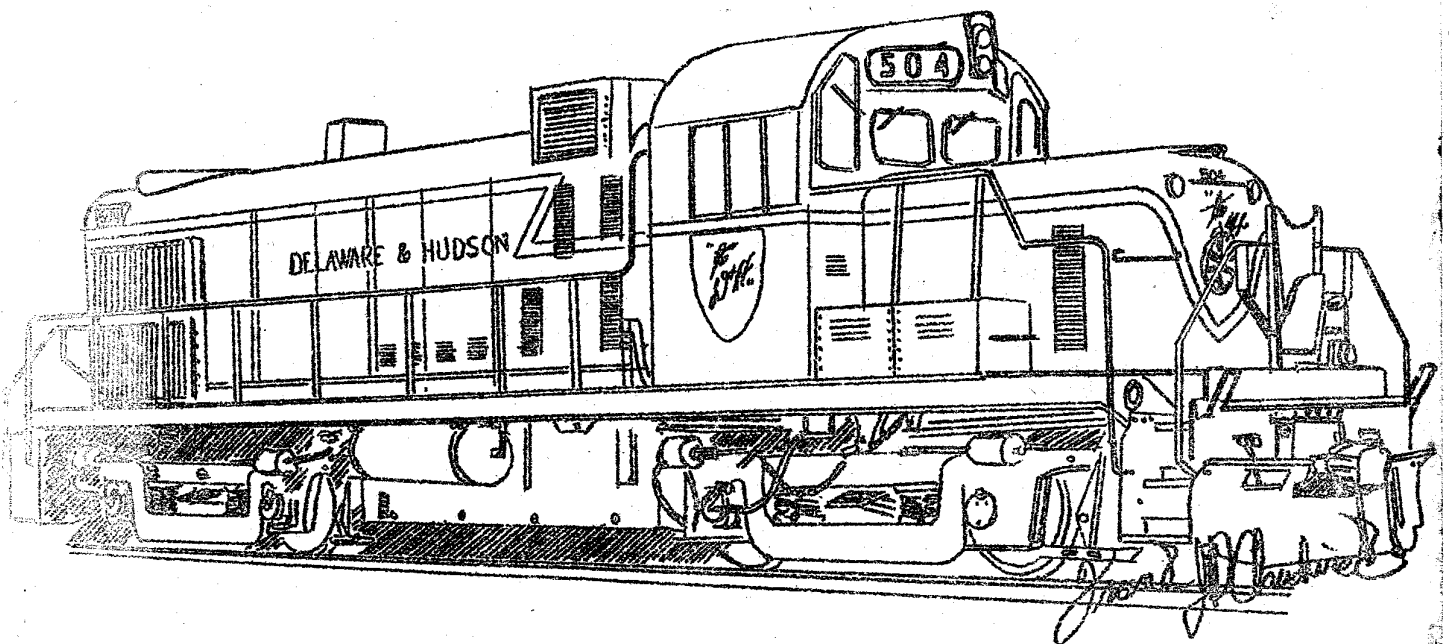
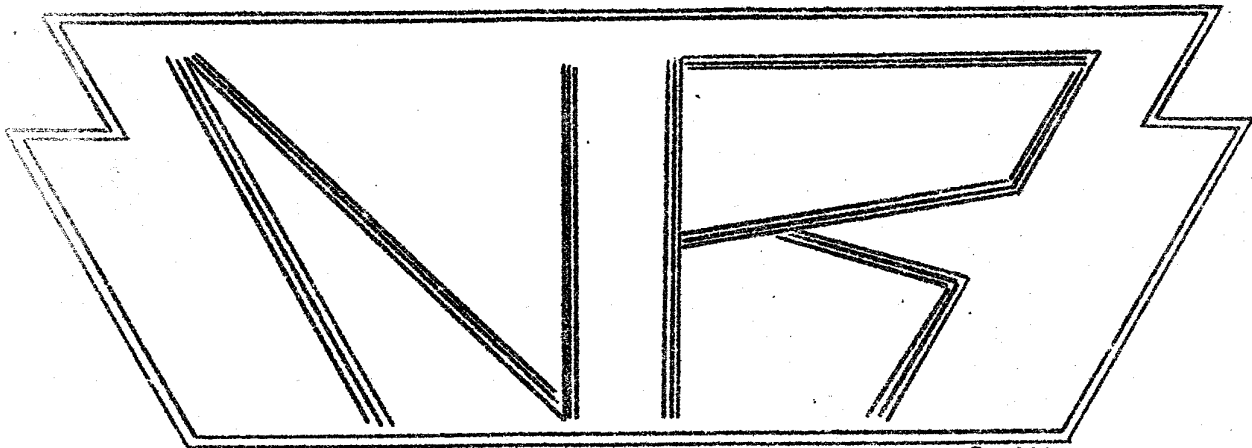
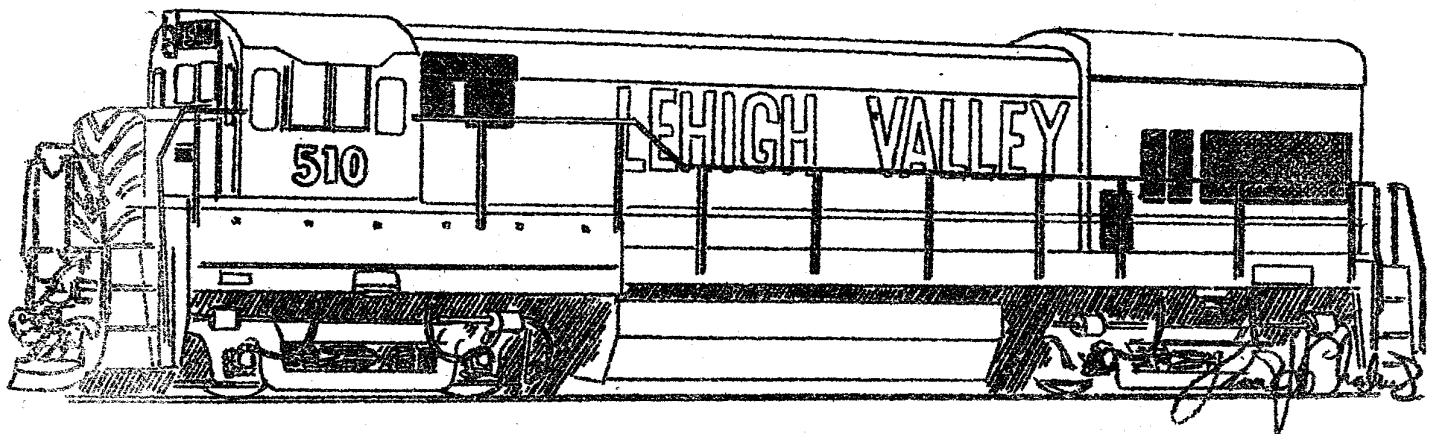


THE DEPOT # 4 (MAR-APR 1979)

THE OFFICIAL PUBLICATION OF THE NR-TAMR



Officers

President-Ted Bedell 6 Oak Place Bayville NY 11709
Secretary/Treasurer-Ted Tait 16 Evergreen Dr. Syosset NY 11791
Editor/Publisher Ted Tait 16 Evergreen Dr. Syosset NY 11791
Ass./Advertising-Bruce Wolfeld 35 Forsythia La. Jericho NY 11753

CONTENTS

From The Cab	Ted Tait	P1
President's Letter	Ted Bedell	P2
Letting off Steam	Misc.	P3
A Walkaround Block System for Your RR.	Roger Link	P3
Oddball Practices	Bob Huron	P4
Model RR Operations	Ted Tait	P5
Q&A...A helpful hint	Tom Bass	P6
Model Railroad Passes	Ted Bedell	P6
Prototype News	Misc.	P7&14
Photo Page...Some sample passes & LIRR pics	-----	P8-9
Product Review	Kurt Zille	P10
Another Quiz	Tim Henderson	P10
The LIRR Part II	Ted Bedell	P11
Secretary/Treasurer Report	Ted Tait	P12
A Carload of New Members!!!	-----	P13
Mail Car	Misc.	P13
Classified Ads.	Misc.	P14
Cartoon	Ted Tait	P15

FROM THE CAB

Well, here I am again, editing and typing up the Depot after Bruce Wolfeld doing the last issue, and I must say that I'm happy to be back at the throttle.

As a change of pace, instead of nagging you for articles, I want to say that I am pleased at how many of you have gotten involved in the NR. It is because of you that the NR is a success and that the Depot is so large. I want to thank a'll of you. This Depot is even larger (look at that table of contents!) than the last and I hope that we can keep it close to 15 pages from now on.

Our beautiful cover was drawn by Frank Chadwick who did a great job! Hopefully we will see another piece of his work. This way we can put a photo page on the inside of the Depot and fit in more photos.. In this issue we even have two photo pages back to back. One side is to show examples of passes, and the other for some LIRR photos and a map of the LIRR. Since we have been using so many LIRR shots, this is the last time you will see them.

I now want to remind you of our columns. Although they may not be in every issue, they are always there for you to write to.

Q&A-We print this column for your questions or for you to send in modeling tips for the membership. If I cannot answer a question of yours, I will consult other modelers for an answer.

Mail Car- For information that you want to tell our members that does not fit anywhere else.

From The Cab Continued

Letting off Steam- For you to voice your opinion about the Depot or anything in the field of Railroadng, model or prototype.

Oddball Practices- If you live near a railroad which has strange or uncommon practices send in an article.

Classified Ads- There is no cost for this section, just send in your ad.

Prototyp® news- This is for anything about railroads in the NR area.

Pass Exchange- Send a pass made out to Ted Bedell
(see article)

Product Review- If you have tried a product and want to tell us about it send in an article. All products should be rated on a scale of 1-10.

There they are, some of them are very new or have been added starting with this issue. If you want to send in to one, send it to me unless otherwise specified. Before I finish I want to give you an idea of what may be coming up in the future. We want to be very active and so far we have been active (I am not sure which is the most active region, us or the West Region). This year we may have a special, extra large, offset issue of the Depot!!! Of course we are going to have a summer convention this year aside from our other meets (see my Sec./Treas. Report).

I know that it is a little early but I wanted to give you a little sneak preview. Until later.

Ted T.

PRESIDENTS LETTER

You may have noticed that recent issues have had reports and announcements about regional railfanning trips. The Northeastern Region is becoming more and more active with each upcoming issue. The railfanning trips are only one indication as to our activeness. You probably have noticed that our table of contents is becoming more varied. I think we have finally gotten a full head of steam and with 55 members we can highball through the year. This is your chance to get the full benefit of your membership, so if it is time for you to renew, please do so.

The first NR convention will be held here on Long Island, and I hope you will attend even if you don't live on Long Island. We are planning it now and have set a tentative date of August 10-11-12 (Fri.-Sat.-Sun.). This would avoid conflict with our July-August Depot, and would also leave enough time to write a report for the September-October. We were presented with the idea of sponsoring the national TAMR Convention along with ours as a dual event, but decided against it as this will be the first convention of our own. Maybe next year. Your next Depot will contain the final plans and details for the NR Convention.

Last but not least, I would like to take this space to welcome our new members. The administration has been working on getting new members and the results are pleasing. There are several new members whose names are not listed in the 1979 Directory.

Pres. Letter Continued

Names and address of new members will appear in the Depot as they sign up. To all our new members: I hope you will enjoy being a working part of our group as much as I do, and Welcome Aboard! (NOTE: Please note my new address)

LETTING OFF STEAM

WOW! I got my Depot (#3, Ed.) the other day! Looks really good. My compliments to Bruce Wolfeld on doing a good job. The cover photos turned out good also. One suggestion, I think you shouldn't waste so much space on the article promotions such as on page 12. The map on the Directory was also a nice touch.

- Gerry Doherty

A WALKAROUND BLOCK SYSTEM FOR YOUR RR

Roger Link

Would you like to have an easy to construct, simple to operate block system? A system which you can run as many trains as you have throttles and blocks? I have such a system and want to explain it for you. This system is also cheaper and saves quite a bit of wire. It is for walkaround throttles but can be easily changed to standard throttles.

The main ingredient of this system is the RCA phone type plug and jack. You will need a ~~jack~~ for every block you have and two plugs for each throttle. This may sound expensive but it is not. The plugs and jacks can be purchased at Radio Shack, 8 plugs and 8 jacks for \$1.89 (Part #274-1575). Of course many other companies make these and with careful shopping they can be bought for less.

To wire the blocks all jacks must be wired the same way. For instance, if the right rail is connected to the center of a jack, then all right rails must be connected to the centers of the jacks. If you get this mixed up your engine will tell you, for if the train crosses a gap wired wrongly the train will reverse and recross the gap wired backwards and this merry little cycle will continue until your throttle burns up (or your loco, Ed.). This is explained in figure #1.

To mate the throttles with jacks you must wire the positive (+) to the center on both plugs. This must be done for the same reason as the blocks. This is shown in figure #2.

In use, the throttle is connected to the block you are in and the other plug goes to the block you will enter next. After the train leaves a block put the first plug into the block you will enter. You can see this in figure #3.

To get the most out of this system you should have long blocks. This system helps in keeping mainline speeds down because it is hard to switch blocks and go full throttle while doing so.

ALL DIAGRAMS ARE ON THE NEXT PAGE.

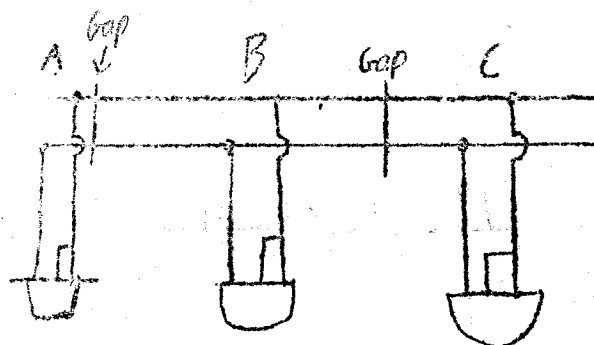


Fig. 1

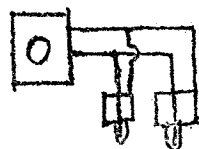


Fig. 3
All plugs to be wired the same.

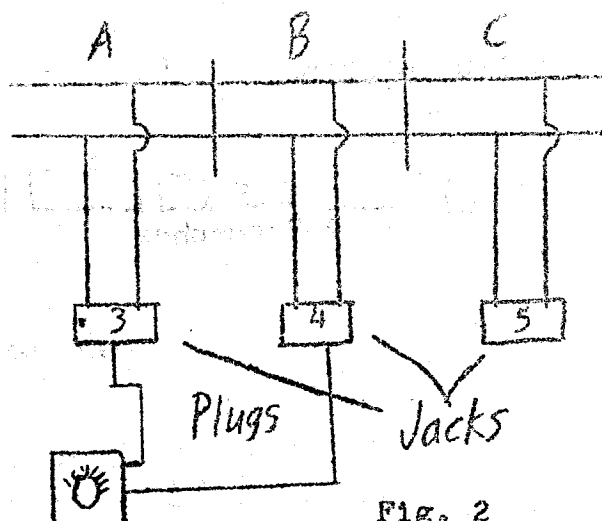


Fig. 2

- 1 Start train in block A
- 2 When clear of A plug 1 to jack #5 etc.
- 3 Continue this cycle until you reach your destination.

ODDBALL PRACTICES

(Unusual practices of railroads)

Installment #1: Locomotive practices

Robert Huron

Our hometown railroad has a couple of rather different operational features that are worth more than passing mention. The Long Island Rail Road has a number of MP15's; these engines are used in general service, including passenger. This is where the fun comes in: these engines are not equipped with steam generators or head-end power (HEP) equipment! How does the Long Island operate passenger service? There are two methods used. The first is well known, those FA's (from the PC ex NYC, WM, SP&S) provide HEP for lights and heat or air conditioning. The second, not as well known, uses car mounted generators to provide the power. The cars used are ex-multiple unit trailers built by the Pullman-Standard and St. Louis (the closest model cars available are made by ARM, the Smooth-Side streamliners, although they would be 10 feet longer than the prototype cars. The LIRR cars are 75' not 85.) (Coaches only).

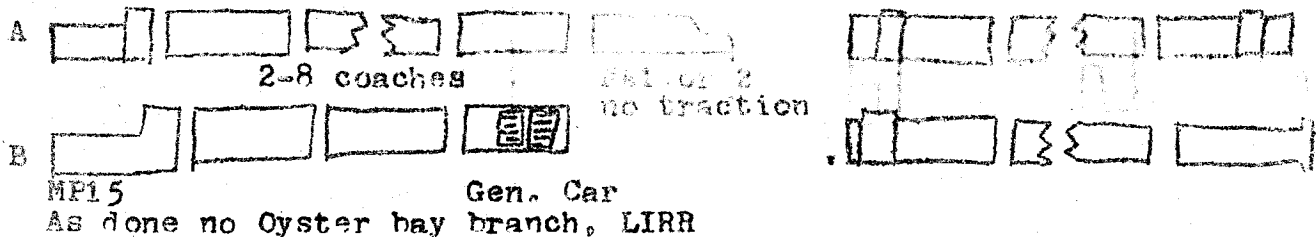
Another railroad that uses a little bit of unusual operation is the CNJ (Central Railroad of New Jersey), now Conrail. They use both GP40's and GP9's, and at one time FM Train-Fasters were used in their version of push-pulls. The CNJ has a procedure that uses two GP9's operating at either end of a train (the engines are run with M.U. cables through the Coaches). At least one engine has a generator in the short hood. The Chicago and North Western also has engines equipped this way. As another variation the CNJ used a head-end control trailer converted from a regular coach, with an end set up for control use which looks like a Chicago North Shore and Milwaukee merchandise dispatch car end (see Wm. K. Walthers cat.)

Of course, this next set-up applies to freight work. The Dardanelle and Russellville (Ga.) uses two EMD SW-1's on either end of a freight. Both engines operate, and train switching from either end is greatly speeded up, as there is generally more than sufficient power to handle the trains. Train length varies from 10 to 60 cars, and maneuvering is rather interesting. This operation eliminates the caboose, which saves a little more

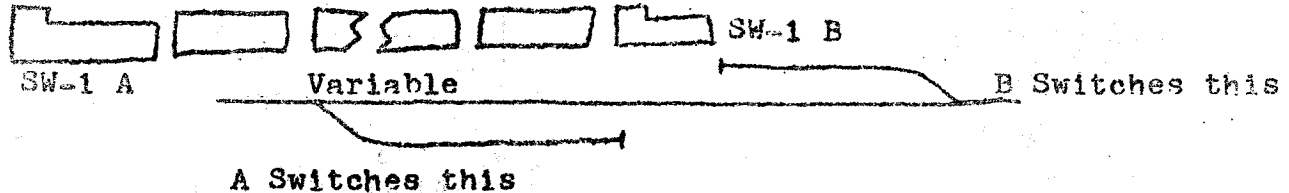
Oddball Practices Con't

switching time.

DIAGRAMS FOR OPERATION:



Dardanelle & Russellville:



NOTE: This series of articles will be a regular column and any corrections or unusual operations in your area will be appreciated. We will also cover Steam, Electric, and current and past diesel operations of unusual nature.

-Thank You

MODEL RAILROAD OPERATIONS Part II
Schedules

Ted Tait

As you may know, railroads create schedules to get an idea of when and where trains will be and keep everything in order. On the railroad the Dispatcher has the responsibility and on-time operation of the trains in his area. If necessary, he can cancel trains or run "extra" trains.

I decided to get a fast clock (one which runs much faster than normal for "scale time") and make a schedule so I could have the excitement of trying to stay on time. Since I wanted to be able to keep three engineers busy I did it like this: I took a sheet of paper and on it drew a line to represent my RR. I added a dot for each town on the line. A dot with an arrow indicated a train and its direction. I drew a new picture whenever a train arrived or departed. This gave a step by step view of where each train was. It also told me how many operators were busy at any time (which is what I wanted to know). I then, using my fast clock, found out how long it takes to get from town to town. Using this info, and adding 10 minutes per stop for freights, knowing the distance and the time it should take, I wrote down the time difference between drawings.

Now, I picked a starting time (9:00) and used the time difference to plot the time of day. EXAMPLE:

TIME	/	TYPE TRAIN	/	LEAVE	/	ARRIVE
9:00		Passenger		Bedford		
9:01		Freight		Bedford		
10:06		Passenger				Olean
10:06		Passenger		Bedford		
10:30		Freight				Olean

These represent the location of schedule as page 3

Bedford

Olean

Pass

Difference=1 min.



Notice the distance between P&R. Difference=1hr. 5min.



Freight

Pass

P is arriving.

Notice P is

further behind

Difference=24 mins.

because it's slower



Freight

Of course your schedule will need revisions (it is not as easy as it looks). You can also add details such as train number, class etc.

You can do the same thing by using special graphs of your railroad and projecting speed and time very accurately. But this is just a more simple way of doing the same thing, and although it is not as exact, it should work out quite well. Even so, the Dispatcher will have to watch his schedule closely and be ready for problems that are bound to arise.

This and the fast clock provide one of the most important ideas of a railroad. Getting your train where it belongs quickly and efficiently. Got to be on time!

NEXT ISSUE- Putting it all together.....An operating session.

Q&A DEPARTMENT

A Helpful Hint

Tom Bass

In Ted Bedell's article on personalizing rolling stock (Depot #2), he mentions having a problem masking off his striping. One trick I use, although I spray, is to "seal" the edge of the tape with a light coat of the base color. Thus, if the color creeps, it will be the base color. Follow up with the striping color as usual.

MODEL RAILROAD PASSES

Ted Bedell

This is an introduction to the world of pass exchanging. To go with their imaginary railroads, many modelers design a pass for said railroad. Passes are an authorization to admit non-railroad employees in normally restricted areas or for a free ride on a train. Of course, for a modeler's purposes this does not apply to real situations.

Passes come in almost an infinite variety. (See our special photo page for some examples of passes Ed.) On the front, passes usually have the railroad's name, a pass number, a space for the name of the receiver, and a place for an "authorized" signature. Many pass exchangers also mark down the date. Also on the front there may be a picture/drawing of a train in a different ink color. On the back, the model railroader can express his sense of humor or creative ability by making up a list of conditions or restrictions

to the passholder.

To get your own passes, look in the Classified ads section of the various model railroad magazines. Choose a firm. If for any reason you are undecided as to which firm to write to, let me suggest this one: Rocky Road Press, Box 125, Swartswood NJ, 07877. This firm has a complete model railroad printing service, and this is where the NR membership cards were made up. Send a sketch of what you would like on your passes, with a large SSAE, and ask for a price list and samples. You will find that the average box of 250 passes only costs 3 to 5¢ per pass.

It is customary to send a pass in exchange for a pass. When you get the name and address of a pass exchanger (from a published listing or a friend's pass list), issue him/her a pass and ask for a pass in exchange. If someone sends you a pass, send your return pass as soon as possible to avoid problems.

In time your pass collection may number in the hundreds. The best way to get a lot of pass exchanging done is to put your name in a published pass listing, such as Railroad Model Craftsman magazine or the NMRA Bulletin. Send them a sample pass and one made out to the editor and/or publisher and, most important, ask for a listing.

My pass exchanging is up to #164 presently. The Depot is starting a pass listing for our members with this issue. If you want your name and address to be listed, send a pass to (and made out to) Ted Bedell. The listings will appear by the classified section, so if you trade passes, watch for them. I hope you decide to start trading passes; I am glad I made that decision back in 1977.

PROTOTYPES NEWS

Recently a new rail flaw detection device was patented. The device is an automatic ultrasonic rail-testing system that compensates for different heights. The device sends a series of pulses through the rail to its base and any flaws are detected. The echoes are shown on an oscilloscope. The device does not count rail joints as flaws. The equipment is carried in a test car which can ride on the road or rails. This is already used by the Union Pacific and other railroads are interested. -Ted Tait

The Wellsville, Addison & Galetton RR will soon abandon its 40 mile line. The WAG is located at the border of New York and Pennsylvania about 35 miles southwest of Corning, NY. It is one of the Salzberg family of shortlines. (An article on the Salzberg family will appear in a future Depot).

The line currently owns 2 ex-SP F7A's and a rare GE 132 ton centercab diesel. The centercab is one of those built for Ford Motor Company, and the hoods resemble a 1937 Ford. This centercab will be scrapped unless a buyer can be found before abandonment. And so, the Northeastern Region will lose a shortline from its total of more than 97. -Ted Bedell

Another shortline, the Montpelier & Barre Railroad voted to abandon the complete line due to decreased volume in business. The line runs 14 miles from Montpelier Junction to Graniteville Vt.. Although many of the local shippers were glad to have the railroad around, are not going to try to buy or subsidize it. So, they will switch to trucks, and it will die. -JL Gibbons

GENEVA SOUTHERN LINES

The Good Service Line

HO GAUGE

P
A
S
S

Issued To: Ted Bedell

No. 3

Gerry Dobey
Gerry Dobey, pres.

Oak Cliff, Denver & Wasatch Mt.

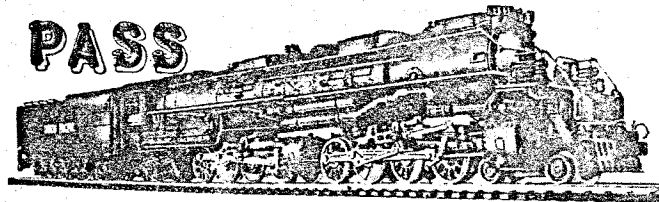
Steam Railroad

"Route Of The Big Boys"

3453 E. Perryton

Dallas, Texas 75224

PASS



Issued To Ted Bedell

Issued By

D. Blackburn

David & Jason Blackburn, Pres. & Supt.

Atchison, Topeka & Santa Fe

GB & SF, Arizona Division

"The Chief Way, for Fast Freight Service"

P
A
S
S



Void unless signed by the President.

Subject to conditions on reverse side.

Issued to... Ted Bedell

No. 399

Russell Eslick
Russell Eslick, Pres.

CAMINO DE HIERRO AL OESTE DE BUENOS AYRES (HO)

Riobamba 781, Merlo Bs. As., Argentina, South America

N.M.R.A.

No. 18921

A.F.B.A.

No. 35

PASS



ADQUIERA SU BOLETO CON ANTICIPACION, DESCUENTOS
AL POR MAYOR. CHICOS Y PERROS PAGAN MEDIO BOLETO.

Issued to

Ted J. Bedell

No. 900
EDUARDO A. BORGO
Vicepresidente

November 6, 1978

ENRIQUE A. BORGO
Presidente

Bedford & Olean RR.

Issued To: Ted Bedell

Date: July 25 1978

Pass No. 1

Ted Tait

TED TAIT - President

Member - TAMR



PASS

SUPERIMPOSED SUSTENTATION STIPULATIONS

1. This pass good on all trains from here to there, all the way out and maybe all the way back.
2. We are not responsible for timetable errors, loss of baggage or loss of 5 or 6 passengers per trip.
3. Unauthorized handling of equipment will force us to break your rice-picking arms.
4. Passengers must wear boots in cattle cars and all politicians must ride in same.
5. Passengers will refrain from spitting from open windows against the direction of travel or wind.
6. All females be advised our employees are not equipped for any blessed events.
7. Pass holder may have to use mail hook to board train if we are running a little late.
8. All conditions comply with laws of the State of Nervousness, Bureau of Nuisances and Dept. of Interior Confusion.

The back of a pass;
Where many modelers
express their sense

TONICA & SANTA FE RWY.

Pass No. 23



Ted Bedell

TED BEDELL
Director &
Dispatcher

Issued to: TED TAIT

Date APR. 28 19 78

Freight, Mail and Passenger
Service Since 1878

PASS

PRODUCT REVIEW

conducted by Ted Bedell

Vehicles For Your HO Railroad

Important additions to any layout are cars and other vehicles. They make a layout come to life. Many manufacturers make cars for HO scale use. There are other companies that make vehicles close to HO scale.

Companies which have cars for HO scale include Ulrich, Athearn, EKO, Jordan, Kibri, Preiser and Wheel Works. Below is a short description of the cars offered by the various companies.

Ulrich- \$4.00 and up. Well detailed diecast trucks. Several hours construction time required.

Athearn- 75¢ and up. Prepainted and prelettered styrene in easy to assemble kits.

EKO- 85¢ and up. Plastic, and painted in appropriate colors. Ready To Run (RTR).

Jordan- \$1.25 and up. Styrene, RTR with minimum painting needed.

Kibri- \$1.95 and up. Prepainted plastic. Comes in kit form or ready to run. These are European styled vehicles, but can be Americanized with a little kitbashing.

Preiser- \$3.95 and up. Prepainted plastic. These are wagons and old time circus wagons. The circus wagons are kits and the other wagons are ready to run.

Wheel Works- \$5.95 and up. These are easy to build white metal kits.

Other vehicles appropriate for use with the HO layout are Matchbox, Corgi Jr., Pocket Cars, Playcart and Majorette. All of these are usually under a dollar each. Matchbox and Corgi Jr., plus Pocket Cars, are well detailed and look good on the layout. Playcart and Majorette vehicles are a bit oversized and do not look as well as the others.

I prefer the Athearn and Matchbox vehicles, mainly because of my budget. You will have to decide for yourself which ones look appropriate for your layout.

--Review by Kurt Zilley

ANOTHER QUIZ

Tim Henderson

Questions

1. When was the air brake invented?
2. How many crewmen are aboard a train? (Freight)
3. How long is the average train? (Freight)
4. What is standard gauge? (U.S.)
5. What is the standard length of rail?
6. Where is the longest stretch of straight track and what railroad is it on?
7. How many railroads make up Conrail and what Railroads are they?
8. What is a waybill?
9. What are unit trains?
10. On the side of a freight car, what do the following mean:

LD Lmt IW BLT

ExW IH

IL Cu. Ft.

ANSWERS WILL BE IN DEPOT #5.

The motive power roster of the Long Island Rail Road was from about 1955 to 1976, completely diesel powered. These engines were quite old: even in 1977 many were built in the late 1940's on the road. Since then many more were on the Long Island before my time, this article will be about diesel-electric engines of today.

Diesel engines are the majority of all LIRR freight service, about one-third of its passenger services, and all maintenance work involved with work trains. The older Alco diesel fleet consisted of RS units and other old model switchers (S-1, S-2). The last of these Alco's, the RS-3's, were sold in April of 1977. I have photos of them within a few weeks of their departure. The 8 remaining 1968 Alco C-420's are the only Alco's on the road as well as the only engines equipped with steam generators (which are not even used anyway).

The fleet of engines which replaced the Alco's are new EMD's. Unlike some rolling stock which was purchased second-hand, all of these units were delivered brand new from EMD's LaGrange shops (see roster). The GP38-2's were delivered in late 1976 (numbers 250-271) and early 1977 (number's 272-277). The MP15AC's and SW-1001's came in March 1977. When either a Geep or an MP15 is used on a passenger train, it is accompanied by a power car to supply hotel power (for lights, heat and air-conditioning) to the coaches. One of the Geeps, #252, was (and is still) painted red, white and blue to commemorate the Bicentennial. Also, Geep #277 was named after the late LIRR President, Walter L. Schlager, Jr.

On the Oyster Bay Branch, near which I live, coaches are hauled by the Geeps or MP's with a power car tacked on the opposite end of the train. Occasionally one or two MP15's will pull a 2 or 3 car train without an ordinary power car. In this case one of the power cars must be a combination Bar/Generator car. Between Nov. 1976 and March 1978, these two types of engines were just about the only forms of motive power on the branch. Over the past year however, the EMD's are sharing the passenger train duty with the C-420's. Before the EMD units had arrived, motive power had consisted of Alco C-420's, RS-2's, RS-3's and S-2's. The C-420 powered trains use either a Bar/Generator car or a solid train of coaches with individual generators called "Electric Heat" cars.

In the summer of 1977 there was a Garrett 4 car unit gas-turbine train being tested on the Oyster Bay Branch. It was an experimental train which would run on third rail power when available, and would supply its own power to the traction motors in non-electrified territory. This would save a train exchange for passengers, and less actual trains would be needed. It seems that they did not test out well, because I personally know that the engines are being removed and the train is being sent to Conrail commuter lines. There were a total of 8 cars being tested. There were the 4 cars built by Garrett, and 4 from GE.

These few pieces of motive power are not enough to power all of Long Island's trains. About two-thirds of all passenger trains are electrified. These trains may or may not be considered "motive power" in your definition. At any rate, since this article (on motive power) is already long enough, I will talk about them in my next and last installment on the LIRR. Also in that article I will talk about the power cars, maintenance of way equipment,

LIRR Continued

cabooses, passenger cars, and my two railfanning trips to Jamaica and the nearby Holban yard.

LIRR Diesel Locomotive Roster as of Feb. 1979

Road No.	Model	Builder	H.P.	Type of Service
100-107	SW-1001	EMD	1,000	Switching only
150-172	MP15AC	EMD	1,500	Road freight/pass.
222-229	C-420	Alco	2,000	Passenger
250-277	GP38-2	EMD	2,000	Passenger
398-399	25 tonner	GE	150	Shop switching only

SECRETARY/TREASURER REPORT

Since it seems that everything else has been taken care of by the President's Letter and From The Cab, I will talk about the summer convention. The tentative date has been set for August 10-11-12. This will be the date unless it must be changed for some reason. These days are Friday Saturday and Sunday. On Thursday most attendees will arrive and just get to know each other (some will arrive later). Those who come from off of Long Island will be accommodated in houses such as mine or Ted's or whomever can take a few people. This will lower costs for those who attend. If there is anyone on the Island who can supply a house or help in some way please contact me. Of course, those who come will be expected to help pay to send out for food or something.

On Friday there will be a railfanning trip to Greenport to get a view of the LIRR.

Saturday and Sunday we will have layout tours on LI. Operating sessions, a slide show, hopefully a trip to a local model railroad club, and (hopefully) a showing of the movie "Model Railroading Unlimited" if I can arrange them. There may have to be a slight charge for the movie.

As you can see we are trying to eliminate as many costs as possible and still have a fun filled convention. I think that this will fit the description quite well. If there is anyone that must come late or leave early that will be alright. Anyway, if you hope to, or can come please contact Ted or I. We hope that you can make it and that our first convention will be a great success. If it is, we might have the national TAMR convention here next year!

We now have 56 members (including this issue's new members) and our new members are listed on the next page. Our money situation looks like this:

Previous Balance	\$19.93	
Income +	\$32.50	(2 renewers 10 new members)
Expenses -	\$7.50	Depot #4 cost
New Balance =	\$44.93	

A CARLOAD OF NEW MEMBERS!!!

We are constantly adding new members to our consist and we will be listing them in each issue. Please add to your wheel reports (Directory), and welcome the following people.

Helge Lindstrom #7 Lonnrotinkatu 28A11 Helsinki 18, Finland 00180	HARRY M. GARDNER #7 90 W. GARDEN ST. WESTMINSTER CO. 21157	Tom DeFranco #9 1202 Tecumseh Pl. Manassquan NJ 08736
Robert Foster McCormack #7 110 N. Eleventh St. New Hyde Park, NY 11040	Mark Friend #8 3352 Walnut St. Camp Hill, PA 17011	Mike Richards #9 469 Middletown Ave. Wethersfield Ct. 06109
Eric Melanson #8 7 Putnam St. Sanford Me. 04073	Tom Bass Jr. #8 17 Buckeye St. Glen Cove NY 11542	David Tackett #9 704 Dumas St. St. Albans WV 25177
James E. Hitch #9 408 Northview Ave. New Castle PA 16105	Robert J. Seaman has renewed his dues please change to #12	Peter Calleo has renewed his dues please change to #9.
Robert Grimaldi #9 88-32 138th St. Jamaica NY 11435	Rich. Byerly #9 1866 Stone Ave. E. Meadow NY 11554	

MARCH/APRIL PASS LISTING

Tonica & Santa Fe Rwy.
Ted J. Bedell
6 Oak Pl.
Bayville NY 11709

Bedford & Olean RR.
Ted Tait
16 Evergreen Dr.
Syosset NY 11791

MAIL CAR

Steve Haddock is looking for a pen-pal who is interested in prototype railroads, particularly the LIRR. Steve thinks that the Depot should feature more prototype material than modeling material. Steve's address is: 215 E. 17th St., Huntington Station, N.Y. 11746.

Regional News

Frank Chadwick

During the last week in December, Paul Manton, his brother Dave, and myself decided to go out and do something that we had almost forgotten how to do. That of course was an all out two day long railfanning trip. Our first day lead us to Harrisburg via Stowe and Reading (PA), though we were barely on the road an hour before we were filled with the old trail-blazing ambition of years prior. The following day lead us to Relay MD. On both days we had a lot of fun and saw a lot of mainline action in surroundings that really made the picture worth taking.

Mail Car Continued

We would like to do the same kind of thing for a few days during the week after Easter (April 16-20). If anyone is interested in joining us, contact either Paul, Ted Bedell, or myself for any future decisions or definite dates. Remember that we probably won't be able to help you with the transportation end of the trip, so try to secure (steal) a car or something.

Frank Chadwick - (201) 257-0994

SEE YOUR DIRECTORY
FOR MAILING ADDRESSES

CLASSIFIED SECTION

Contemporary LIRR color prints. 10 photos \$4---only 2 sets left! 15 photos \$5.50---only one set left! \$9 gets one of each. First come, first served. -Ted Bedell 6 Oak Pl. Bayville NY 11709.

Custom painting/lettering on HO scale equipment. Decal lettering---any size type or color. Send SSAE and questions/description of work for estimate. Reasonable prices.-Ted Bedell.

Engines, Rolling stock, Models, Detail parts etc. for sale cheap. Send a 15¢ stamp to: Ed Luzine Jr. 44 Pinewood Rd. Guilderland NY 12084.

Custom model railroad design, inexpensive. Send a 15¢ stamp to Ed Luzine Jr.(address above).

Prototype News

Ed Luzine Jr.

The Delaware & Hudson is selling almost all of their six motor engines. Going are 3 SD45's 4 PA4's (rebuilt from the Santa Fe), 18 C-628's and 19 U 30C's. All of these are going to the National de Mexico along with a few office cars.

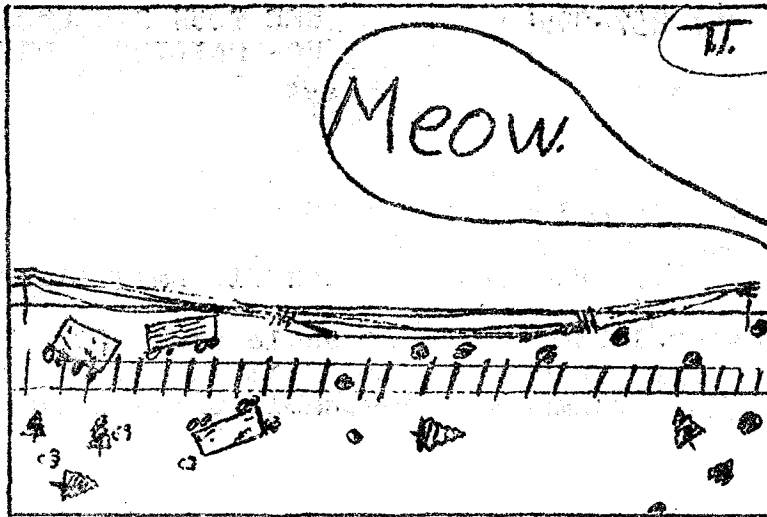
The newest diesel to look for in the crowd of Geeps SD's and U boats is the BQ23-7 made by General Electric. Seaboard Coast is receiving 10 of these units for use on local and branch line service. The diesel can hold 5 people eliminating the caboose.

As of March 5, 1979, Amtrak rates will go up within President Carter's limits. A one way trip from Albany to New York City will rise 75¢ from \$11.50 to \$12.25.

The 5 Massachusetts Bay Transportation Authority's P40-PH's have been delivered to Boston. They are painted in Platinum with a purple stripe, yellow nose and a black roof. MBTA is to receive eight more within the future for commuter service. They plan to order 5 more to the addition of the 13 ordered. Seventeen P10's from JCO's Plymouth shops are also to be delivered soon.

SNEAK PREVIEW

Our next issue will include: LIRR Part III, Model Railroad Operations Part III, Photo feature of a B&O wreck, a layout article, More Oddball Practices, Our Montauk railfanning trip, all of our regular columns, and much much more!!



The Depot

Editor

Ted Tait

16 Evergreen Dr.

Syosset N.Y. 11791

2nd Class

TO:
BOB HURON

SECOND CLASS MAIL PER. 5010. POSTAGE WILL BE PAID BY ADDRESSEE