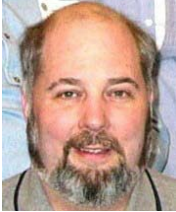


President - Mark Ferracane Vice Pres - Geof Smith
Treasurer - Chuck Tremblay Editor - Roland Kelley

Editor - Northeast Ntrak, 41 Easy Street, Lowell, MA 01850-1731, or
e-mail: NortheastNtrak@msn.com Web Site - www.northeastntrak.org



President's Message Mark Ferracane

Well, I want to thank everyone who came to the Annual Meeting at the Bay State Model Railroad Museum. The meeting went well. We had many members who had never been to the Club for the first time. I had mentioned that we will be imposing a fine system for members who show up at shows without their name tag or Club shirt. The Shirts are available from UNIFIRST. Also they have the Panther Vision caps. They have our logo on file. There is two ways to get the shirts, Call 1-800-455-7654 or go to www.shopunifirst.com.

Anyway, we WILL NOT be doing the Taunton show. Since it would be a point to point layout. I hope that we can do all the shows listed on the schedule this season. This season we have a few new members who have stepped up to coordinate shows. Please give them as much help as possible. They will appreciate it. At the meeting we discussed a number of topics, one was dues. The new Dues will be \$11.00 for the Electronic National newsletter and \$20 for the Print Version. Bob Pawlak is our new Treasurer. If you have not renewed your Membership yet, please do it today! Send him your dues. Robert Pawlak, 18 Burroughs Road, Lexington, MA 02420.

We still have some openings for Winterfest duties. We need Judges and coordinators for the Contests. Please volunteer today!

A few years ago I mentioned that the Club should buy a Trailer to transport modules. I still think we should get one. We can get an Enclosed 6x12 trailer with a Ramp door for under \$2000. If we got one we would need a place to store it between shows. It would be a lot easier to get a bigger layout to shows. Also, it would take the burden off people who do not have much room in their vehicles. Also if there is someone who cannot Transport a Module, it will help out a lot. And we hope to have Module Kits available soon. The Website will be changed BEFORE September. We will be adding a secure section for Members Only. It will allow us to put up the membership roster and other private information there. Til next Month!
Mark

Annual Business Meeting by Roland Kelley



The annual business meeting this year was held at the Bay State Model Railroad Museum in Roslindale. The club has both "N" scale and "HO" scale layouts and we had a chance to run trains. The day started with looking around and running trains. Then the meeting was called to order by President Mark Ferracane.

It was announced that Chuck would be stepping down as Treasurer and that Bob Pawlak would be taking his place. Also Ed Smith would be stepping down as the keeper of the web site. Mark Ferracane will be taking over that job. Both of these changes will be phased in over the next few months.

Dues are due and they have been changed for the coming year. If you will received the National Newsletter electronically the annual dues will be \$11.00. If you would like to continue to received the National Newsletter in print your dues will be \$20.00.

Bob Pawlak will be stepping down as Chainman of Winterfest. Bob Fallier will be taking over. This coming January Bob Pawlak will help Bob Fallier to learn the ropes.

After this news it was time to elect the officers for the coming year. Here they are:

President - Mark Ferracane
Vice President - Geof Smith
Treasurer - Robert Pawlak (Chuck Tremblay will continue to assist until the cut-over is complete)
Editor - Roland Kelley
Winterfest Chainman - Bob Fallier (Bob Pawlak will assist him with the upcoming show in January 2013)

The meeting was adjourned and everyone had pizza for lunch and ran trains.

2012-2013 NENtrak SHOW PARTICIPATION SCHEDULE

October 7, 2012 Pepperell Siding Show, Varnum Brook Elementary School, Pepperell, MA

Set up 7:00am - Show 10am to 4pm
Coordinator: John Doehring - 978-433-6337

October 27-30, 2012 South Shore Model Railroad Club Show, 19 Fort Hill Street, Hingham, MA.

Set up 7:00am - Show 9am to 4pm
Coordinator: Geof Smith - 781-214-9401

November 4, 2012 Bedford Boomers, McKelvie Middle School, Bedford, NH

Set up 8am - Show 9am to 5pm
Coordinator: Mike Walker - 603-426-8620

November 17-18, 2012 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm
Coordinator: Frank Dignan - 508-866-9660

Jan 11, 2013, SSMRC Boy Scout Show, 19 Fort Hill Street, Hingham, MA, South Shore Model Railroad Club

Set up 7:00am - Show 9am to 4pm
Coordinator: Geoff Smith - 781-214-9401

Jan 25-27, 2013 Winterfest, Springfield, MA Amherst Railway Society - Big Railroad Hobby Show

Big "E" Exposition Center, West Springfield, MA
Set-up Fri noon to 5pm & Sat 7am to 9am
Show Sat 9am to 5pm - Sun 10am to 5pm
Layout Coordinator: Dan Pawling Jr., 617-244-5261
Winterfest Co-Chairman: Bob Fallier - 603-465-3785
Bob Pawlak - 781-862-2485

Feb 16-17, 2013 National Heritage Museum, Lexington, MA

Set up Fri 1pm - 4:30pm & Sat 7:30am to 10:00am
Show Sat 10am to 4:30pm - Sun noon to 4:00pm
Coordinator: Bob Pawlak - 781-862-2485

March (Not listed yet) 2013 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm
Coordinator: Frank Dignan - 508-866-9660

April 7, 2013 Rochester Boy Scout Troop 357, Rochester Community Center, 150 Wakefield St., Rochester, NH

Set-up 8am - Show 10am to 4pm
Coordinator: Dick Brotherton - 603-767-3449

April 21, 2013 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up 8am - Show 10am to 4pm
Coordinator: Ron Wood - 603-320-0639

Show Dates **Subject to Change**...Check Newsletters for Updates. Please check schedule for errors and send up dates to Roland at: northeastntrak@msn.com Thanks for your help.

GREX 5250 **By Chuck Tremblay**

In late 2009, I had the opportunity to head out to Arizona and spend 4 days rail fanning along the old Santa Fe, now BNSF, mainline across the state. In Williams, where the Grand Canyon Railroad originates I came across an unusual piece of rolling stock, GREX 5250.



The GREX 5350, or "Slot Machine", is an articulated, self-propelled gondola with a mobile "digger". It is available in two sizes, 178 and 378 feet in length. The digger is a standard Cat excavator that rides on treads. With a crane it can be removed and used separately on the ground if needed. It specifically does not go on top of the load, it needs to stay below the sides for safety purposes and to prevent it from falling off.

There are no ends on the gondolas, it is like a single car. None of the diagrams I can find give details of the design of the articulating joints, but I am sure there are movable plates on the sides and bottom to keep the load inside. This was on a raised, fenced off, roadbed so I couldn't see inside.

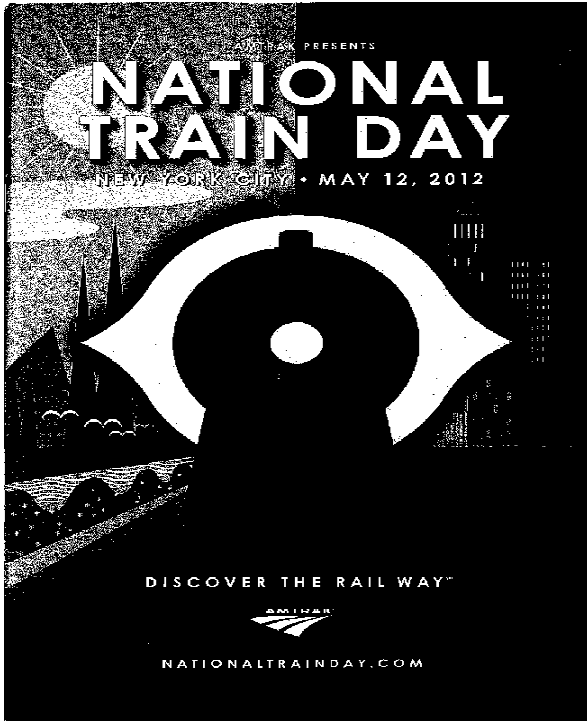
I first researched this thing a few years ago. When I looked today I found a PDF file which shows how a second loader can move material around that the digger brings in. They have also developed a second similar machine, the SPS (Self Powered Slot) which has a larger "locomotive" section and can move at track speed (40-55 MPH).

http://www.georgetownrail.com/materialHandling/slot_machine.php

Welcome New Member

Holly Whitney 603-537-1120
5 Wilson Ave.
Derry, NH 03038 email - holly@bbeng.com

Holly had been in the hobby for 7 years, a teacher and a supporter of YMR (Youth in Model Railroading).



Fifth National Train Day in NYC
Story and photos by Dan Pawling, Sr.

The Fifth National Train Day Expo in NYC was held in Grand Central Terminal on May 12, 2012 because construction at Penn Station pre-empted the usual show there. Two adjacent platforms serving four tracks gave visitors excellent access to the trains. The 40th Anniversary AMTRAK train was there minus one of the usual two locomotives, plus an Acela train set, some special AMTRAK CARS, Metro-North's brand new M-8 EMU commuter cars, LIRR diesel switchers and several historic Private cars. Here are some shots:



The Acela train set is nosed right up to the end-of-track bumper on track 36 and was open for visitors to walk through



AMTRAK's anniversary logo on the baggage car door of the special train



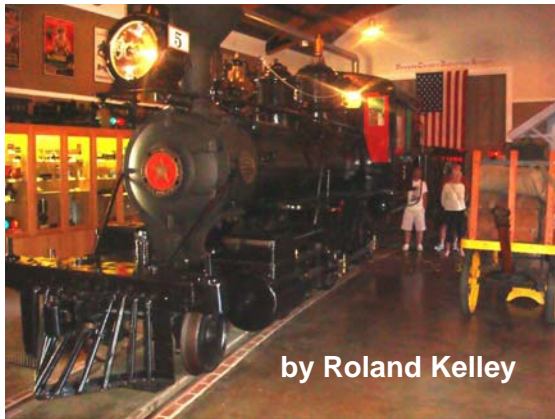
AMTRAK 822, a GE P40, the lead engine on the Anniversary train.



Visitors have gone through the Acela on the left and are starting thru the Anniversary train on the right.

Continued next month.

Nevada County Narrow Gauge Railroad Museum



by Roland Kelley

Engine No.5

NCNGRR Engine No.5, an 1875 Baldwin 2-6-0 mogul, first saw duty for the Carson Tahoe Lumber & Fluming Company in Carson City, Nevada. The 26-ton locomotive, named "Tahoe", was one of a pair, her "sister" being the "Glenbrook". The "Tahoe Twins" traveled daily to the mill at Spooner Summit and each returned with six-flatcar trains of milled lumber.

The logging railroad was abandoned in 1898 and the equipment put up for sale. John F. Kidder, president of the NCNGRR, purchased the "Tahoe" on June 30, 1899. Included in the purchase were eight flat cars and four tank cars. Kidder also acquired a 0-6-0 Porter-Bell locomotive from the Lake Tahoe Railway, which became NCNGRR No. 4.

Engine No.5 arrived from Nevada on a Southern Pacific flat car and was unloaded at Colfax, California. As a wood burner with a recently rebuilt boiler, little was required to put it into immediate service and it quickly went to work pulling freight trains. No.5 had more weight on her drivers, and 25% more power than NCNG No.2, which until No.5's arrival, was the railroad's largest locomotive.

In February of 1913, Engine No.5's boiler was rebuilt at the Union Iron Works in San Francisco. Newly refitted, she continued her most favored status on the NCNGRR. A disaster struck on August 30, 1915, that nearly brought the railroad to a halt. An early morning fire at the Grass Valley depot burned both engine houses and the machine shop. Parked inside the building, Engine No.3 burned beyond repair and No.6 was heavily damaged.

Engines No. 5 and No. 2 had luckily been sitting outside the machine shop and had only their cabs and running boards burned off. The fire destroyed the tenders of all four locomotives. The fire burned away the wooden decking and sills as well as warping the steel sides of the water and oil tanks. (Evidence of the fire is visible today in the wavy pattern of the sheet metal on the sides of No.5's tender.) According to Johnny Nolan, the NCNG master mechanic, "the whole shop force worked around the clock to restore No. 5 to service without a cab. In less than two days they had the engine running!" For several weeks engine No. 5 pulled trains without the benefit of a cab and the engine

crew had to hang onto a specially built railing when going into curves. Engine No.5 was soon fitted with a Baldwin replacement cab that was taller than the original.

In 1940, No. 5 nearly burned again when a tank car full of asphalt caught fire after a blowtorch was used to it to speed up the heating process. The depot building and the Kidder Mansion were not as lucky and suffered extensive damage. It was during this period that two larger locomotives, No.8 and No.9, pulled the heavy freight trains and No.5 was relegated to helper duty.

Down in Hollywood, Frank Lloyd Productions was shopping around for a narrow gauge locomotive to use for an upcoming movie. Bob Paine, the NCNG train master, went down to Hollywood and closed the deal that would make the aging No. 5 a star brighter than the one on her Baldwin spot plate. No.5 was again rebuilt, including replacing tires on the wheels, and the installation of an all steel cab and running boards from the recently scrapped No 7. The engine was loaded on a truck and then transferred to a flat car at Colfax for the trip to Hollywood and her new career in motion pictures.

Engine No.5 appeared in the opening scene of the 1942 release of "The Spoilers" starring John Wayne, Marlene Dietrich, and Randolph Scott. With its whistle blowing and bell ringing, it moved onto the screen evoking a romantic vision of steam trains during Alaska's Gold Rush. The engine went on to appear in many motion pictures, TV movies, and TV episodes.

After 1977, Engine No. 5 sat somewhat forgotten beside the train station set on the Denver Street back lot of Universal Studios. The locomotive and one stock car were used in one more bit spot in "Twilight Zone-The Movie" in 1979.

In August of 1983 the Nevada County Historical Society's president, Madelyn Helling, and director, Cliff Sommerstomm, formed the "Friends of the Narrow Gauge". A group member, John Christensen wrote, "As the group's acquisition officer and vice chairman I set out looking for narrow gauge artifacts and equipment... By 1984, I had set my sights on old NCNG No. 5 and started writing to Universal Studios. By early 1985, I was able to open a dialogue with Universal Studios and along with other officers of NCHS and the Transportation Museum Division was able to negotiate a museum loan of Engine No. 5 and six other pieces of equipment."

On May 10, 1985, Engine No. 5 returned to Nevada County and is now on exhibit at the Nevada County Narrow Gauge Railroad Museum in Nevada City, California.

Sources:

1. "Nevada County Narrow Gauge by Gerald M. Best.
2. Universal Studios.
3. "In Search of the Nevada County Narrow Gauge" by John Christensen.
4. "The Studios Trains" (author unknown)
5. "A Tale of Two Cities and a Train by Juanita Kennedy Browne.