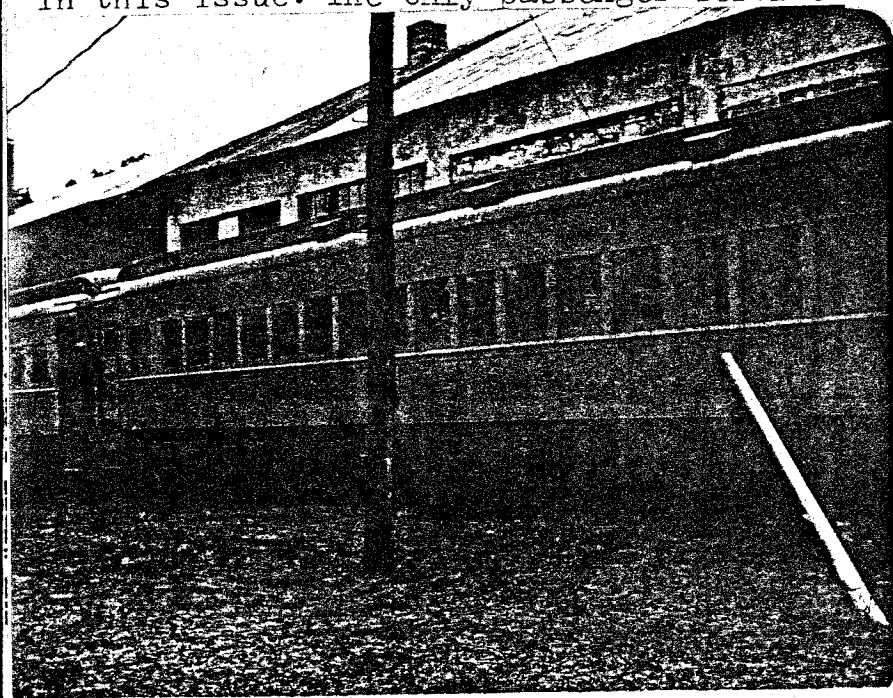


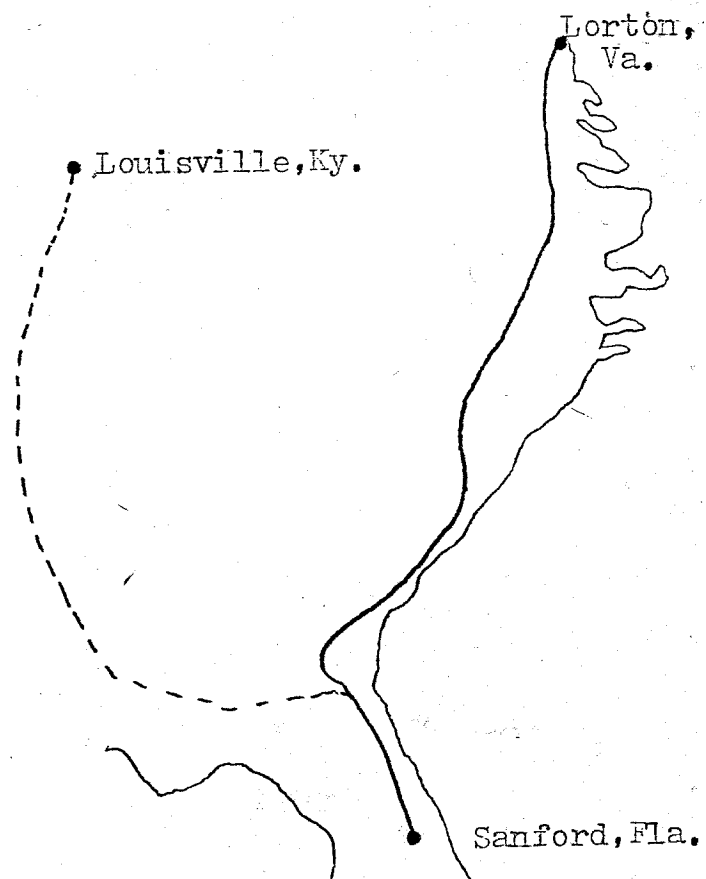
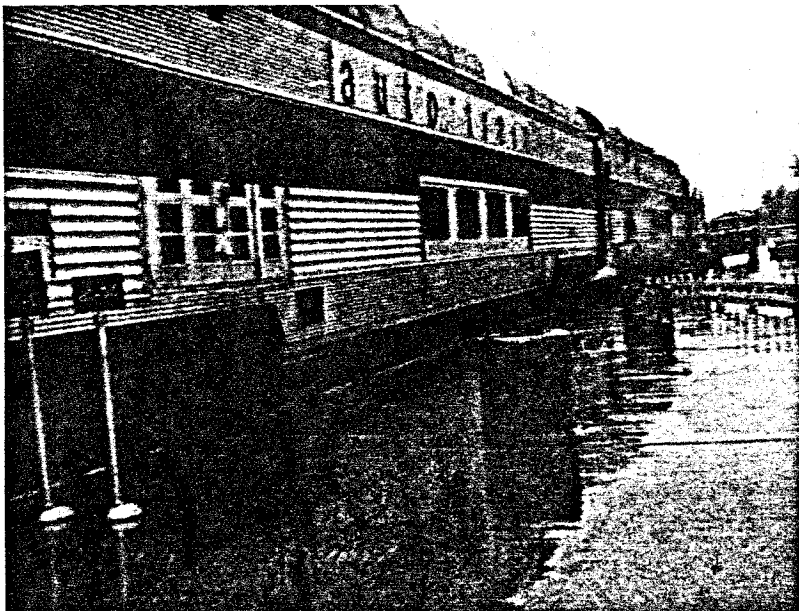
The Northeastern Region of the TAMR
The Depot

Issue #5 May-June

In this issue: The only passenger service in the U.S. that carries autos.



Cooperstown & Charlotte Valey
coach #993 taken at Cooperstown,
N.Y. during August of 1978.



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CONTENTS

From The Cab	Ted Tait
President's Letter	Ted Bedell
Grade Crossings	Bruce Wolfeld
How 'bout A Light For That Hack?	David (Duece) Manton
Oddball Practices	Bob Huron
The Auto-Train	Ed Luzine Jr.
Ode To Steam	Duece Manton
Running Extra	Duece Manton
Quiz Answers	Tim Henderson
The LIRR part III	Ted Bedell
LIRR, Interesting Facts & Figures	Steve Haddock
Product Review	J.S. Ward
Model RR Operations III	Ted Tait
Family Reunion	Duece Manton
Building A NEST	Ed Luzine Jr.
Secretary/Treasurer Report	Ted Tait
Mail Car	-----
Classified Ads	-----
Prototype News	-----
Cartoons	-----

FROM THE CAB

On a subject which Ted B. wrote about in his President's letter on lack of participation, I want to point out that most all NR activities have been here on Long Island. Almost nobody has bothered to try to organize something in their area. I don't think that too many of you even write to each other even though we print a Directory for this purpose. The Directory can be of great use to you. Ted Bedell and I would not have known each other if the TAMR did not print a Directory! That is how we got to know each other.

If you want to organize something, it does not have to be a railfanning trip. It could just be a meeting for local modelers. So, use your NR membership benefits to your advantage.

Unfortunately, the last issue did not come out very well because of bad printing, but this issue is better. Because I have recieved a lot of material for this issue late, it is almost late. I say almost because I am now working hard to try to get it done in time. Since I have not gotten another cover drawing from Frank Chadwick, we have a Xeroxed cover and also an extra photo page. Also, again because of lateness, this issue is missing a few items that were supposed to be in it.

Anyway, this is a nice large issue and all of the details about the convention this summer are in my Sec./Treas. Report. Also in this issue is the convention application form for those who wish to come. Happy Reading.....

PRESIDENT'S LETTER

Well, here we go with another jam-packed installment of the NR Depot. I hope those of you who are due to renew will do so. We have not had a very favorable renewal rate over the past four issues, even with all the work we have been doing to make our region the best. Something is lacking, and that is participation.

You may have noticed that most of our activities have been on Long Island. It is true that 30% of our members live here, but many people are located near each other off Long Island. Local get-togethers are essential to keep the region from stagnating. Your Regional Officers (all 2 of them) have lists of prospective members for the NR. Even though we write to them asking them to join, we only get about a 20% response. If you would like to get in touch with someone in your area, Ted Tait or I will be glad to give you the names and addresses of prospective members near you. If you do get in touch with them, put in a good word for the NR.

While new members and renewals remain a problem, participation is still the biggest one. Take the proposed Pennsylvania railfanning trip for example. Not one member was interested enough to write! And what about our Montauk trip where only 4 people showed up? I sincerely hope this kind of situation does not plague our convention this summer. I expect at least 15 members to show up plus our out of region members who are coming. If they can travel up to 3,000 miles to attend our convention, certainly you can come one or two hundred miles to attend. Routing information to the convention is available, and if you like you can come by train. We have all train fare info for the LIRR, once you make the connection from Amtrak. Please send in your registration form D as soon as possible if you plan to attend.

So, until next time, keep reading.....

GRADE CROSSINGS

by Bruce Wolfeld

One of the most neglected details in Model Railroading is the grade crossing. Most modelers just put a piece of cardboard or some plaster between the rails. They don't seem to care that the rails are one scale foot above the road. They also don't care that the general appearance is not realistic.

In modeling crossings, the modeler must remember to leave adequate flangeway (space for the wheel flanges), to make the crossing the same width as the road leading to it, and not to make the crossing any higher than the rails.

The easiest type of crossing to model is the fill crossing. It is found on roads with light traffic. To make a fill crossing, simply cement two lengths of stripwood between the rails to act as flangeway guards. Fill the remaining space with ballast if it is a gravel crossing, or plaster if it is a dirt crossing.

Another type of crossing that can be used is the plank crossing. It consists of creosoted 4"x8" timbers bolted to the ties. To model this, simply glue stripwood between the rails and paint it the appropriate color.

Another type of crossing is the asphalt crossing.

Grade Crossings continued

The asphalt crossing can be modeled by simply putting plaster between the rails. Before the plaster dries, press in the flangeways. It would be a good idea to test them with a car or locomotive. After drying, the plaster should be painted the color of the road.

The last type of crossing I will talk about is the poured concrete crossing. It is used where traffic is very heavy. Modeling the crossing consists of putting lengths of rail inside the track to guard the flangeways and pouring plaster between them. Details such as flashers, crossing gates and fences make a grade crossing look as realistic as the rest of your layout.

HOW 'BOUT A LIGHT FOR THAT HACK?

by Deuce Manton

If you are a modeler like me, you strive for that added touch of realism to your layout and equipment. If you are, how about throwing a light in that dark car on the tail of your freights? Allow me to explain how this can easily be achieved at a minimum of expense.

For my project, I chose a Roundhouse "Conrail" hack. When purchased, the kit (running about \$3.50 at most hobby shops) must undergo a little painting before assembly. Conrail hacks have black roofs and underframes, but the model does not. Mask off the sides and ends with tape, and spray the roof and underframe with flat black spray. If you only have gloss black, don't worry. Apply a coat of gloss black, let dry, and spray with Testor's #1260 "Dullcoat". This will dull the gloss to a "weathered" look.

Before assembly of the painted model, install glass in the windows. Glass is easily made by cutting strips of clear acetate plastic (available with most structure kits) and glueing them to the windows. The best thing to use for this is Testor's liquid glue in the bottle. Being liquid applied with a brush, it leaves no sloppy blobs like tube glue. Supplied with the kit will be two plastic trucks. Put those aside because you won't need them.

Before going any further, scrape together some greenbacks and head for the hobby shop. Purchase the following items: One pair of Central Valley tender trucks with brass pickup wheels (the kind found on Mantua's 2-6-2 Prairie, will do fine). One grain of wheat lamp, and One package of Cal Scale caboose marker lights. Assemble the trucks to the underframe using the screws provided with the kit. Install the grain of wheat lamp to the frame and run the leads to the trucks. Marker lights can be installed with Crazy Glue.

WARNING: Crazy Glue should be used with extreme care.

ODDBALL PRACTICES II

by Bob Huron

Almost every major railroad in this country and Canada have had or used boats for various uses in transportation. Passenger transport by ferryboat was rather common and still exists in many places. I'll just give a few examples

Oddball Practices con't

run into the Hudson River or East River. So in turn, ferry routes had to develop, every major company had passenger ferry service, either to New Jersey or Long Island. The NYC had service to Weehawken for the West Shore lines, and NY connections.

The freight services were also extensive, much too much to go into detail over, but a rather unusual one was conducted by the DL&W. The Harlem River terminal was and is a modelers delight. A prototype circular layout with only a main connection to get in and out (see sketch). Please note, to move westward the Detroit area still has extensive services over the Detroit River, due strongly to the fact that the former NYC Detroit tunnel has insufficient clearance to handle auto racks and auto part cars (hi-cubes).

Again we move further west, the Pacific Coast has a great repertoire of marine service both past and present. It is one of the better known lines in the handling of freight cars to and from Alaska, from both Vancouver and Seattle, Washington.

The San Francisco area had a very extensive ferry boat service, again more than I can cover here. One train-ferry of note however, was the Benecia-Martinez line (now replaced by a bridge). This ferry had four tracks and was capable of hauling a complete 15 car train with engine. It was rated as the worlds largest ferry.

Now for a more mundane form of train:trolleys and rapid transit. Here are three companies whose operations should be of interest.

The Twin Cities Rapid Transit of Minniappolis and St. Paul (Minn.) ran a lake steamer service as a division of their street car operation. This occured on lake Minnetonka.

For you left-out Bostonians, the Blue Line was originally a narrow guage high-speed rapid line with ferry service from City Point (E. Boston). Last but not least, in Seattle, the Front Street Cable Railway ran a ferry service across lake Washington.

So, in a word, you can run marine operations anywhere you have water however, if all else fails, run a rowboat. The Chicago Surface Lines on one route, broken because of lack of a bridge, ran a powerboat to connect both ends.

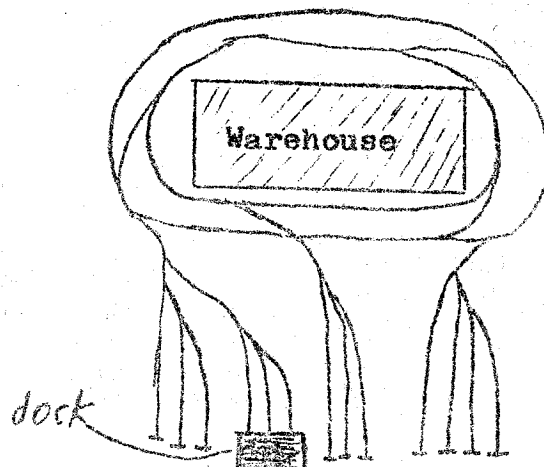
For a bibliography, I'll give you a few books, which you should be able to get at your local library.

"The Great Lakes Carferries" by George Hilton

"The Electric Railways of Minnesota" by Russel Olson

"San Francisco Ferryboats" by George Harlon

"Chicago Surface Lines" by Alan Lind



DL&W
Harlem River Transfer

Simplified

Oddball Practices con't

Can you run B-B's, and C-C's or even D-D's together in one consist? You'd better believe it. The UP runs SD40-2's, GP38-2's, GP40-2's, U36C's, C36-7's and of course those Centennial DDA40X's all run in Sunday combinations, and with power pooling in operation, you can add N&W, SCL, MP, CNW, PC, Conrail, SP and BN power of various high horsepower, high speed classes, into the mix.

The CR runs B-B, C-C combinations as normal operation with run-through power, the blue is broken up by SP gray, and UP yellow. As an added bonus, on hump operations CR and formerly PC run the unique GP9B's, along with C-C U-boats, usually U36C's or U23C's.

Last but not least, do you have any passenger E's or PA's around, well, just run them off freights. The MLC, EL and SCL did with great aplomb. So did the UP and they even ran SDP35's and E's in regular service together, along with boiler equipped GP9B's, and GP30B's, and SD9's. Let your mind wonder over these combinations and purmutations until next time.

THE AUTO TRAIN

by Ed Luzine Jr.

In the spring of 1972 our family took a trip to Florida. We did not want to drive to Miami from Albany, so we decided to take the Auto-Train which offers 15½ hour service between Lorton (Washington D.C.) Virginia, and Sanford, Florida, traveling a total of 856 miles.

The Auto-Train was formed in 1969 by Eugene K. Garfeild and a group of investors. Operating agreements were made with the Richmond, Fredricksburg and Potomac railroad and the Seaboard Coast Line for providing crews and rails to travel on. The Auto-Train uses RF&P rail between Richmond and Lorton. Then it traverses over the SCL for the rest of the way to Sanford.

On July 15, 1971, Auto-Train Corporation started selling 700,000 shares of stock and raised 7 million dollars with which to buy equipment.

It took the Auto-Train Corporation four and one-half months of hard work to build terminals, refurbish equipment and make timetables and ticket prices. The first Auto-Train left Lorton on December 6, 1971.

The Auto-Train Corporation is not a part of Amtrak. It is a private company owning all of its passenger equipment, auto-carriers, terminals, facilities and locomotives.

Two diesel units provide power for one train. The 4 3,600 horsepower diesels were produced by G.E. (U36B's). The Auto-Train bought four more of these for power on the Louisville trains but these were leased and later sold to Conrail in 1977.

The East Coast route covers 856 miles between Lorton and Sanford. The Midwest route covers 988 miles between Louisville and Sanford. The line to Louisville was dropped because there were not enough passengers which created operating losses.

The Auto-Train can't

The passenger cars were bought from the Santa Fe, Union Pacific, and Western Pacific. Some of these cars came from such luxurious trains as "El Capitan" and the "Super Chief" but were completely refurbished to Auto-Train's standards. Both the Santa Fe and the Union Pacific supplied the sleeping cars, but the bi-level auto-carriers, which hold eight cars each, were purchased from the Canadian National Railroad. Two buffet cars, one with a kitchen/dormitory for crews were obtained from the SCL. Between the auto-carriers and the passenger cars is the all important steam generating car. This car provides the rest of the train with steam for heating the cars.

The train makes 5 stops along its journey for servicing and crew changes. Even though the trains are restricted to 79 MPH, the average speed is a surprising 60 MPH.

Crews are provided by either RF&P or the SCL. The crew consists of an engineer, conductor, brakeman (SCL only), fireman and a flagman. The stops are planned for: Richmond, Virginia; Rocky Mount, North Carolina; Florence, South Carolina; and Jacksonville, Florida. Other short stops may occur to let freight trains pass.

There are many activities on the train which include movies, live entertainment, cartoons and bingo. There is also a gift shop to buy things such as towels, cards, magazines, etc.

Recently the Auto-Train has been having financial difficulties. These problems have risen last year due to low fare competition from the airlines, sluggish summer traffic, and higher fares on Auto-Train trips.

The Auto-Train is trying to work out 2 new agreements. The first is to expand into New Jersey, preferably Atlantic City, with passenger car service. The second is to haul auto's while the people fly via an airline to Florida at reduced rates.

The Auto-Train has recently introduced a new service. You can rent an office car from them for only \$1500 one way. The car belongs to the company President, Eugene Garfield. You can bring 5 friends along too. You will be served a five course dinner, snacks of fruit and cheese, and breakfast before leaving.

Almost all of this information came from Auto-Train magazine which I received onboard. Other information came from newspapers. It's too bad to see this passenger service deteriorate just like the old luxurious trains, and Aktrak.

ONE TO STEAM

Deuce Manton

Roll on steam train,
Roll on far,
Your days are numbered,
Thanks to the car.
"Cross mountains, through tunnel,
Over river and gorge
Thundering on towards Valley Forge.
Your days of glory over, I think it is a sin,
That the auto and the Diesel,
Had to do you in.

A WORD FROM DEUCE

David (Deuce) Manton

In response to the quip under Prototype News in issue #3 of the Depot, concerning those ex-Rock Island Geeps rebuilds, here's a bit more info. Two of the bright orange geeps are used in regular service at Amtrak's Penn Coach Yard (30 St. station) in Philadelphia and I see more and more of them popping up. Also stored at 30th street are two of the French Turbo's. This rare sight has been there now for approximately two months, but I don't know how much longer they will be there. Get Pix Now!

RUNNING EXTRA

Deuce Manton

Two more of those ex.-RI geeps were spotted on a recent visit to Wilmington shops, along with an aincient ex.-Great Northern/PRR/NYC FF-2 motor. Her pans removed, she sat on the rip track, by the old roundhouse, beside several dead GG-1's. Those FF-2 motors were purchased by the PRR in early 1957 following Great Northern's shutdown of the 72 mile Wenatchee Skykomish electrification in Washington state. They were later sold to NYC for use as a tunnel motor, out of New York City.

Construction began, on March 26 1979, on a new grade crossing on the old Reading Co. Bethlehem Branch at Ambler station. Butler Pike, the road involved, will be closed in the station area as of April 14.

QUIZ ANSWERS

Tim Henderson

These are the answers to the quiz that appeared in issue #4

- 1 In 1869 by George Westinghouse.
- 2 The figure varies, but there are generally 4 crewmen on a freight train: the engineer, conductor and 2 trainmen.
- 3 about 65 cars.
- 4 Four feet 8½ inches.
- 5 Standard length of non-welded rail is 39'.
- 6 On the SCL there are 78.66 miles of track between Wilmington and Hamlet N.C. which doesn't even have a slight curve.
- 7 Seven- Penn Central, Erie Lackawana, Reading, Central of N.J., Lehigh Valley and Lhigh and Hudson river as well as operating responsibility for the Ann Arbor.
- 8 A document prepared by the railroad which contains details of the shipment, its route, and charges involved.
- 9 Freight trains moving large tonnages of single bulk products.
- 10 CAPY= Capacity, in pounds. IW=Inside Width
LD LMT=Load Limit, in pounds. IH=Inside Height
ExW=Extreme Width. Cu.Ft.=Cubic Feet
IL=Inside Length BLT=Built

"Man is stuck to society's flypaper"

-David T. Manton

THE LONG ISLAND RAIL ROAD part III

by Ted Bedell

The Long Island Rail Road is largely a commuter railroad, even though freight traffic is present in some quantity. There are two major types of equipment used in the passenger service. These are the third-rail electric cars and push-pull cars that are hauled by diesel engines. The more interesting operation by far, is the push-pull service, which has much more variety than the electric trains.

These diesel hauled cars comprise 10 different classes, and they total 265 cars. One of the classes is in storage, and being converted from multiple unit electric coaches to some type of push-pull coaches. Long Island's Morris Park shops have converted 41 other cars already. A total of 248 cars were bought from Pullman-Standard, and 17 cars were purchased second hand from other railroads. Among these are a few specialty cars: several bar cars, a sleeper, 11 Parlor cars, and 3 lounges.

One of the most interesting types of cars on Long Island are the four Bar-Generator cars that are used on the Oyster Bay and Port Jefferson Branches. These were converted in Morris Park from old electric coaches in 1975 and 1976. Half of the car is a liquor bar (which is rarely used), and the other half houses a diesel engine and generator. The cars serve as a power source for light, heat, and air conditioning in the push-pull coaches. They are now used on C-420 powered trains, which is necessary because of the DC voltage requirements of the passenger cars. They are not used with Geeps or MP15 AC's; instead, the LIRR uses special power cars. These power cars are the former Aclor FA-1's and FA-2's which, despite their age, will be around for many years to come (see roster). They have had their traction motors removed, and were re-classed PC-6's. The units are used on the opposite end of the train to the pushing unit. They are equipped with radios and cab control (to operate the pushing unit when it is on the rear end of the train.) There is a rumor that some of these PC-6 units will be re-engined with Detroit diesels in the near future. Recently added to this fleet are the ex-Milwaukee Road units which are scheduled to be released from the shops before summer.

The Long Island's electric trains are made up of "M-1" ("Metropolitan multiple-unit married pair electric coaches"). This means that the cars are semi-permanently built in pairs, and that these pairs can be operated together to form any size train. Each married pair has a cab at either end for the motorman, so there is no need to turn trains or have a certain car up front. Setting is 244 on each pair. Each set looks identical to the next, and the only noticeable differences are the road numbers and dirt. The LIRR owns a total of 766 of these cars, built between 1968 and 1972 by the Budd Company.

The LIRR is certainly not just a passenger route, for freight trains are run to the tune of 150 trains per week. The LIRR owns a fleet of 27 cabooses for these freight trains. Six of the hacks were bought second-hand from the Illinois Central, and 21 were bought new, in 1972. Several of the cabooses have neither cupola's or bay windows.

The LIRR con't

The LIRR has special cars for work trains, but does not own any revenue freight cars. The special cars include at least one light duty crane car, a small fleet of gondola's, some storage boxcars, a few tank cars, Jaws III and a jordan spreader, a track inspection car, and about 15 special flat/rack cars. These rack cars are designed to carry 600' long sections of welded rail, which is being installed systemwide. The cars are sitting in Holban Yard, and are only used a few times a year. I saw them on both of my trips to Jamaica and Holban Yard.

The first of those trips was made by train with my two brothers and Sam Williams on April 20, 1977. This was my first contact with the SW-1001's, the MP-15AC's, and the yard, so I took a lot of photos. My second trip in August 1977 was also made by train, but this time I went alone. That day turned out to be the height of the heat wave on L.I., with the temperatures hitting a record of 104 degrees F.!!!! Needless to say, it was not very comfortable out, and I spent more time in the air-conditioned McDonald's than I did at trackside!

This has been the last portion of my three part series on the Long Island Rail Road. Since the largest segment of our membership lies on Long Island, the LIRR will often be mentioned in the Depot. This series was intended to help you understand when we talk about the LIRR, as well as being part of our shortline series.

Long Island Rail Road PC-6 Roster

Unit No.	Built	Acquired	Former Owner and No.	Former Class
600	1951	3-74	PC #1302 NYC #1102	FA-2
601	1956	5-71	L&N #317	"
602	1956	6-71	L&N #309	"
603	1956	8-71	L&N #315	"
604	1956	9-71	L&N #314	"
605	1956	11-71	L&N #310	"
606	1956	1-71	L&N #321	"
607	1951	5-72	WM #303	"
608	1951	6-72	WM #304	"
609	1951	9-72	WM #301	"
610	1951	10-72	WM #302	"
611	1949	8-72	BN #4102 SP&S #857	FA-1
612	1949	11-72	BN #4100 SP&S #856	"
613	1950	2-73	BN #4120 SP&S #866	"
614	1949	3-73	BN #4104 SP&S #858	"
615	1949	4-73	BN #4116 SP&S #864	"
616	1949	7-73	BN #4108 SP&S #860	"
617	1947	4-74	PC #1333 NH #0428	"
618	1947	6-74	PC # NH #0401	"
619	?	9-78	MILW #126-A	F-9
620	?	9-78	MILW #85-A	F-7

LIRR INTERESTING FACTS AND FIGURES

Steve Haddock

1. The LIRR is the busiest passenger RR in the U.S.
2. 1/4 of the commuters in the U.S. ride the LIRR.
3. The 3rd oldest RR in the country still operating under

-con't-

66RR facts and figures con't

ITS original name.

4. Jamaica Station is one of the worlds busiest stations.
During rush-hour, trains run through the eight track station one evry 30 seconds!
5. There are 144 stations-Hicksville is the busiest east of Jamaica.
6. One of the safest RR's in the nation, probably the world too.
7. 865 Trains scheduled per day.
8. The LIRR has 7,200 employees.

Firsts achieved by the LIRR:

1. First to mount whistles on locomotives (1836).
2. First to operate piggyback service when they carried farmers' wagons to New York markets (1884).
3. First to operate an all-steel passenger car. (1905)
4. First to a diesel-electric locomotive (1926).
5. First to operate an all-steel passenger fleet (1927).
6. First to install a fully automatic speed control (1952).

PRODUCT REVIEW-RSD15 N scale

J.S.Ward

For a couple of years I had been seeing Model Power low nose "Alligator" RSD15's in the stores. This locomotive has always been one of my favorites (guess who's an Alco fan). Although the C&D RSD15's were high nosed and gone before Chessie, my Allegheny Railway has 10 of these on its theoretical roster and is a C&O subsidiary, so I can justify the unit.

The sample came with black handrails and trucks so I removed them. The handrails had to be removed very carefully or they would break. The handrails were then painted reefer orange and the trucks dark blue. Then they were put back on, securing the handrails with Pliobond.

When first run, the unit was slow to start, so that I had to remove the body and tap the motor. After an hour's running this problem straightened out and now the unit is the best on my line. I used an HO throttle for power and the unit ran extremely slow without pulse power. It pulled 15 cars up my 1.5% grade without slipping. In fact, the unit doesn't slip but will stall first.

I paid 13 dollars for the unit and it was well worth the price. If you mail order, you can get it for \$10. The Allegheny Railway management has proposed purchasing several more of these units. On a scale of 1 to 10 this is definately a ten.

MODEL RAILROAD OPERATIONS part III

by Ted Tait

This is the third and final part of this series on Operating your railroad, and this installment is on how everything came together when we used the card order system, the schedule, and a fast clock.

Ted Bedell, Bruce Wolfeld, and Kevin Lindstrom came to my house for the test operating session. I acted as dispatcher. Ted and Bruce were engineers, and Kevin was the brakeman for both

Model RR Operations con't

the first two trains out on time, as they had to depart right after each other. It seemed as if everything would work, but we ran into trouble.

One of the first problems were my crummy passenger cars. They are from Tyco, I think, and they kept uncoupling. So, after awhile we had to bad order the whole train! After that, we started running into derailments of freight trains. Kevin was very busy that day. Meanwhile, while they were having their troubles, I had to tend to keeping track of them and the card orders. It happened more than once that they would forget to pick-up or drop-off a car. All the worse for me! Because of these technical problems, I was trying to keep track of them and tell them what to do, while they kept derailing and tried to go at high speeds to catch up. Only to derail again!!! We even had to stop the fast clock a few times. It was becoming so bad that we were laughing, which made it even harder to operate prototypically. Finally we gave up and went upstairs. Later Ted and Kevin went back down and started running trains like madmen. We could hear them laughing all the way upstairs.

Well, we didn't run the railroad in a very realistic manner but, we had a lot of fun and I guess it was worth it. I must say that if your system is better than my layout these ideas should work fine. But, I am going to get that trackwork fixed up for the convention so you will have to wait and see what happens when you get there.

FAMILY REUNION-A weekend of action & nostalgia. Deuce Manton

One of the first railfan meets in months, perhaps years, of former Allegheny Region members occured in January of 1979. Masterminded by my brother Paul, it consisted of two days of action packed railfanning in the hills of Pennsylvania and Maryland. Wheels were provided by former AR Dispatcher Editor, Franck Chadwick, who trucked down on Friday night. After a few rounds of beer to celebrate old times, and a good night's sleep, we were ready for action. Our original plans were to camp out at trackside, but weather being as frigid as it was, we decided to use Paul's apartment as a base and pack in two days at different locations.

Our first destination was Allentown, PA, where a huge hump yard and engine facility are located. Several lines once terminated here including: CNJ, Lehigh Valley, Lehigh & New England, and Reading. The colossal roundhouse, once filled with a wide assortment of units from different roads, seems now to be only dominated by ex-PC "Grimy Black" and Conrail Blue. A concrete coal tower stands like a giant in the distance reminding us of the many T-1's, Mikes, and Camelback's that paused beneath its bays. The actual classification yard itself lies between Allentown and Bethlehem. Here we caught the making up and breaking down of freights, interesting lashups and great hump yard action. A road on the side of the mountain provides an excellent arial location for taking pictures. Searching for a place to eat breakfast, we left the yards. After munching a good breakfast, it was back on the road for our next destination, Enola Yards.

Enola is situated a short distance North of Harrisburg, on the opposite side of the Susquehanna River. Here also lies the famous Rockville bridge, a major division point on the old Pennsy. This magnificent stone arch span, bridges the "Suzy-Q" river to connect Enola with the mainline to Harrisburg, and the freight branch to north Sunbury (perhaps you have seen the famous calendar painting of the 1930's called "Partisans In Progress"...). Enola also handles freights from points south towards Baltimore and points west to Carlisle and Pittsburgh, so action is plentiful. In fact, we never even crossed the river into Enola. We didn't get a chance! Conrail kept barging us down with freight after freight, so we just stayed on the Rockville side the rest of the day. Around 4:30, we decided to pack it in. It's quite a haul from Rockville to Paul's place so we allowed a little daylight for traveling; definately a good day. The only drawback was the 20 degree weather and ~~the~~ wind that rolled off from the river.

The next day was Sunday. We left bright and early and headed south on I-95 to Baltimore to catch some Chessie action. Chessie's photogenic paint scheme adds a welcome change to Conrail's Black and Blue. We finally ended up in a place a few miles south of Baltimore called Relay M.D. The town got its name from a relay station and hotel which stood along the B&O tracks at this spot. In the 1800's, horse drawn trains would stop at this relay post and a new team of horses was hitched to the train while passengers refreshed themselves in the hotel. The hotel stood until 1950. All that remains of the structure is the cornerstone and a monument. Here we caught several freights crossing the beautiful curved stone bridges. After walking about 1/2 mile up the tracks toward Baltimore, we came to a bridge where the Chessie crossed over Pennsy main to Washington. Here we caught the most action of the day, thanks to Amtrak who sent us 5 or 6 trains in the short time we were there. The "National Limited" and the Washington section of the "Broadway" flew by, both sporting doubleheaded G's! We saw a few E-60cp powered trains pulling new Amcoaches, and Conrail sent us a freight--all headed towards Washington D.C. The corridor is still the best place for action! We split for home after the freight. All in all our goal was accomplished. We had set out for a weekend of action, and we had it fed to us like there was no tomorrow. Only two things bug me. After driving all the way to Maryland, we saw more action on the Pennsy than on the B&O, and poor weary Frank still had to drive home.

BUILDING A NEST

Ed Lazine Jr.

A few issues ago I asked for people to contribute to a map and organization of their railroads, both imaginary and prototype. The organization is called NEST, North Eastern Shortline's Terminals. NEST is an organization of seven railroads all owned by the same company. All lines are run by their normal managers and handle money problems and stocks etc.

The separate rail lines retain their colors and lettering schemes except for one thing. Lets take a look at my own Liberty and Midland, adapted to NEST membership.

L&M colors are black and yellow. Engines and cabooses are painted yellow with black trim. Rolling stock is all yellow with black lettering. On a modern L&M diesel, L&M is written

NEST con't

on the cab, Anthracite Road is on the long hood. NEST is applied on the long hood right under your road name on both sides. The same should be done on rolling stock and cabooses. Simply put NEST on your equipment.

If you want to model an interchange with another road you might want to trade locomotives or rolling stock with other NEST members. Ted Tait and I are in the process of trading boxcars. Watch for future articles on "How to Build a NEST".

SECRETARY/TREASURER REPORT

Well this is it, you people out there must decide if you are coming to the NR summer convention this year, here on L.I. Included in this Depot is an application form if you want to come (form D). Please fill out all of the information as it is all necessary. Those of you on L.I. who want to attend, but stay at home, must also fill out this form. If you do this, you will be expected to have your own transportation to the convention activities, unless something can be arranged.

Housing will be done on a first come, first served basis. We will give the first people beds, the others a couch or floor (with a sleeping bag if you bring one), and if we run out of room (which is doubtful) others will stay in a motel.

On Thursday afternoon and evening, most attendees will arrive, and just get to know each other. On Friday, we will take a trip on the LIRR to Greenport. Friday evening will be a time of PARTY. We hope to have a beach party in Bayville that evening. Saturday, 10:30-2:00 will be layout tours of the Bayville area and a slide show at Ted Bedell's house. 2:30-5:00 will either be layout tours of the Syosset area or we will go to the West Island Model Railroad club where we hope to see the movie "Model Railroading Unlimited". Since I have not gotten word from the West Island as yet, I am not sure if we can come. If we do it will be Saturday afternoon or evening. Sunday, Morning and Afternoon will be the time to say goodbye and end the First Annual NR Summer Convention.

EXPENSES: The trip to Greenport will cost about \$6.50: the movie will be around 10¢; You will be expected to pay your own way when we eat out (which will be most of the time); and you will need extra money for buying, selling etc. You will be notified as to where you will be staying, directions, etc. Also, any HO or N scale equipment may be brought along. Our members have layouts on which I'm sure you can operate (including mine), and we may get a chance for some operating at the West Island! So bring along what you want, because it looks like our first convention will be a great one with a fun filled time for all. Hope to see you there!!!!!!

PASS LISTING

To get listed, send a pass to (and made out to) Ted Bedell.

East Penn Lines
Lone Eagle Payne
1028 Whaley Rd., RD #4
New Carlisle, OH 45344

MORE FROM THE SECRETARY-New members and renewals.
Membership status.

Steve Boivin #9
 111 N. St.
 Granby Ma.
 01033

James E. Pugh, Jr. #10
 344 Neiffer Rd.
 Schwenksville, PA
 19473

Bryan K. Fisk #10
 Box 35A RD #1
 Wyalusing, PA
 18853

Patrick Baricelli #10
 104-55 108th St.
 Richmond Hill, NY
 11419

Richard Sonoski #10
 219 1st St.
 Port Carbon, PA
 17965

Kim Stubbs #10
 P.O. Box 386
 Waterbury Vt.
 05616

Ed Luzine Jr. has
 renewed. Please
 change to #12.

Darren Wise has
 renewed. Please
 change to #10.

Bruce Wolfeld has
 renewed. Please
 change to #10.

John McGreevy has
 renewed. Please change
 to #10

We have 53 members at present, and our
 money situation looks like this:

Previous Balance	= \$44.93
Total Income	+ \$25.00
Total Expenses	= \$14.88
New Balance	= \$55.05

As you can see, our money situation is fine, but we still
 need more members for more participation. If you cannot get a
 person to join, why not get involved in the NR. The more
 contributors we have, the bigger the size of your Depot.

MAIL CAR

Jefferey S. Ward is trying to plan a Sand Patch and Cumberland,
 M.D. railfan trip for this summer. If you are interested please
 contact him. J.S. Ward RD #1 Box 217a, Ruffsedale, PA 15697.

PROTOTYPE NEWS

The Long Island Rail Road is repainting their GP38-2's
 from blue and white to red/white/blue. Originally only #252
 was painted for the Bicentennial, but confirmed sightings show
 260, 269, 251, 274, 272. Also seen have been C420's 223, 224,
 227. It seems they are painting all Geeps and C420's but there
 is no word as to why or how extensive this plan will be.
 Stay tuned for more info.

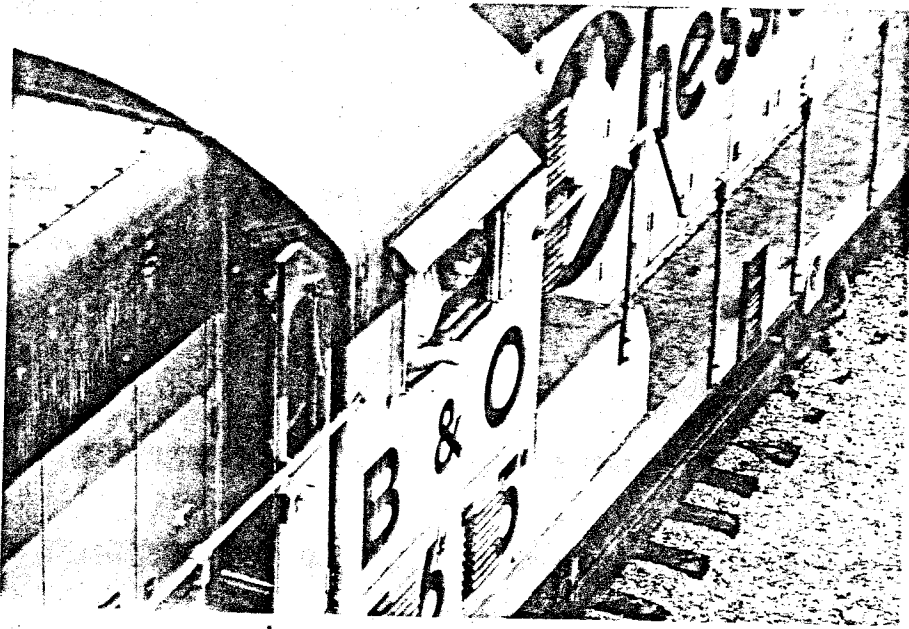
-Ted Bedell

The Providence & Worcester is increasing its efforts to expand.
 The P&W bought 300 shares (9.3%) of Vermont & Massachusetts RR
 stock, possibly to try to force a trackage rights agreement west
 over the V&M to central Vermont. If this comes through, the
 P&W wants to buy the Central Vermont RR as well.

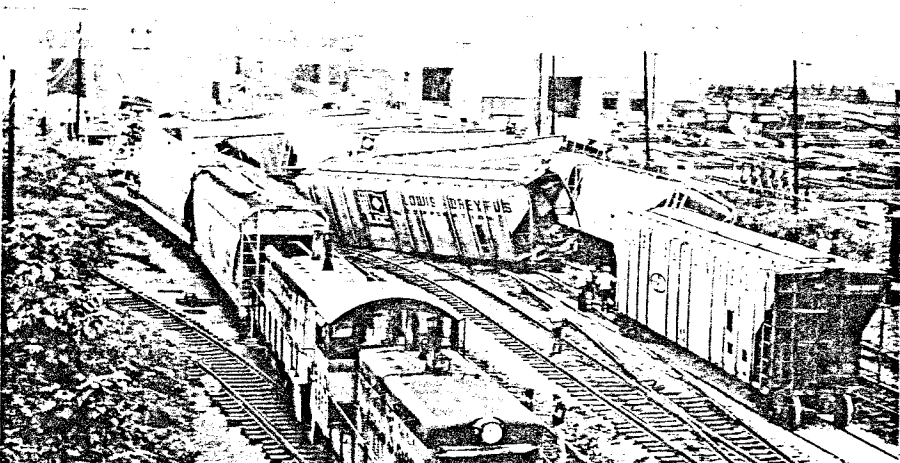
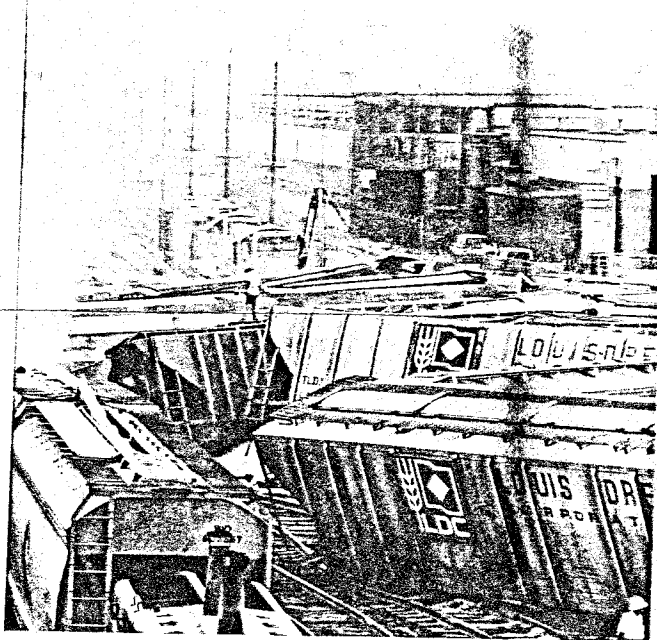
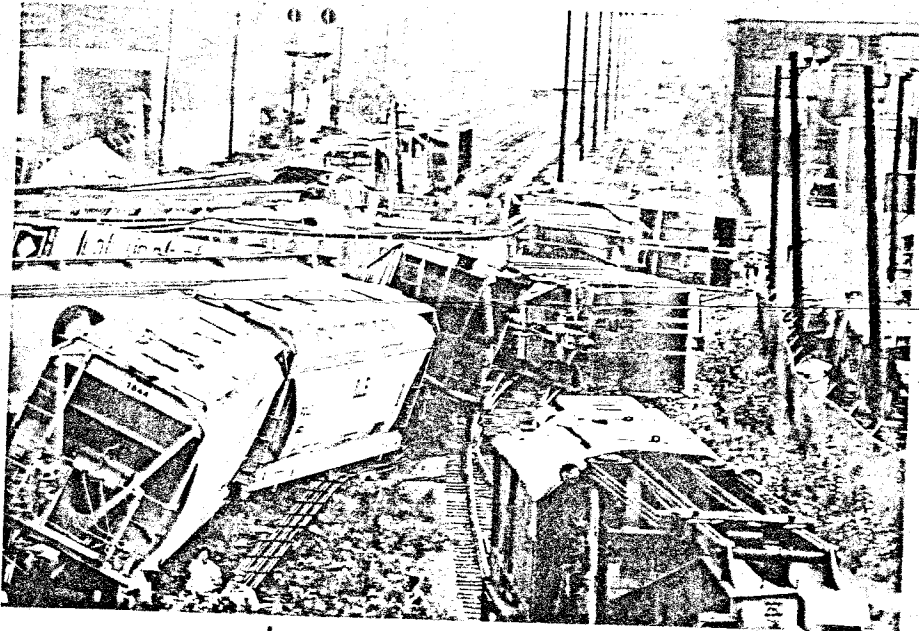
-Ted Bedell

The Maine Central bought four ex-L&N Geeps (388, 398, 433, 439)
 which arrived in January. Units were re-numbered after refurbishing.

-Ted Bedell

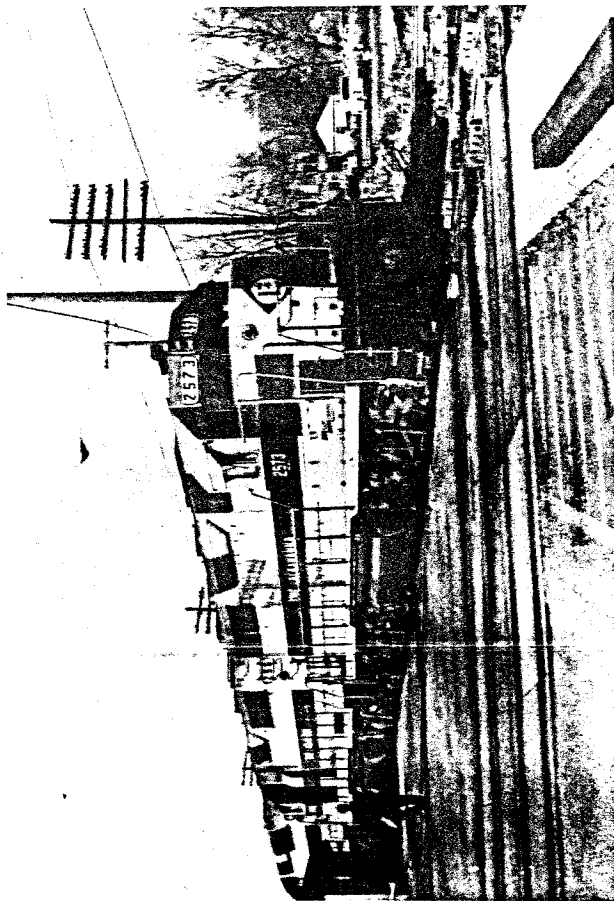


THE GREAT

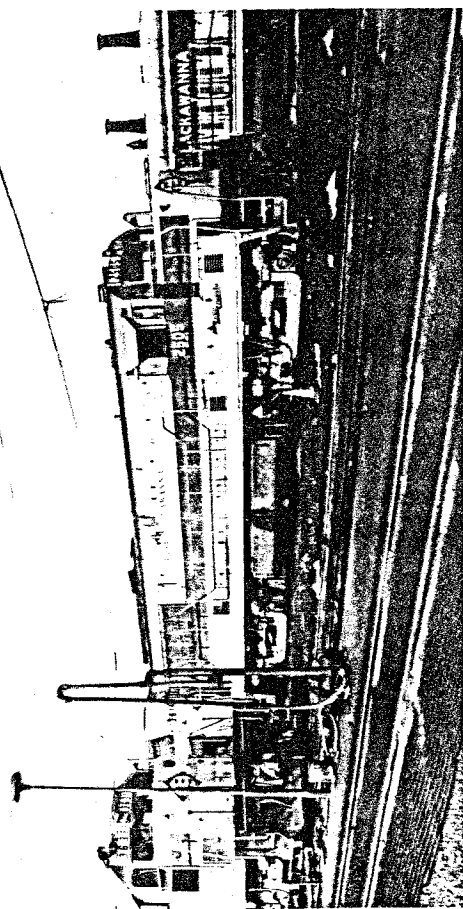
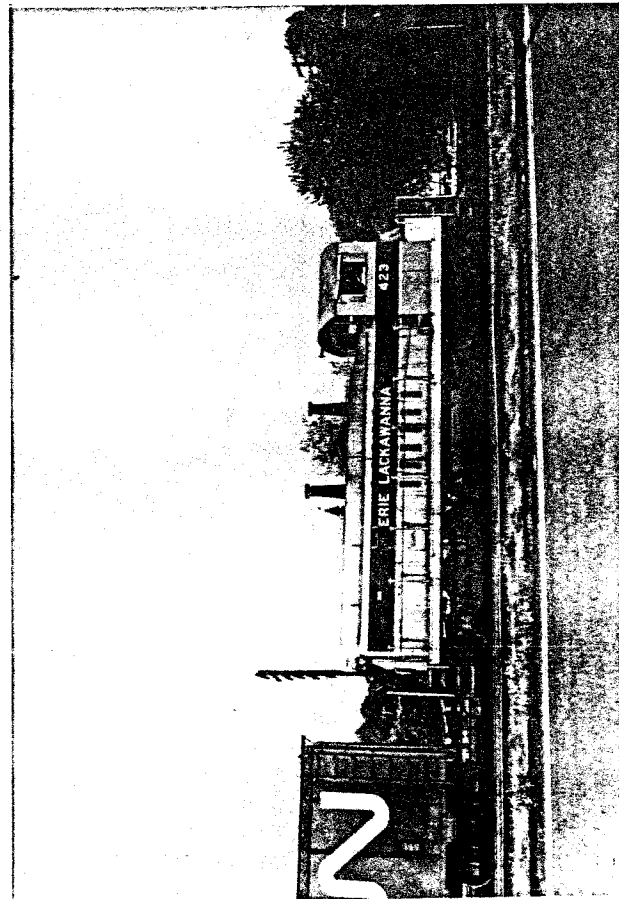
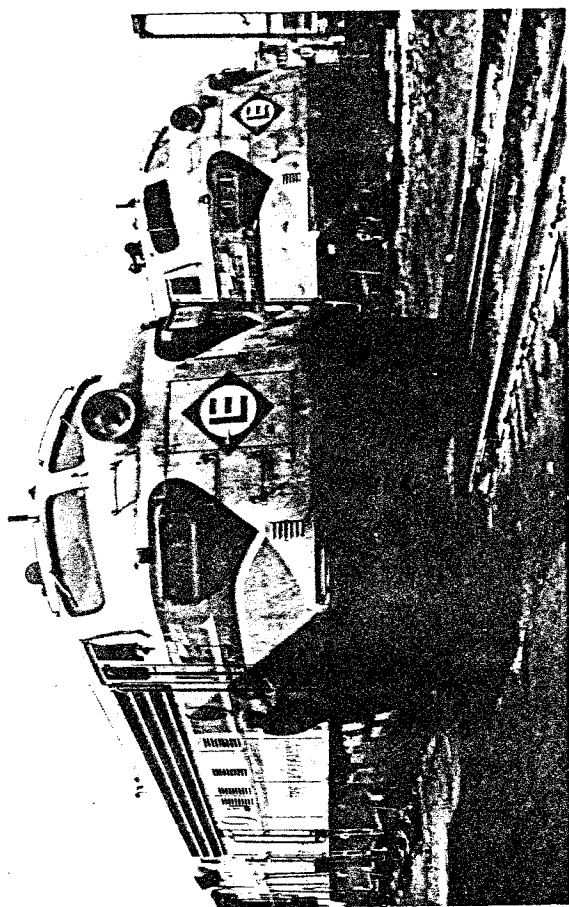


B+O WRECK

- 1) EL EMD GP-35 #2573 at the famous Griffith Crossing in Indiana on March 22, 1975.
Six different railroads cross each other at Griffith. (Tim Vermande)
- 2) EL EMD NW-2 #423 at Ramsey, NJ in August, 1974. (Al Tillotson)



- 3) Erie F-units #'s 7111 and 7091 shown here at Scranton, PA engine terminal in May, 1975 (Frank Chadwick found his way there!)
- 4) EL GE U25B #2505 at Croxton Yard, Seseaucus, NJ in April, 1974. (Al Tillotson)



FORM
D

ME CONVENTION APPLICATION

FORM
D

See Secretary/Treasurer Report for details on convention.
Please fill in ALL information.

- ☐ I am definately coming.
- ☐ I may be able to come. I will give my final decision later.

If you are coming in a group, please name those in your party.

How are you getting here? (car train etc.)

Can you bring a sleeping bag along?

Do you have any special requirements such as arriving or leaving early or late? Explain.

If you need routing information please explain your route up to where you need directions, so we can guide you the rest of the way.

COMMENTS:

FIRST COME FIRST SERVED.....SSAE IS APPRESIATED....

Send to:
Ted Tait
16 Evergreen Dr.
Syosset NY 11791