trail closures have fragmented the club in Wright and Duanesburg. The reasons are due to a few riders not following the rules and shutting down trails for all. Our landowners are why we have trails. If we lose their support, we lose the trails. Only through spreading the word to these misguided individuals that what they are doing is hurting so many. Social media is an excellent place to reach the uninformed. From whether they need to find out if the trails are open to when the next club meeting or work party is to be held. The more we communicate local snowmobile issues, the better our chances are for great riding.



Hopefully next year brings better luck and wiser riders!

Rt443 highway crossing in East Berne. Snow melted quickly.

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Frontier Sno Riders



The Ghost Trains of Maine

For the last few years three other club members and myself plan one long distance trip on snowmobile each season.



Our base camp in Rangeley, Maine

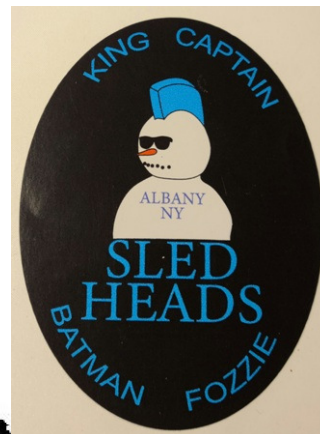
Each trip has a goal to reach, a challenge to meet. This year we would be seeking two goals on the same trip.

We have started each journey from Rangeley, Maine and this year would be no different. The youngest of our foursome, Andy Fielding provides the starting base. His folks host the Sledheads at their camp in town.

Our group, self-proclaimed the Sledheads, enjoy riding snowmobiles and telling tall tales about the adventures we have to anyone willing to listen.

First goal this year would be the B-52 crash site located northeast of Greenville, Maine. In the past we had thought about making this an over-

Wherever the Sledheads ride, they look to place this sticker. Report if you find one!



Continued on page 4



Groomer Locations 2022

Charleston/Burtonsville
Skandics (2)

Mariaville
Gator 825i

Sloansville
Jeep

Duanesburg/Wright
Gator 825i + Skandic

Esperance/Delanson
Pisten Bully 70

Knox/Township
Pisten Bully 100

East Berne/Thacher
Park
Skandics (2)

Note: many locations will
overlap coverage.

Continued from page 3 night trip. However, we had been doing two overnights on our long distance trips, so this just would not do. Andy plotted a route which would put the B-52 site in it. The second goal was a bit more ambitious, the Ghost Trains. We had talked about going up there for a couple years and this was the year to do it. To go this distance would require three overnights instead of two. The Ghost Trains are located in a remote area north of Baxter State Park. A pair of locomotives were abandoned in the 1930s after it was deemed too costly to remove them by a logging company. The company had hauled in the locomotives in pieces and assembled them to run on a short line moving timber from one lake to another.



The wide smooth trails of the Arnold club

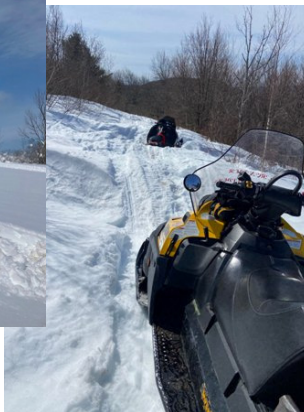
A couple days before hitting the road, I decided to Google the location of Libby Camps, our overnight stop beyond the Ghost Trains. I was shocked at the distance north we had to travel. I thought perhaps there was more than one Libby Camps, this one I looked up must be the northern camp. We had to be staying at a camp further south! Andy assured me there was only one Libby Camps, and yes it was way up north. Driving to Rangely from Frontier land takes about seven hours in good weather. We did not leave as early in the morning as we normally have, because there would be no riding until the following day.

Continued on page 5

Snowmobile Rescues



Trail Boss Brian Buchardt and Matt Lord recovered multiple stuck snowmobiles.



Frontier Sno Riders



Continued from page 4 Packing for a three-day trip requires lots of storage. Some of us would be sporting backpacks while we all would carry storage bins and spare fuel tanks.



Gerry Lenseth and Brian Buchardt relax after lunch.

With a good early start from Rangeley, we quickly made our way into the Arnold Trail System which is based out of Eustis/Stratton area. Trails were groomed to perfection here. After crossing the Dead River, we entered the Coburn Club trails. While not as flat as Arnold, they were still plenty fun. Entering West Forks, we locate our first fuel stop at Berry's General Store. Traveling a short distance south, we grabbed lunch at the Kennebec River Brewery, Northern Outdoors, in The Forks. Onwards we rode through some remote country reaching the Greenville trails in late afternoon. We decided to check in to the motel to drop off our gear, then go try to find the B-52 site before returning to town for dinner. The B-52 crash site was about 15 miles out of town. The trail was in great shape and followed very good signage up the mountain. There were a number of folks visiting the site when we

Continued on page 6

Trail Marshal says...

Lend a hand now to help put away the snowmobile trails until next season. Gates closed, signs pulled, and machines summarized.



dreamstime.com

Club Folks



Club Officers

President	Gerry Lenseth	330-7373
Vice Pres	Mary Ann Nickloy	895-2595
Treasurer	Tammy Saddlemire	872-2125
Secretary	Your Name	555-2368

Board of Trustees

Christine Rulison
Tom Rulison
Chris Bukowski
Rob Howard
Bob Meyer
Chad Saddlemire

Board of Directors

Don Bauer
Laudy Hoyenga
Matt Lord
Karl Pritchard
Joel Church
Zach Simeon

Trail Boss Contacts

Brian Buchardt	East Berne	872-1878
Don Bauer	Warner Lake	337-1985
Zach Simeon	Knox	860-2325
Skip Murrell	Township	867-1235
Available	Wright	
Casey LeClair	Duanesburg	
Tom Rulison	Esperance	875-9229
Laudy Hoyenga	Sloansville	868-2092
Mark VanWoeart	Mariaville	376-0063
Scott Claus	Burtonsville	848-0524
Yancey Zimmer	Charleston	657-9588

Support Staff

Equipment Boss	Tom Rulison
Membership Administrator	Gerry Lenseth
Grant Administrator	Christine Rulison
Trail GPS/GIS	Matt Lord
Safety & Education	MaryAnn Nickloy
Elections	Bob Meyer
Website	Randy Stein
FaceBook	Chris Bukowski
Remind	Mary Ann Nickloy
Instagram	Kimmy Riek
Newsletter Editor	Joel Church





A plaque honoring the crew of the B-52.

arrived. Snow covered all the wreckage pieces. A plaque marked the location with the names of the airmen lost to the tragedy.

We zoomed back into town and located a fine restaurant for dinner, the Dockside Inn and Tavern. We had been to Greenville a couple years earlier, but had travelled only on the westside of the village. Getting around town was easy thanks to good signage, even in the dark. One trail even crosses the bay on Moosehead Lake with signs posted on the ice!



Andy Fielding and part of the B-52 landing gear.

Day two saw us leave bright and early, we would ride north to the next village for a breakfast stop. The weather was fantastic, sunny yet cold. Rolling hills with mountains in the distance made for a scenic ride.



The walls of the Kokadjo Trading Post.

Into the small community of Kokadjo we rode and had breakfast at the Trading Post. Be prepared for an unusual dining experience, as your hosts are a couple of real characters.

From Kokadjo, we left the electric grid and civilization behind. Our next stop would be a critical refueling point. If we did not find fuel at Chesuncook Lake House, we would have to return to Kokadjo. Even with the extra fuel we were carrying, it might not be enough to get us to Libby Camps.

To add to the drama, the trail is unmarked north of Chesuncook Lake House. Fortunately, the weather was good and there were other folks out riding. The views of Mount Katahdin loomed ever larger as we approached.



Chesuncook Lake House. A welcome outpost.

Chesuncook Lake House is set on the west shore of its namesake. The building has been



Continued from page 6 rebuilt after a fire destroyed much of it a number of years ago. It is serving only snacks and selling fuel at this point.



Out in the middle of Chamberlain Lake.

After refueling, we set off across the lake, heading into the wilderness following only tracks in the snow. Passing over a couple of small ponds we came to Chamberlain Lake. From here we rode about 12 miles up the lake. Care had to be taken as large snow drifts created exciting jumps. Here Club President Gerry Lenseth, in true Sledhead form, perfected exiting his snowmobile over a large drift! Luckily his sled carried on down the lake and coasted to a stop. Other than a good tumble, he was fine. Nearing the north end of the lake, we found a narrow trail through the woods passed old



Engineer Buchardt?

these great iron beasts rest with dense forest all around. Remnants of old rail cars can be found

steam engine works. We found the Ghost Trains about a mile north near the shore of Eagle Lake. Here



The Ghost Trains.

on the rail bed leading from the engines. After inspecting the locomotives, we back tracked to Chamberlain Lake. Once on the lake, we hugged the eastern shore line

looking for a trail. We soon located it but found the trail ungroomed. A group of snowmobiles approached and advised against that trail as it was rough. We decided to take another trail to Libby Camps, it was further down the lake about five miles.

After passing some ice fisherman we saw a lone snowmobile approaching and wanted to ask if we were heading in the right direction for the trail. It turned out to be a Maine Game Warden. He observed our registration stickers and told us we should see the trail in about a mile. Once off the lake we found the trail groomed and set our sights on reaching Libby Camps before sunset. Libby Camps was a welcome sight, located on Millinocket Lake (the northern one), there are about five log cabins and a main lodge. We refueled the snowmobiles and got settled in our cabin.

There was room for eight and a full bath. Dinner and breakfast are served in the main



The Sledheads cabin at Libby Camps.

lodge. The food was outstanding. Due to the camp being well off the grid, they shutdown the generator at 9pm and back on at 6am. There is gas lighting and a wood stove for heat. I got volunteered to keep wood in the stove as I was in the bed nearest.

Continued on page 8



Continued from page 7



With room for 8 and a wood stove for heat.

Breakfast was served promptly at 7:00 and we were on the trail by 8:45. We were sorry our stay was so short. Riding south now east of Baxter State Park, the groomed trails were fantastic. A moose even made an appearance and we waited for him to move off the trail. Sometime passed noon we found Knife Edge Brewing, north of Millinocket. Here we filled up on fuel and food. It was a busy place, lots of snowmobiles being rented from them. We cruised back towards Greenville arriving just about sundown. After checking into the motel, we headed for Kelly's Landing for dinner. This is where we stayed a couple years ago. On the ride back to the motel we rode out onto Moosehead Lake and I used my GPS to guide us around the long point and back into the bay. Up ahead a moose walks the trail. Nothing like riding an unfamiliar lake at night. The next morning, we returned to Kelly's Land-



Up ahead a moose walks the trail.

ing via the lake for breakfast. Refueling before leaving town was next on the agenda only to get split up barely out of town. One wrong turn led to a slight delay before getting us all back together.



Moosehead Lake from Kelly's Landing, Greenville.

Our journey on the final day was nearly a back track. We opted for lunch at the Trail's End in Eustis after finding the Tea Pond Lodge overrun with snowmobiles. It was a late lunch but the breakfast we had held us fine. We rolled into Rangeley and stopped at Moose Ally to celebrate. Our favorite watering hole in Maine has recliners positioned around a fire pit. Just what you need after a long day's ride! It was an amazing 617-mile trip. The weather



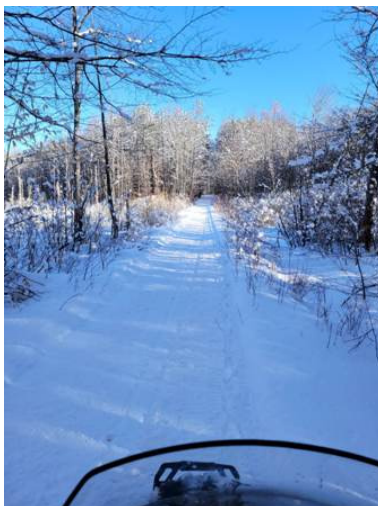
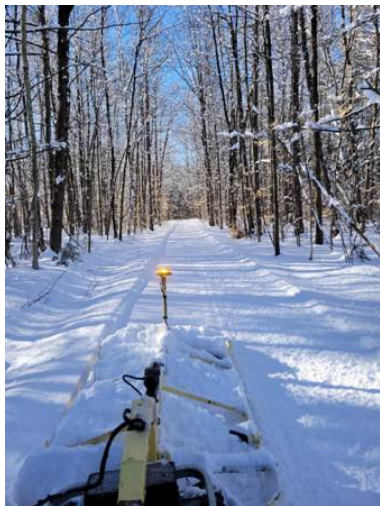
The four Sledheads in Moose Ally, Rangeley.

worked out great. With calculated trip planning and some good luck thrown in, the Sledheads survived another adventure. Joel Church



Trail Boss Pics

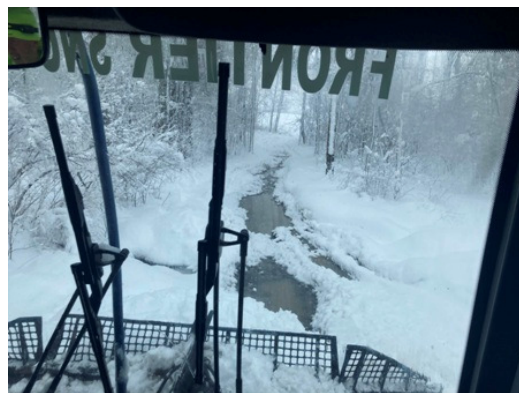
At right, trail C7E groomed to perfection in the Charleston State Forest. Far right, PB100 is ready for the big storm.



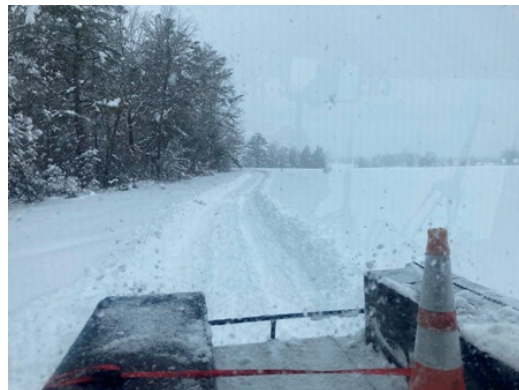
The PB70 arrives at junction of C7B and C7E in Delanson.



Below right, the PB100 cuts a path through the deep snow in East Berne.



The PB100 crosses the Carver Bridge on C7B.



Trail Boss Pics



Trail Boss Tom Rulison grooms C7E with PB70.



Matt Lord checks the snow depth!



The mud and water begin to appear.



Before and after of 13' Skandic.



Into the night the grooming continues.



The PB100 breaking open the East Berne trails.





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