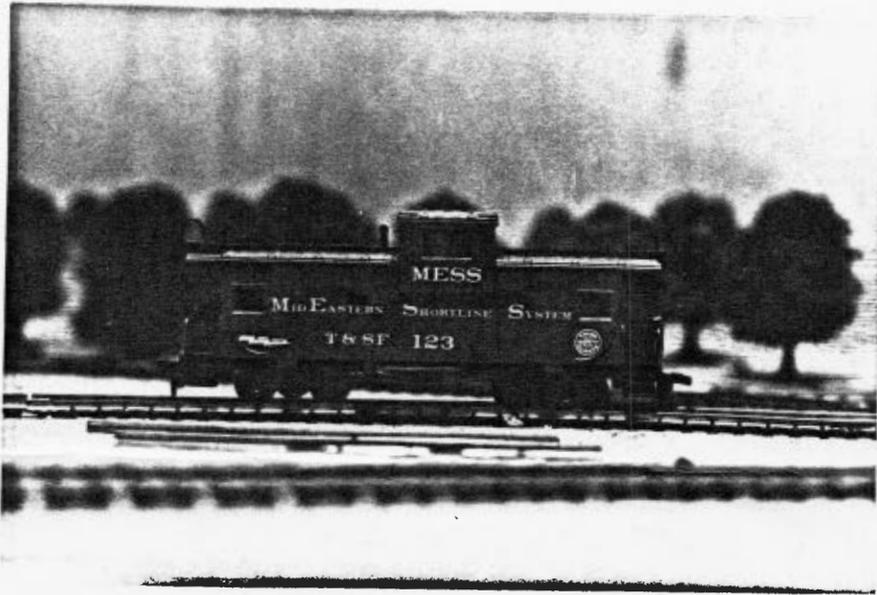




Issue #2 November-December

Mid Eastern Shortline System (MESS) Caboose. Painted and lettered by Ted Bedell for his Tonica and Santa Fe Rwy., which is a member of the MESS. →



Engines #2001 & 2002 owned by the Providence & Worcester Railroad. ↓ (Gerry Dobey)

Engine #2003 owned by the Providence & Worcester RR. An article on the P&W history and locomotive data inside. (Gerry Dobey)



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FROM THE CAB

As you can see, this issue is much bigger than the first. Hopefully the next issue will be even bigger.

I know that the last issue was late, I admit it. But this issue is early to make up for it. Our next issue should be on time, but that is out of my hands. In the next issue I am going to give our associate editor Bruce Wolfeld a try at the throttle. So if you want to send in an article for the next issue, send it to: Bruce Wolfeld 35 Forsythia La. Jericho NY 11753. I think Bruce is very competent and will do a good job.

Besides the size of this issue you may have noticed our cover. The new Depot logo was drawn by Ed Luzine Junior who simply sent in a letter saying that he thought the cover needed a change and he included the drawing. That is all you have to do to send in an article or anything.

PRESIDENT'S LETTER

This column is intended to be an editorial column for the president as well as a place to present regional news and information. We want the Depot to have a good mix between editorial and factual text coverage. This mix is important in making our newsletter the best amateur railroad publication around.

We do not wish to keep repeating ourselves, but the Depot must have articles written by you, the membership. I would rather not keep prodding you each issue, but would like to see members contribute articles on their own incentive (that means you). Interesting subject material abounds, all you need is some imagination, a pen and paper. After all, don't you think the Depot would get boring if the same people contributed articles time after time after time? Let's face it, I would bore you to death with my articles if there were no variety. So please, contact the editor and send in your articles; it's your

President's Letter Continued

newsletter.

I have many ideas/plans for the Northeastern Region. I would definitely like us to be more active than the TAMR. One of the best ways to be active is to go on railfanning trips and meet other members. We have a great region for railfanning. If you would like to see a certain area or railroad, drop me a line and I'll see if I can organize a trip. These trips make good writing material for the Depot.

In order to fully utilize our not-too-low-but-half-the-TAMR dues, we would like to provide a full list of benefits to our members. I would like to get out a double issue at least once a year. We will also be mailing out a regional membership directory each year. We hope to have the first one out by this January. We will also have printed membership cards. We are embarking on a new member recruiting program this year. All this, and more, can be done with the member's dues. The more members we have, the more benefits each member can receive. If you have a friend in modeling or railfanning, get him or her to join and, most important, support your region!

DEAR MEMBERS:

One of our members, Steve Haddock, was in a serious car accident on Saturday, October 28. At this writing he is still in the Huntington (N.Y.) hospital. He suffered a severe concussion, and was in a semi-comatose state for several days.

Steve is the author of the Mini-Convention article in the last issue. He is a LIRR fan to the utmost degree. I had gone on several railfanning trips with him in August and September, and the last time I saw him was on a trip to Montauk on October 3. Such a tragic accident could not have happened to a nicer guy. He was my best railfan friend, and I will visit him at the hospital as much as I can.

We at the NR administration are giving him a book entitled "The Railroad-What it is, What it does". I am sure he would appreciate hearing from you members out there. If you would like to send him a card or something, send it in care of my address, and I will give it to him at my next visit.

Steve, we all hope you recuperate quickly, and you have our best wishes.

TED BEDELL

If anyone would like to go on a railfanning trip in northern Pennsylvania, contact the President.

PERSONALIZING YOUR ROLLING STOCK

by Ted Bedell

Many modelers like to make up imaginary prototype railroads to model. This makes it easy to think of excuses for doing you want on your pike. You can have motive power combinations that will never be seen on a real prototype, or structures that do not conform to any one railroad's practices. In short, you can do what you want without someone saying "That is wrong". To give the prototype more personality, it is given a name. This name can then be applied to motive power, rolling stock, buildings etc. All you need is some paint and the appropriate decal sets. You can then get to work on your equipment.

Paint is the first consideration. Choose a color scheme that pleases you. If you have an airbrush, you can use any color you want to. If not, you should get your color in a spray can. If you insist on using a color not available in spray cans, you must resort to hand brushing your color from a bottle. If you decide to handbrush, I suggest you buy only one ounce of paint; this will cover at least ten 40' boxcars. If spraying from a can, you are usually forced to buy a three or four ounce can; much of the paint is lost in the air so you may wind up covering only six or eight locomotives anyway.

Handbrushing is a long, tedious project, so I would like to give you some advice. For me, handbrushing has been a necessity. In most cases, I find that giving the model two or three light coats of paint, with the last coat done very carefully, will eliminate all brush marks and provide a fairly even coating. One case when handbrushing works best is when a stripe is involved. My Tonica & Santa Fe Rwy. has a fairly wide yellow stripe down the length of the engines and cabooses. I could not use a decal stripe because they were not wide enough. I freelanced each stripe with just my eye and a thin brush. You may want to try using tape on either side of the to-be-stripped area, and either spray or brush it in. I have found that the paint tends to seep under the tape and make a rather nasty mess. Still, the easiest way to apply stripes is with decal stripes.

If you are spray painting, several light coats should be applied to the model. Spray painting should only be done in a well ventilated area. You should also set up a "paint box" to keep excess paint from flying all over the place. Before painting any model you should clean it off as best you can without ruining any mechanical parts. Paint should dry for a few days before going on to the next step in personalizing your equipment.

This step involves the lettering. The whole reason for painting rolling stock is to indicate who owns it. Your railroad's name should be applied, as any maintenance, capacity, or special equipment data. I use Walthers Decals because they have a very wide selection. Good quality decal sets are made by a number of other manufacturers (Herald King, Champion, etc.). The choice of brand name is up to you. I would suggest you get a complete catalog so you know what is available.

Personalizing your rolling Stock Continued

With a good pair of scissors, trim the Decal as close to the edge as possible. In the case of your own railroad's name, it may be necessary to cut each letter out separately from an alphabet sheet. Soak the decal in water for 5-15 seconds. Remove the paper backing and carefully apply the decal to your model. Now add a drop or two of Solvaset (available from Walthers or a local hobby shop) to soften the decal so it will snuggle down around rivets and other detail. Allow it to dry for several hours. A coat of DDV or Dulcoat should be applied to reduce the shine of the decals and provide a uniform finish.

Good decal work is essential to the credibility of your model; crooked and broken letters do not look very realistic. A roadnumber should be applied in an appropriate place. Personally that the more extra data and "small type" I apply, the better the model will look prototypically. I am referring to dimensional data, lading signs, warnings, instructions, and other information that can be seen on real equipment. The extent to which you do this depends on how much time you want to spend on each model.

My own railroad, the Tonica & Santa Fe Railway, is shaping up in just this manner. I have painted and lettered four locomotives, three cabooses, and I have recently started on a fleet of boxcars. The T&SF will be featured in a two-part article in the not-too-distant future.

THE HISTORY OF THE PROVIDENCE & WORCESTER RR

by Ted Tall

In 1828 the Blackstone Canal between Providence Rhode Island and Worcester Mass. was constructed. The canal was four feet deep and 45 feet wide and had 62 locks. For numerous reasons (one of which was a railroad from Postem to Worcester) the canal was a failure. It was put out of business for good by the construction of the Providence & Worcester which was incorporated in 1844. Much of the trackage follows the old canal route because the railroad bought much of the canal land.

The railroad was intended to service eleven towns that had a total population of 64,115 in 1840. The total cost of the institution and construction of the railroad was estimated to be between \$900,000 and \$1,000,000. The line was completed on October 20, 1847 and it was opened five days later. During that year the railroad recieved a government cotract to carry mail for the contract price of \$1,850 per year. From then on the railroad did well. As of May, 1848, there were two round trip passenger runs and one freight daily. The P&W owned 6 locomotives, 13 passenger cars, and 75 freight cars. A new locomotive would cost about \$7,000 at that time.

The railroad continued to prosper, and by 1853 the line had carried 636,285 passengers and 83,760 tons of freight. On October 12, 1853 the P&W had its' first major accident. Thirteen passengers were killed and many more were injured.

In 1855 the P&W started to experiment with coal burning engines and found them to be better than the old wood-burners.

In 1868 the P&W leased its' trackage from Woonsocket R.I. to Milford Mass. In the same year they built a line to

The History of the P&W Continued

the docks in east Providence.

In 1892 the Providence & Worcester RR took a 99 year lease with the New York, New Haven & Hartford RR (this lease is still in effect).

In its' last year of operations the P&W's profits were \$402,620

The Line Owned The Following:

37 locomotives
52 passenger cars
14 Express, baggage and mail cars
1199 Freight cars
15 Other cars

The engines in the power by MLW. #2003 was built in late 1974 and #2001 and #2002 were delivered in february 1974. They have what is called a crew comfort cab which was designed by MLW and CN. The cab is made for more comfort and to protect the crew in case of collision.

More information on this cab can be found in the december 1974 issue of BMC.

The P&W has just recieved the rights to operate the former conrail branch between Plainfield and Groton Ct. The P&W wants to expand even more . They have been doing very well.

Before I end this article I want to say that I see one reason why they have been doing so well. They are very considerate. When I asked for information they replied very, very quickly. I would like to thank them very much.

THE LINE NOW OWNES:

Locomotives		
# of	Type	HP
5	MLW B20-R	2,000
1	GE U18	1,800
2	Alco RS16	1,600
1	Alco RS15	1,500
1	GE U23	2,300

Freight Cars

600	Boxcars
83	Opentop Hoppers
T.O.F.C.	
88	45 foot trailers
350	40 foot containers

To All of Our Members:

Merry Christmas
AND
Happy New Year

RAILROAD STRUCTURES #1
Coaling Stations

by Bruce Wolfeld

There are many different types and sizes of coaling stations. The type a railroad builds is dependant on the location and the space available. The number of engines to be coaled and how much time it can take also determines the type of coaling station. The size of the station depends on whether the coal is supplied seasonally or all year and the amount of storage facilities necessary.

Coaling stations are usually located at all major yards, depots, and junction points. They are located anywhere else where engines must be refilled. The stations are usually located on a side track along with the water and sand supplies.

There are many ways a coaling station can operate. The earliest method was to shovel the coal directly from the coal cars into the tender. This method is to have some sort of crane dump buckets of coal over the tender. The crane can be either a stationary or traveling crane. It usually took five to ten minutes to coal a locomotive this way.

A third is to have a platform about 10-12 feet high or about the height of the tender. The coal is either shoveled onto the platform from coal cars on the ground or cars on a ramp 8-9' above the platform. The ramp can have a gradient of anywhere from three to eight feet per 100 feet (3-8%). The cars are pushed up the ramp by animals or an engine. When a locomotive is ready to be coaled the coal is shoveled or dumped by handcars into the tender.

The most advanced and most often modeled method of coaling locomotives are coaling towers or chutes at high elevations. The coal is lifted up to the top of the tower where it is stored. When it is needed a chute towards the bottom is opened and the coal comes out. The coal is raised by a ramp or a conveyor belt.

Of all the methods described in this article, this is the most rapid method of coaling a locomotive.

DRAWINGS ARE ON FOLLOWING PAGE

Bruce enjoys building structures and adds this note:

If anyone has a copy of Train Shed 'Cyclopedia #7
Buildings & Structures of American Railroads (part one),
 please contact me.

DRAWINGS OF COALING STATIONS

Bruce Wolfeld

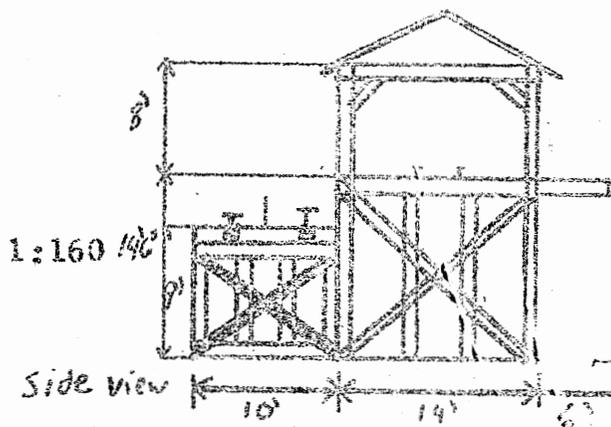


Fig. 1

Elevated Coal Shed-Northern Pacific Railroad. In this coal shed, the coal is shoveled from the coal cars into a jolly and then dumped into the tender when needed. The structure is 240 feet long, however, a model would be smaller.

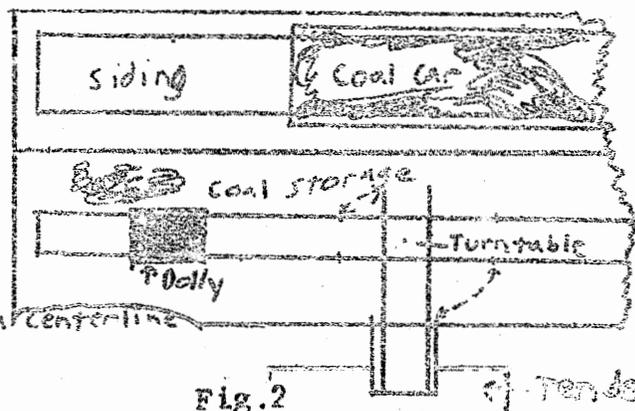


Fig. 2

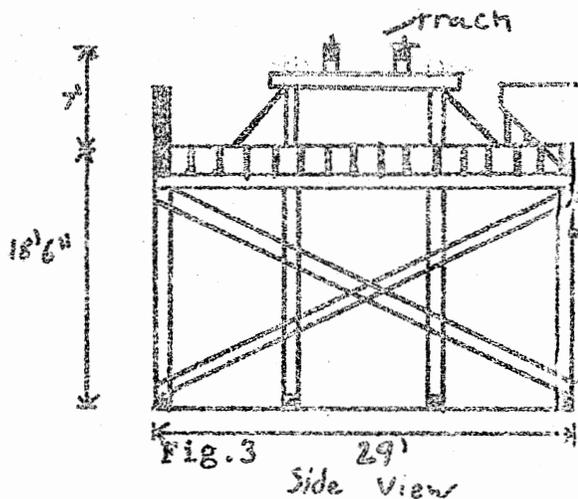
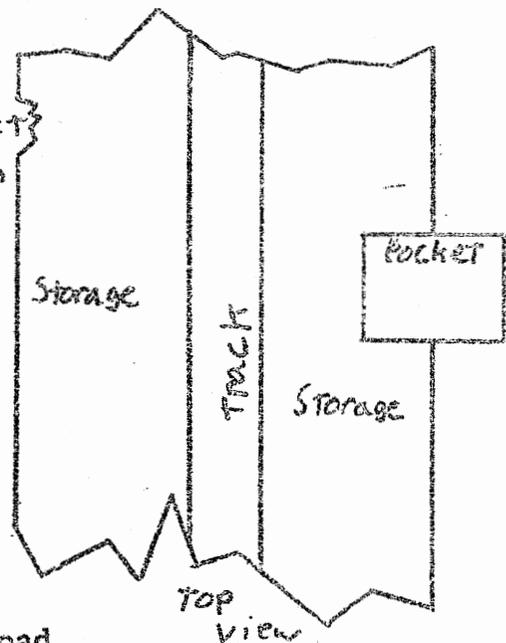


Fig. 3
Side View



Fig. 4



TOP VIEW

Coal chute-New Orleans & Northeastern Railroad.

In this coal chute, coal is dumped onto the platform from the track above, it then gets shovelled into the pockets and released when needed.

PROTOTYPE NEWS
Merge

AP (Ted Tait)

On November 16 two major railroads, The Seaboard Coast Lines and the Chessie System announced that they were going to merge. Both railroads believe that it is in the best interest of everyone. The merge will be done in a one million dollar stock swap. The merge will result in a 50-50 split in which the companies will be partners.

It seems that this is the season for merging!

RAILFANNING TRIP

by Bill Bishop

My brother hates trains (he says) but somehow I persuaded him to come to the port in Albany with me. Once again my bad luck held true as it was very windy and cold, and I forgot my camera.

We entered the port area from the south and followed the rails in. Scrapyards, grain storage, cement plants and other industries are served by the weaving, spidery sidings which entangle the area. A Dutch ship was docked near the grain storage and was loading corn. A car pusher (a four wheeled tractor with a pushing attachment at one end) was running between two tracks pushing some of the Milwaukee Road's 54 foot covered hoppers into position at the grain storage plant for unloading.

Continuing past the grain operation, a large scrapyard containing several towering mountains of rusty metal, plus two shining bright-red gondola cars. On the side, in yellow letters, were the words "Delaware & Hudson".

We followed a dirt road up to a small classification yard where a black switcher (Baldwin or Alco, I think) was busily moving some boxcars. There was a hill at one end of the yard so someone decided that that meant it was a hump yard. Even though there are no retarders, the crew takes about 20 cars up the hill and throw the needed switches, and let the cars roll!

The sound of Alco lured me up the tracks to where an Alco RS-3 in D&H paint was belching oily black smoke. Behind it stretched hundreds of Volkswagens on tens of tri-level auto-racks. As I passed it I almost had a heart attack! The Delaware & Hudson's newly (then) acquired Sharknose diesels sat out glistening in the sun. Boy, I wish I'd had my camera because that was the second chance I had botched. I had also seen them just after they were painted.

Penn Central and the D&H had been fighting for the lucrative business of the port for a long time. Several years ago they decided to share it rather than go to court. As a result, one month the D&H will work the port and the next month it is Conrail's turn. Sometime in early 1976 all this will change. The two railroads are setting up a company to run the port railroad, much like the Pennsylvania-Reading Seashore Lines.

Just last summer, about five months later, I was in Albany and as we passed the port I was surprised again. There on one side of the yard was an RS-3 in the Providence & Worcester railroad colors. However, the lettering was not on. Perhaps the new railroad will use RS-3's for power.

NOTE: This article was written years ago by the former Editor of the publication of the old NER which died in 1975. In 1977 I revived the NER and Bill sent this with the records.

Ted T.

ANSWERS TO RAILROAD QUIZ

Ted Tait

1. The sleeping car was invented by Philip Berlin, the manager of the Cumberland Valley Railroad.
2. The first common carrier railroad was the Baltimore & Ohio in 1827.
3. A wheel report is a list of cars handled in a train.
4. "Head-end traffic" are mail, express and baggage cars which are usually at the part closest to the engine.
5. The first locomotive to run on U.S. track was called Steubridge Lion. It was run on the Delaware and Hudson on August 8, 1829.
6. Demurrage is when a consigner is allowed two days to load or unload a freight car. After that a demurrage charge is made for each additional day the car is held.
7. ACI stands for Automatic Car Identification. ACI is a system of color coded labels on cars which are read by scanners at up to 80 MPH. Information such as car number, owners name etc. are sorted out by a computer.

THE TAMR

For those of you who have heard us referring to the TAMR but don't know what it is, here is an explanation.

TAMR stands for Teen Association of Model Railroaders. The TAMR was made for young modelers all across the country. The national publication the Hotbox comes out every other month. They also have a yearly convention. The dues are \$5. If you want to join or want more info write to TAMR c/o Lone Eagle Payne 1028 Whaley Rd. RD#4, New Carlisle, Ohio 45344.

SECRETARY/TREASURER REPORT

You may think that the dues are too high so here is an explanation as to what we are spending your money on.

First, and most important are our information sheets and application forms. Ted Bedell has just made up the info sheets and they will soon be printed. I have been working on the application forms and they will also be printed soon. Both of these items will be sent to many prospective members on Lone Eagle's list. We are also going to have a membership card as soon as Ted Bedell gets in touch with the printer. Bruce Wolfeld is making up sheets to be posted up at hobby shops all around the NR area which I will be printing up soon also. Bruce is the head of our advertising department (both for us and those wanting ads in the Depot) and is trying to get publicity from Model Railroader magazine.

Of course money is also being spent on the printing and postage of the Depot and the Directory coming out soon.

As you can see we on the NR staff (all three of us) are working hard to make the NR the best and most active region in the TAMR.

Sec./Treas. Report Continued

We on the Long Island have a small club going where we meet at each other's houses. Besides talking about railroads, operating the layout and having fun we also talk about our plans for the NR. We express our ideas and suggestions to each other and decide what to do. I think that groups like this are great and it is especially good because we can get a lot more done for the NR when we are together. Why not start one of these groups with your railroad friends. they're great!

Before I go I must tell you that I have new information. The NR now has a sum of \$31.90 and we have 40 members.

CLASSIFIED SECTION

Long Island Rail Road color photo sets. Ten prints \$4.00. Ted Bedell 11 Hilltop Dr. Bayville NY 11709.

MAIL CAR

John M. Gibbons invites any members out there to the NRHS New Hope Chapter as his guest. They meet on the third Friday of each month at 8P.M. at the Yardley Municipal Building South Main St. Yardley P.A.

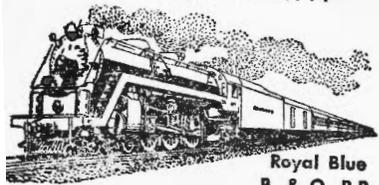
John also strongly recommends the records of both steam and diesel engines. For information write: Dept. F Amapola Dr. San Jose, California 95129.

If you would like a rail-pen-pal just write to John M. Gibbons 615 Arbor Rd. Cheltenham, PA 19012.

This Space Reserved For An
Article By.....

YOU!

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Syosset, New York 11791



Royal Blue
B. & O. R.R.

