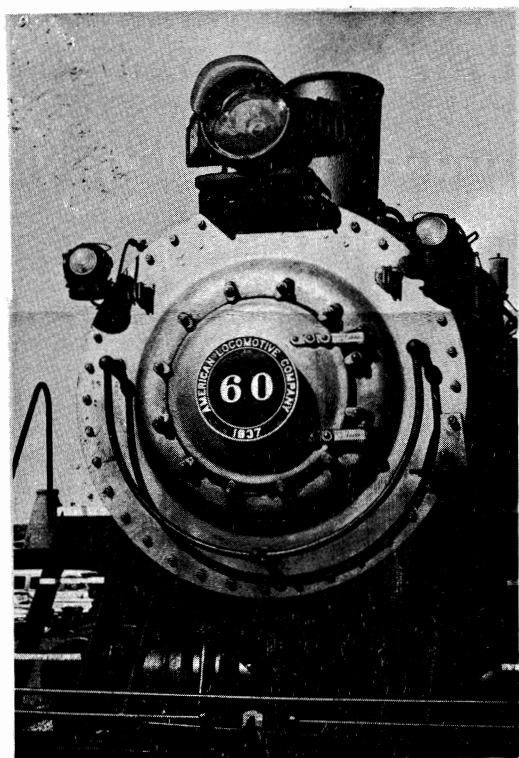


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 The Depot is the official publication of the Northeastern Region  
 of the Teen Association of Model Railroading.

Issue #8 (November-December 1979)

In this Issue: Model Railroad Photography, a tour of the Long Island Rail Road shop facilities, modeling locomotive  
 details, NR Survey Results, and much more.  
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NOTE: This issue of the Depot is being sent to all TAMR members who live within the boundaries of the Northeastern Region. If you like our new look, please feel free to join by sending a check for \$2.50 made out to Ted Tait. This brings you a full year's membership in the NR which includes six issues of the Depot, a copy of our membership Directory, printed membership card, and the chance to gain new friends through correspondence and attending some of trips and meets. If you already are a member, but are due to renew, please do so. If any member has not filled out an application form (Form B) yet, please ask for one and fill it out. Otherwise, your listing will not appear in the Directory.

# OFFICERS

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## PRESIDENT'S LETTER

Well, here I am again, this time I am trying my hand at publishing the Depot. I hope you like this totally offset issue as I will probably be doing the next few issues. This issue is a little late because I had to wait for enough material to come in. You'll also have to bear with me as far as typing errors because I am using my school's 5000 dollar typewriter and I'm not quite used to it yet. Our photo pages should look a little better than in the past, but I cannot print any color photos at all. Also, your black-and-whites should be clear, sharp, and well-lighted. We can print track plans, cartoons, and diagrams much more clearly, so please don't hesitate to send yours in.

In our Mail Car column this month are announcements for trips and meets in the upcoming year. If there are enough people interested we will finalize the plans. Now that I have my car things will be easier. If you are interested in planning a trip, or would like to go on one, contact me unless otherwise specified. If any of you out there have cars, or access to one, please let us know so more people can attend.

As always, we are looking for comments and suggestions on how we can improve the Depot and the region. We also need layout articles; we have had a definite lack of them in the past. If you haven't returned your survey yet please do so. Until next time, have a happy.

## LETTING OFF STEAM

Dear NR,

Here I go again, this time I'm gonna chw you jokers out for sure. Let's move it! For one thing, I haen't gotten a letter back from any of you. Either you guys are real slow or you don'y like writing. My grandmother can write faster and she has no arms! See what I mean! I asked you before if I can help you out with the Depot! Not an answer! Do you guys have something against a guy who lives near Conrail or in the Hudson Valley? I was born on Long Island not far from the Brooklyn Terminal. I think you should give me your telephone number so we can get going. Let's move our  
 #\$\$%&!@\*£!!

Christopher Anderson  
 6 Emerald Lane  
 Mahopac, NY 10541

## FROM THE CONDUCTOR

by Ted Tait

As you all know, ditto printing (which we usually use) can be very unpredictable. So, you will be happy to know that this issue is off-set. You will also be pleased with the knowledge that we will continue to bring you off-set issues as long as we can. Since Ted Bedell is doing this issue I have some time to do the Directory, catch up on my mail, and maybe sneak in a little relaxation in the ol' basement. I've started to settle down for winter and have been doing some modeling for a change.

I will be 'At the Throttle' again with the upcoming issues, so send in those articles! Also, black-and-white photos will be accepted. Offset photos are really great so please send yours in. A number of you asked for more photo pages, but it is up to you to send them in.

SO LET'S HIGHBALL INTO THE 80's  
 WITH PLENTY OF GOOD CHEER,  
 WITH ARTICLES AND PHOTOS  
 THROUGHOUT THE YEAR.  
 TO ALL OF YOU OUT THERE  
 FROM US DOWN HERE:  
 MERRY CHRISTMAS TO ALL  
 AND A HAPPY NEW YEAR!!!

# MODEL PHOTOGRAPHY

by Bob Huron

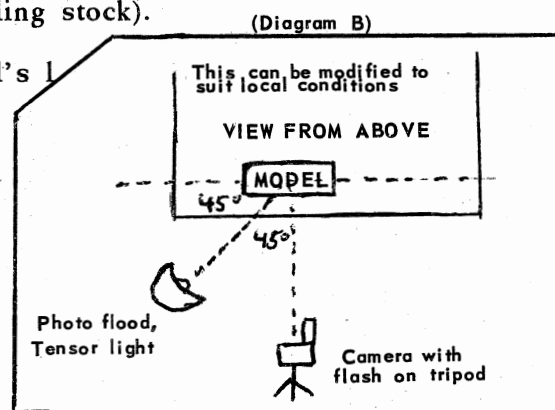
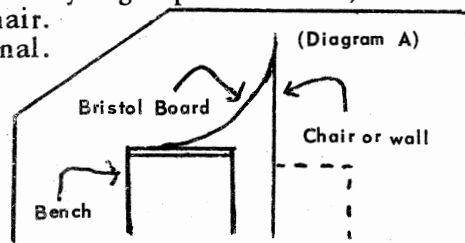
Taking photographs of your model equipment should be no great problem or any source of discontent to either you or the equipment. Do you like the photos that are published in MR, RMC, and Railroad Modeller? If you do, there are ways of getting similar photos with a minimum of equipment and very good results. Even if you've only got an Instamatic, you can get photos that will make you happy and which you'll be proud to put in the Depot!

Here's the recipe of the day, cheap photos but good results:

- 1) Your camera with a flash (flashbulbs, M or X type cubes with an extender) or an electronic flash unit.
- 2) A tripod (very important) or tripod holder for instamatic (if needed).
- 3) A sheet or two of Bristol Board (in white, light blue, gray, or any light pastel shade).
- 4) A bench or table which can be moved near a wall or chair.
- 5) Scotch tape or masking tape. Double-sided tape is optional.
- 6) Photo flood light, Movie light, or Tensor light.
- 7) Film (any type, but a slower ASA is preferred).

Once you have all this gear together, we can start.

- 1) Load your camera with film (either color or B&W).
- 2) Set up your bench as in diagram A. Tape is used to anchor the Bristol Board and hold it in a semi-circular shape.
- 3) If you have a very shiny model, the color of the Bristol Board is very important. Especially in color photography the light will be reflected and you'll get colors that don't belong. Matte spray can help, but the best idea is to use gray as a background. With black and white it doesn't matter too much. In any case, try to get a color of Bristol Board that will complement the color of the model. If you're shooting a bright yellow, green, or red model, use a gray or off-white background, not red or yellow.
- 4) This step is optional. Put your model on the bench and secure it with double-sided tape (this applies mostly to model structures and lightweight rolling stock).
- 5) Place your lights in the manner shown in diagram B. The camera can look down at the subject, at the model's level, or from below the level of the model. The bench can be anything from 3 to 4 feet high.
- 6) Every camera has a MINIMUM FOCUSING DISTANCE. In other words, you can go up to a subject and fill the lens and it will not be blurry. In most cameras this distance is about 2½ to 3 feet. So, if you take a yardstick to your model and measure 2½ feet or thereabouts you'll have a sharp picture. If you have a focussing type camera this doesn't apply but it's handy to know. The average 50-55 mm lens on a 35 mm camera has this focussing range; some lenses can go below this. My Pentax 50 mm, f2 has a range of 18 inches up to infinity. If you have any questions, check out the manual that came with the camera. It will have the info, or go to a GOOD photo shop and ask a few questions.
- 7) NOTE: If you're using using a photo-flood, do not keep it on for extended periods of time. The same thing goes for the movie light. The photo-flood can cause havoc with plastic models; it can literally melt them, so be careful.
- 8) TAKING THE PHOTO. After you've set up the model, the lights, and the camera, you should use a cable release or very delicately put your finger on the shutter. The flash should go off, and you will have made your first model photo. If you think there was too much light on the model, put a piece of Kleenex or tissue paper over the flash. This will diffuse the light, and the resultant photo will show it.



I can assure you that the writing of this article took longer than it would take to photograph any model. I have attempted to point out some of the pitfalls and help you avoid problems before they come up. GOOD LUCK!

# A Private Tour of The Shops

by Ted Bedell

Since I am an avid railfan of the Long Island Rail Road, I have been in contact by mail with the management over the past two years. I got a letter from LIRR President Francis Gabreski in early November 1978. He said he would arrange for me to have a private escorted tour of the LIRR's Morris Park shop facilities. I took the trip on November 24, 1978.

My trip started at 8:18 when I got on a diesel train at Locust B Valley and went to Jamaica. I met my escort down at the ticket office of the station. I was issued a pass and we went into the General Offices to meet Mr. Richard Makse, the Director of Public Relations. Mr. Makse supplied me with books, pamphlets, and a Morris Park track plan (which I have reproduced for you on page 4). My escort and I were given a ride over to the shops by 9:30 AM.

We checked in with the shop foreman who showed us the electric passenger car and truck shop. They have a large overhead crane there which can lift a car right off its trucks (for truck repair). Outside I saw the old electric cars which they are now converting to diesel-hauled cars. There were originally 39 cars of their type; six had been converted by the time I took my tour, and work was progressing on the remaining cars. We proceeded to the paint shop where I became one of the first people to see 'Jaws III' in person. It had just been painted two days before. (For those of you who are unfamiliar with 'Jaws III', it is the LIRR's snow plow number W-83. It has shark teeth painted on the plow blade. Depot #3 had a photo of it, and I also had a photo published in the May 1979 issue of RAIL CLASSICS of the plow).

The foreman explained how passenger cars are repainted. The cars are stripped of their old paint with a solvent called Pen-Strip G. Then they are given a yellowish primer coat after the windows are masked. When this is dry they are painted in the LIRR's light gray and blue. I never did get to see how they managed to apply those giant Walther's decals! We visited the area where seat cushions are repaired; the average worker can fix only THREE vandalized seats per day! All of these buildings have a variety of machines large and small.

Around 10:30 we went over to the diesel locomotive shops. I saw only one loco in the shop building; it was a PC-6. On the east side of the building is the turntable and 7 stall roundhouse. There were about 14 units in the engine terminal area. The massive sand tower is, in my estimate, about 70 feet tall. Sand used to be loaded from freight cars via a scoop on a conveyor belt, but now it is pressure blown through big hoses to the top from trucks.

The LIRR owns two small shop switching engines. They are known to the shop workers as 'dinkies'. They are both GE 25-tonners (numbered 398-399) and were originally 150 h.p. Number 398 has been re-engined and repainted to blue and white like the MP15's. The 399 is still in the old blue/yellow.

We then visited the blacksmith shop where there is a 50 year old steam hammer. Here it was really evident that the shops are in need of modernization. The steam hammer was jammed, and I learned that most of the shop complex is run on 25 cycle electricity from the World War I power house! There are two furnaces in the boiler room which provide steam for shop heat and the steam hammer. Also here are three 125 h.p. air compressors which supply shop air pressure and air for pneumatic switches (turnouts in the general Jamaica area).

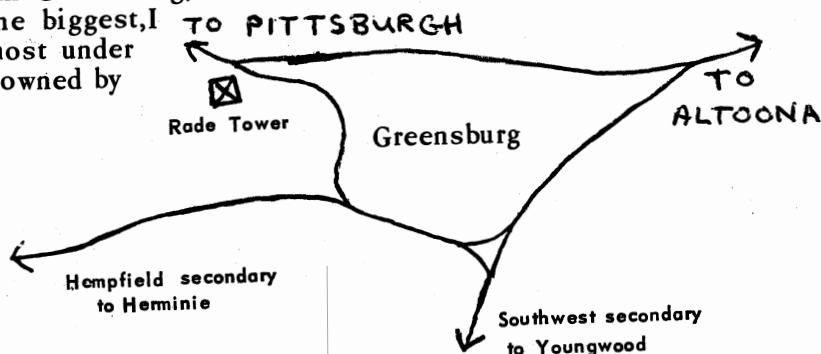
We ended the tour a little earlier than I would have liked; about 11:30 AM. We went back to the General Offices where we heard that President Gabreski was touring the shops that day with his grandchildren. It was too bad I didn't get to meet him along the way. I adjourned to a nearby deli for lunch and then took a train home, but not without plenty of memories, souvenirs, and slides. I'll see if I can get some B&W prints made from the color slides so you can see the shops, too.

## COMPLEXITY OF A WYE Installment III

by J.S. Ward

This wye is located on Conrail in Greensburg, PA. When I said the Cheat Jct. Wye was the biggest, I forgot that there was a bigger one almost under my nose! All trackage in this wye is owned by Conrail.

Diagram not to scale







# LOCOMOTIVE DETAILS

by Tom Bass, Jr.

To the casual observer, all diesels probably look alike. But if you really look, you'll find certain 'trademarks' that uniquely identify a railroad's locomotive. Aside from the obvious paint and lettering schemes, there are characteristics that identify the unit. If you model a prototype railroad, attention to these details will make your diesels into more accurate models. If you model your own road, these details will make your models more convincing and unify the appearance of your roster. What are these details? Horns, bells, headlights, plows, dynamic brakes, etc....all pretty much standard equipment. But it's the type of equipment and the placement which individualize each railroad. For example, on modern power both Norfolk & Western and Southern specify high short hoods when everybody else used chop-nose designs on their power like GP30's, GP40's, SD40's, etc.

Most diesels have the bell mounted on the frame, usually under running boards or cab. Some roads mount the bell on the side of the long hood, notably Missouri Pacific. Another location is between the number boards on the cab of low nose units (where the headlight is normally). This is quite common on Canadian roads such as CN, CP, and GO Transit. The Chicago & North Western has an unusual bell that looks somewhat like a school or firehouse bell and is mounted on the nose of low hood units. Since the bell is a round shape, it appears somewhat like a headlight in photos. On many GE U-boats the bell is mounted atop the long hood near the cab.

Air horns are almost a science unto themselves. There are two primary suppliers of air horns, Leslie Air Chime and the Nathan Manufacturing Co. Both firms offer 3 chime and 5 chime horns in a variety of sounds and configurations. Many railroads specify the model they want for their new locomotives (in Canada though, the horns are 'standardized' by the Ministry of Transport, I believe). This becomes quite customized as the horns may be tuned to a specific chord (i.e., A 7th Major) and mounted with all trumpets (bells is the technical term) facing forward (as on Nathan M5) or facing both directions (Nathan M5R24, bells 2 & 4 reversed). It can become quite involved, but as a general observation a yard engine usually rates only a single trumpet horn, road freight units may have a 3 chime horn, and passenger or fast freight units would have the five chime. It is not unusual to have horns swapped with another locomotive when a unit is shipped. This is one area where there are more exceptions than rules.

Airhorn placement is another matter. Most roads mount them centered on the cab roof, others offset the horns to one side of the cab roof. Union Pacific is unique since they mount the airhorns over the radiator fan assembly, presumably to keep them from freezing or clogging with snow or ice. I can appreciate this as I once watched an Amtrak workman trying to revive a pair of 3 chime horns atop an SDP40F in subzero weather. He was only partially successful—the resulting sound was similar to a wounded elephant. Maybe Union Pacific is the only one with the right idea.

Another distinguishing feature are plows. As you might expect, many northern railroads equip their units with plows. Aside from the obvious function of overcoming snow, plows provide year 'round protection from rockslides and other minor debris. You should note an increase in the use of plow pilots since the common footboard-style pilot, as found on most roadswitchers and practically all yardswitchers, must be removed as of October 1, 1979 by order of the FRA. So get out your X-Acto knives before the Feds catch you with your footboards on!

One feature that is limited to northern use are the all-weather cab windows. These are extensions that stick out on the side windows of roadswitchers and yard switchers. They allow the engineer to see beyond the side of the cab without sticking his head out into the freezing cold. I've seen these windows on the C&NW, MILW, N&W diesels to name a few. On the other hand, in the heat of the South some engines have air conditioning. This is rare, but Santa Fe, for one, does have air-conditioned locos. The A/C unit is mounted on top of the cab. Some of the A/C units are rather bulky—looking atop the cab, much like an icepack on someone's head; hence the nickname 'headache kit' or 'hangover kit' has been coined for them.

A common detail, but seldom modeled, is spark arrestors. Many railroads use spark arrestors on their locomotives; Santa Fe, M-K-T, MoPac, KCS, and N&W to name a few. Spark arrestors come in a variety of shapes and sizes: round, flared, can, etc. depending upon their make. A word of caution about applying this detail; their application is limited to NON-turbocharged power such as Fairbanks-Morse and some EMD diesels (all F-units and many Geeps). To identify a non-turbocharged unit, count the number of exhaust stacks....two or four stacks indicate no turbocharger. Thus, any Alco or GE unit would NOT have spark arrestors. There are vanes (like a windmill) inside the turbocharger that suppress exhaust sparks, making an arrestor redundant.

## Locomotive Details, continued

Aside from the details mentioned, there are additional features too numerous to mention in depth, such as rotary warning beacons, radio antennas, special headlights, and other options that vary by individual practice. A good place to check out what is available is to send away for the catalog sheets put out by Detail Associates, Details West, and Utah Pacific. Better yet, check the Walthers catalog for these and other lines. Also, study prototype practice from the photos in TRAINS, Railfan & Railroad (R&R), Extra 2200 South, etc. A copy of The Second Diesel Spotter's Guide is also a valuable reference book. Study the prototype; you'll find that all diesels are not alike.

## A BRIEF HISTORY OF THE FAMILY OF LINES

by Deuce Manton

Here, on page 7, is reproduced a copy of the revised Family of Lines System map. There's a brief history behind the FOL. The FOL was a 6' x 24' model railroad modeled after Pennsylvania's Anthracite Region. It was constructed by Paul Manton, Scott (Ducky) Drake, Frank Chadwick, Joe Tarquini and myself in Joe's basement in 1975. We had a 'anything goes' policy for any Family of Lines member. Any member could run his own road's units as well as other members' units, so Manton Engine Terminal was always chocked full of Reading, Northwoods & Western, Springfield Valley, etc. units. The Family itself consisted of: P.J. Manton, who models Reading Company; Ducky Drake, who models PRR and his own road the Northwoods & Western; Myself, who models my own Springfield Valley which incorporates RDG and the long defunct Lehigh and New England; the Whitmarsh Valley of Dave Foley which follows the old CNJ main from Allentown to Scranton; the Delaware and Raritan of Frank Chadwick which also follows the old CNJ main from New York to Allentown; and the Central Valley of Chris Buckley which follows former RDG trackage from New York to Philadelphia.

Over the years, more former Allegheny Region members joined our clan. We warmly welcomed John W. Held, president of the Johnstown, Lackawanna and Williamsport Railroad, who offered us through service from Scranton to Johnstown on his line. We gladly accepted another offer from Joe Tarquini, then president of Chessie System, for through service of all Family of Lines movements over his road from Philadelphia to Pittsburgh, via Washington, D.C. Joe Tarquini retired as Chessie president in 1976, and was succeeded by Edward McGinley, still current president. Open arms were also extended when 'Lehigh Lennie' Harlos granted the Family of Lines service from Allentown to Buffalo, NY. We extend an open invitation to any road who would like to join our anthracite family. Unfortunately, our railroad fell into financial trouble in 1976, and we were forced to evacuate Joe's basement. You will still get your road listed on the map and you'll receive all the benefits of a FOL member.

The map itself depicts the actual rail lines being modeled, with the names of the member's road substituted in.

## PROTOTYPE NEWS - the Long Island

The figure for Conrail's profit in the second quarter of 1979 is \$28 million. While this is not much in terms of the government's investment, it is a start. I will be looking for further reports on Conrail's profits (or losses) in following quarters. Let's go Conrail!!! -Ted Bedell

The Long Island Rail Road is considering the closing of the Oyster Bay Branch. To me that makes no sense whatsoever. Ridership on the LIRR is up 13% in the past six months, and they want to close down lines? It seems to me that service should be improved, not cut back, so they can hold onto the extra patrons. Let's all get out and ride the Oyster Bay line in a 'Save the Oyster Bay Branch' campaign. We want to prove that this line is important to us! -Ted Bedell

The LIRR went on strike December 8, 1979. The railroad was paralyzed because all 17 of their unions were either on strike or observing the picket lines. No violence was reported in the form of fights, but picketers occasionally decided to lay down in front of buses which were replacing trains. Several bus companies reported slashed tires and broken windows. The strike was ended on December 15 by a court order. Jimmy Carter set a 60-day cooling-off period, hoping that an agreement will be reached between the MTA and the unions by then. If no agreement is reached, the resulting strike will paralyze Long Island in the dead of winter. -Ted Bedell

The Long Island has finally finished the long-awaited 619 and 620; the ex-Milwaukee Road F-units which were acquired in 1978. We have no official word yet on what date they were released, but they have been seen in use on the Oyster Bay Branch. They are to serve as additional power cars like the former Alco FA's. -Bob Huron

Anyone interested in promoting the NR should contact the Secretary for information and forms.





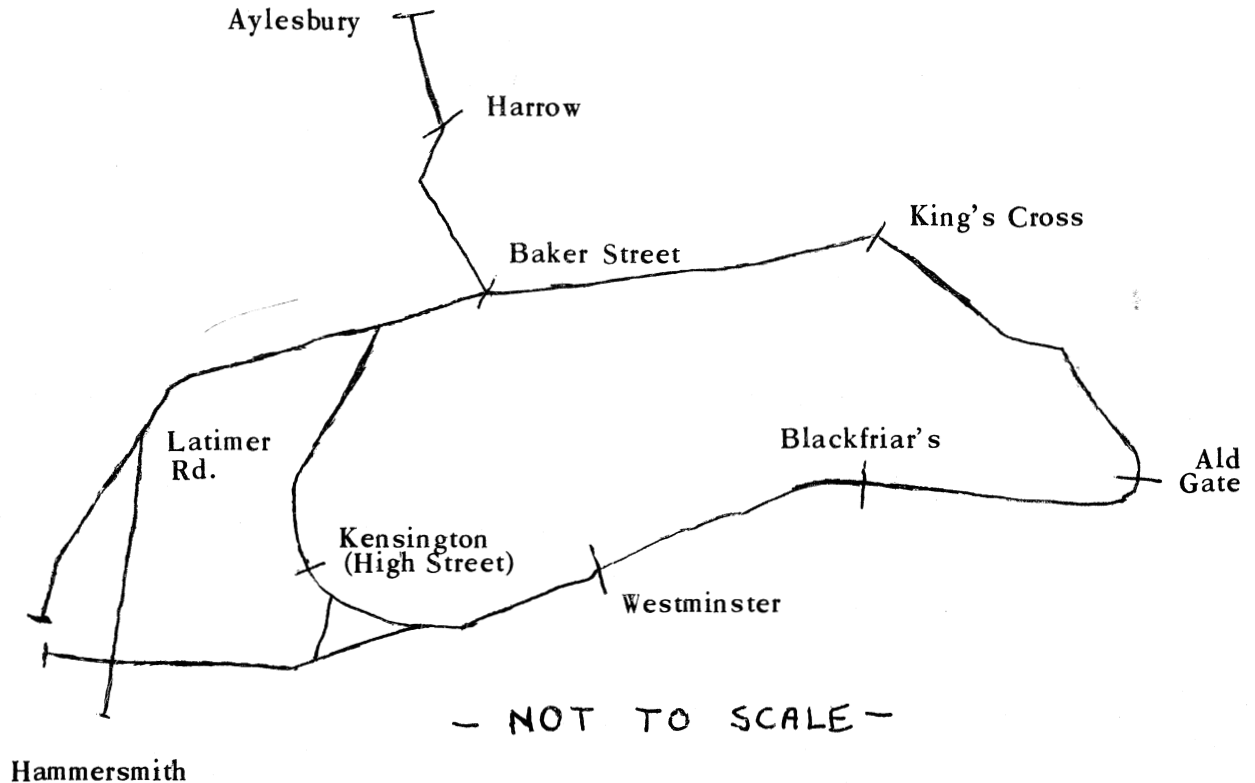
# Oddballs & Oddities

( Installment # 5 )

By Bob Huron

## Prototype Circular Layouts: Part 2

Now we present for your perusal two more circular layouts. The first is the oldest, originally opened as a steam-operated line which was later electrified. Five separate companies operated over it at one time or another in the course of steam operation. More amazing is the fact that this line is a SUBWAY. The place is London, and the line involved is the Circle Line of the London Transport.



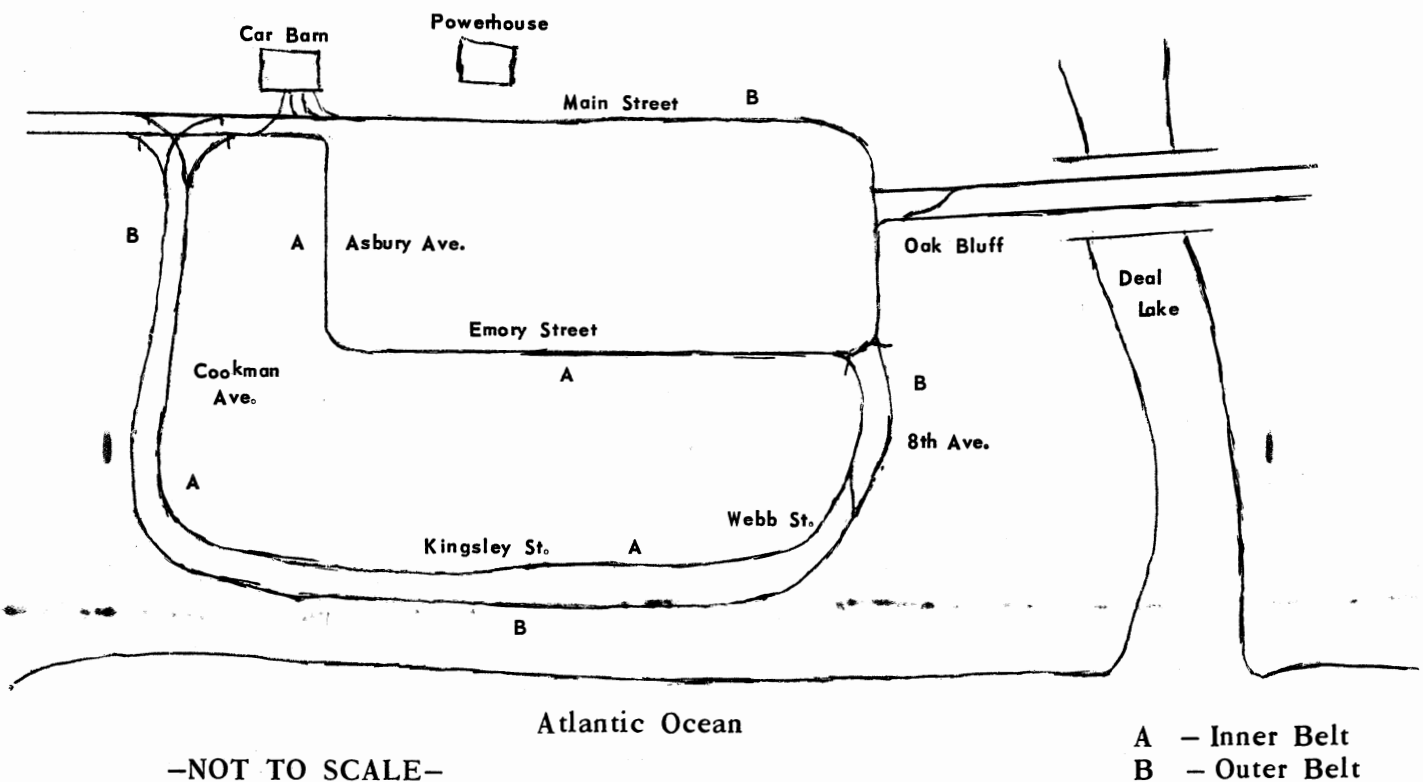
If you ever wondered whether or not there exists such a thing as a curved station platform, you have to look no further than the photo at right. The Long Island Railroad's Syosset station is an example of the prototype curved platform. It looks as though a modeler decided to stick a station on the curved section of his 4'x8' oval.

Photo by Bob Huron



(continued)

Now for a circular layout in the United States. There is a coastal resort, known to a lot of New Yorkers and Philadelphians, located on the Jersey Coast near Trenton. The town is Asbury Park. The diagram below is of the line in Asbury Park and describes the Inner and Outer Belt Lines.



#### MORE LOCOMOTIVE ODDITIES:

A large operator of saddle tank 2-6-0's was the D&RGW and a couple of it's predecessors. So if you want to convert to such an arrangement, there is a precedent for the unusual 2-6-0.

Diesel locomotives are now being upgraded at a tremendous rate. Those Athearn SW7/SW1200's, usually marked as SW1500's, are being re-rated to 1500 hp, so now the model is a real prototype. Thus, if you use a NYC or PRR type classing system, you can class the engines as SE-15u, SWE-15r.

And last but not least, for you operating freaks, yes, you can use an A-unit as a B-unit. Several railroads have used A-units as fully rigged B's. The units have all the full complement of engines, but not the cab controls. In model form you can get an A-unit and black the cab windows out. You can also use Road Switcher units in this configuration. Again, you black out the cab windows, and set up a number series for B-units or use 'B' prefix or suffix to the engine number.

#### PROTOTYPE NEWS

New York State now has another PASSENGER operator besides MTA, Conrail, and Amtrak. The Adirondack Rwy., now has service out of Utica for Lake Placid; just in time for the Winter Olympics. The first train was pulled by a RS-3. There were two coaches. This service was the first in 14 years!

The ICG's new paint scheme is spreading. Number 2000, an ex-UP SD24B, rebuilt with cab and 645 power packs is now on the road. The new scheme is a dark gray with orange cab and gray stripes on the front. The logo (ICG) on the side is orange, all other lettering is black. A very neat looking unit. Paint is similar to the old LIRR gray and orange. - Bob Huron (with help from X2200S).

Philadelphia has two noteworthy events of late. First are new streetcars..... a mock-up has been made by Kawasaki in Japan for both single and double end versions. The only thing missing was the handlebars. Actually they resemble the new Toronto 4000 series cars (from Traction and Models #11). The Media commuter line had some ex-Reading Bethlehem cars running on it due to a car shortage. This is the first time a PRR line has been served by RDG equipment (from RNE).

# ELECTRONICS WORKSHOP

## POLARITY DETECTOR

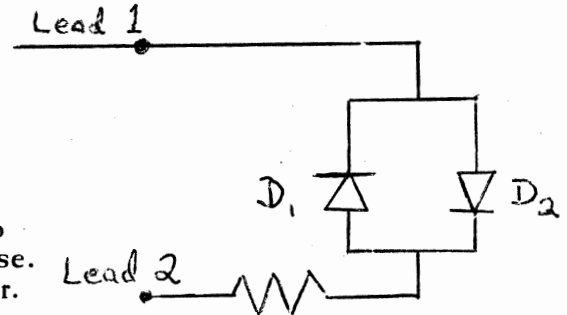
by J.S. Ward

This ingenious device was developed by my grandfather, an electronics nut, to detect whether or not power is reaching the rails and the polarity. The circuit is based on one in a Radio Shack electronics parts diagram. This device is easy and inexpensive to build.

You'll need:

- 1 Kodak film canister (plastic)
- 2 brass strips,  $\frac{1}{4}$  by 1 inch each
- 2 2/56 screws with nuts
- 2 Light Emitting Diodes (LED's)
- 1 1000 ohm resistor

The flat side of each LED is the cathode, the other side is the anode. Take the anode of one and connect it to the cathode of the other so that you have no leads left loose. Now solder the resistor on one side and a wire on the other. Hold the LED's with a 'heat sink' made out of a pair of long-nose pliers with a gum band around the jaws. Solder a wire on the loose end of the resistor in the same manner. (Editor's Note: You must use the heat sink. Always be careful when soldering diodes, heat damages them. The heat sink goes BETWEEN the diodes and the soldering iron.).



Now take your film canister and drill a hole in each side near the base so that your screws will fit through. Now drill holes the same size through the ends of your brass strips.

Put the screws through the holes of the canister, heads on the inside, and hook a wire around each head. On the outside put a brass strip on each screw and then put on the nuts. Pack all your LED's and stuff inside. Drill holes in the lid of your canister so the LED's fit snugly.

Now turn your brass strips down so that they extend below the base of the canister. Now bend the strips around the bottom. If they touch each other, cut away until they don't touch.

To use the polarity detector, place the canister right side up on the rails and turn on the power. One LED should light up. (Ed.; If D1 lights, then lead 1 is negative and lead 2 is positive. If D2 lights, lead 1 is positive and lead 2 is negative).

## REPLY TO BOB HURON'S REPLY – Tom Bass

I am afraid that Bob Huron has taken my comments on Oddball Practices in the wrong vein. My intention was not to 'nitpick' in citing corrections to Union Pacific's power examples. We should, of course, be specific and accurate in the details of examples we use. Bob refers to the Union Pacific Motive Power Review which I believe would give him the roster info he needed.

These were, as I had mentioned, minor corrections. This was not meant to detract from the main theme of Bob's column which is both interesting and informative. Here is a prototype example which is unorthodox and lends itself to modelers imitating it, plus providing the means to defend our practice from others criticizing us. I'd like to add to Bob's examples. In Canada, CP Rail routinely mixes B-B and C-C power, plus throws in a switcher in the form of a SW1200RS (a SW1200 riding on Flexicoil trucks) on occasion. I have a slide illustrating the following weird lashup: M636/C424/F7B/SW1200RS/SW8 – defies any logic whatsoever!

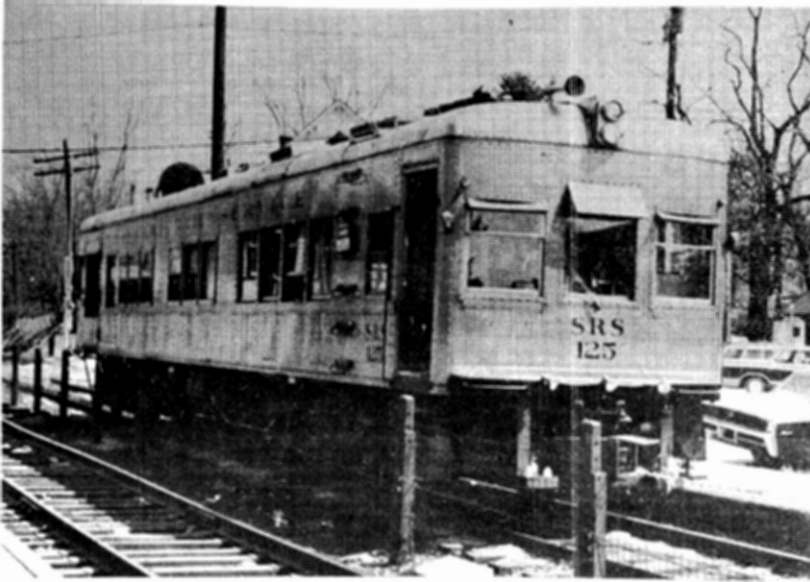
I feel that the more we learn about the prototype, the better our modeling efforts will be. I wanted to establish the fact that mixing units has limitations in the form of gear ratios affecting a consist's maximum speed and maximum continuous speed at full throttle. A little discretion is needed, I am sure that Bob would not condone using a PA in hump service, for example.

Anyway, I'm not about to criticize mixing motive power, for you will find two SDP40's on my Mojave & Sierra – in freight service. With cutbacks in passenger service, the SDP40's work the TOFC (piggyback) service to utilize their higher top speed capabilities with the relatively light tonnage TOFC requirements.

# PHOTO CONTEST

Our big photo contest did not turn out as a success. Although we had entries from 4 or 5 people, the majority of the photos entered could not be used because of blurriness, improper exposure, and similar problems which ruin an otherwise nice photograph. So, due to the process of elimination I have only two photographs which are usable. Even these didn't turn out the best!

On the left we have a shot of Sperry Rail Service car number 124 at Locust Valley. The photo was taken in 1974 by Bob Huron. On the right we have a shot of Conrail SD45 #6501 heading an Enola-bound freight through Princeton Jct., NJ on a drizzly day. This photo was entered by Jon Kimmach. I will leave it up to you to decide who should win, and what they should win!

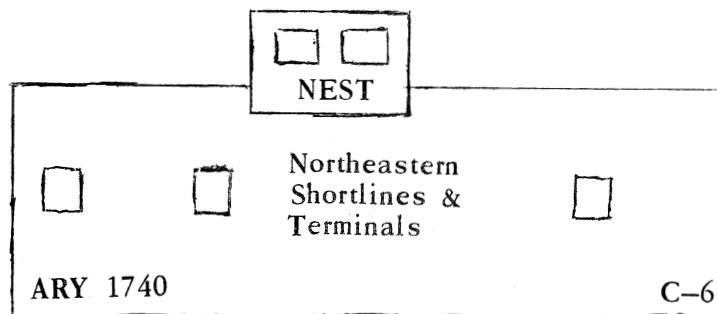


## Building A NEST

By Ed Luzine, Jr.

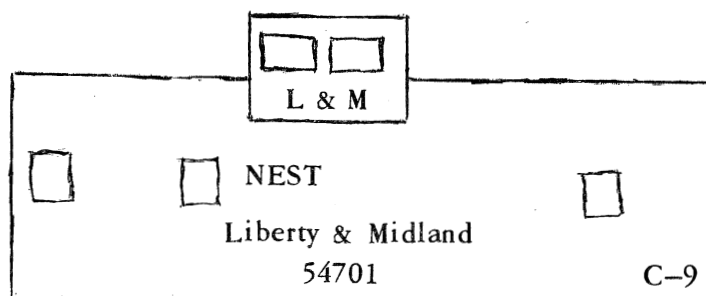
Well, here are the NEST caboose designs submitted to me. Tell me which one you want and the winner will appear in the next issue. HO cabooses will be available from Ted Bedell and other scale cabooses will come from Ted Tait.

Design #1  
by J.S. Ward



Yellow Body, Green Lettering, Green Cupola with Yellow Lettering.

Design #2  
by Ed Luzine



Green Body with Yellow ends; Green Lettering on Yellow Cupola and Yellow Lettering on Green Body.

# PRODUCT REVIEW : Floquil paints

by Ted Bedell

Floquil produces over 65 different railroad colors and 6 weathering colors. All are available in one and two ounce bottles. Many are also available in 4-ounce spray cans. One ounce of hand-brushed paint will cover 12-14 HO scale boxcars; spray painting takes at least twice as much paint. Floquil is available from Walther's, most model railroad discount houses, and many local hobby shops.

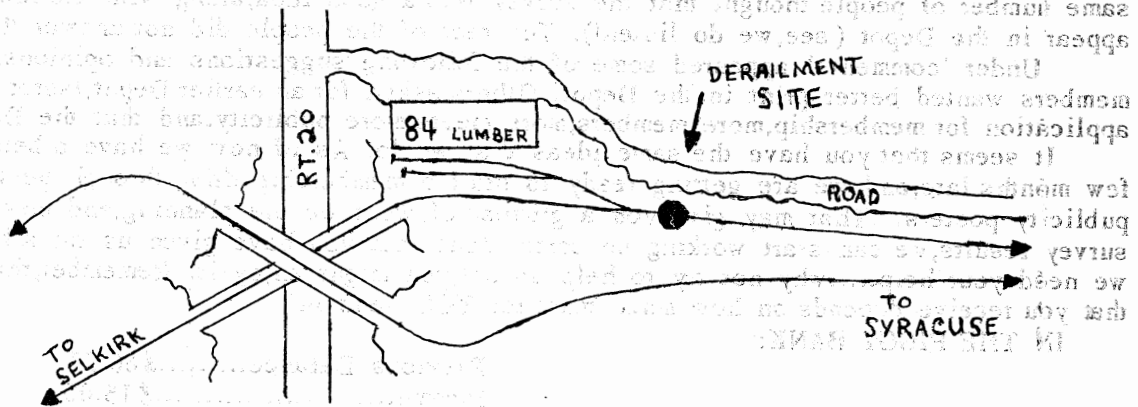
All Floquil paints are flat finish. This means that, when dry, they do not shine or create glare. This finish is prototypically realistic and is especially good for weathering effects where rust, mud, or grime is apparent. Theoretically, a coat of clear gloss should be applied over flat finish paint in order to apply decals. However, I find that decals adhere well and the glossy coat is not always necessary. Testor's Dullcote or Walther's (Hobsco) DDV should be applied over any decals to provide a uniform finish on the model.

I bought samples of eight different Floquil colors, including two weathering colors (Grimy Black and Rust). I did not experience the alleged 'melting' of plastics that the model magazines say occurs with Floquil. They say to apply Floquil Barrier before painting plastic models to stop the solvent from dissolving the plastic. Still, to be on the safe side, you should use the Barrier with plastics. The quality of the paint when dry is good.

To remove Floquil paints, one MUST use Floquil's Dio-Sol solvent. No other paint remover will work. It is this solvent that will eat away plastic like butter. I have even spilled some and it ate through the floor tiles in my basement!!! Avoid using it on any plastic model if possible. If you must, dampen a rag with Dio-Sol and wipe the paint surface very carefully.

All in all, Floquil paints are probably the best on the market. My product rating is a 9 (one point off for the solvent difficulties). List prices are \$1.00 for the one ounce bottle, \$1.65 for 2 ounces, and \$1.98 for the 4 oz. spray can.

**WRECK:** On Sunday, November 4 a Conrail Selkirk-Syracuse freight train derailed in Guilderland. Three of five engines and 28 freight cars jumped the switch at the 84 Lumber Co. spur. All the boxcars were empty, and three tank cars contained liquid plastic but none was spilt. The wreck only tied up one of the two mainline tracks because this is the place where the tracks separate to cross over themselves (see diagram). I went there Tuesday to see something I had never seen before; pictures next issue. — Ed Luzine, Jr.



## CAR SHOP

Martin McGuirk is interested in starting a new column in the Depot. It is to be called the CAR SHOP, and is to be a column discussing various modeling techniques. So, if anyone would like to help out, he would appreciate short articles on freight cars, passenger cars, locomotives, and structures. They should be about a particular model you have built, although we would appreciate anything on modeling techniques. Diagrams are always helpful with these types of articles so feel free to use them.

This column will depend on the members so anyone interested should write to Martin McGuirk, Car Shop Conductor, 285 Melville Ave., Fairfield, CT 06430.



# Secretary/Treasurer Report

by Ted Tait

I hate to say it, but the apathy in this Region is beginning to get to me! I have been getting surveys as much as two months after we sent out the survey. We would appreciate it if you would not take so long to answer things of this nature. Another thing, I talked to Ted B. (who is doing this issue) and he has told me that he does not have much material and that the material he does have is from our 'regulars'. I have noticed this same thing. I want to see some articles coming in SOON, and not by just some people. I'm sure you all can find something to write about!

To those people who complain that they wrote in asking if we need help with the Region and got no reply, you must remember that we are busy down here.....if you want to help, you can start by writing an article. Even if we don't write you, we keep you in mind if something comes up later. Very often we can't use your help at the time. So if you want to start helping before we get a chance to get back to you, don't complain, work on an article!

Enough of that; on to the survey results.

Only 20% of the membership returned the survey, and most of them were between 13 and 16 years old. Thirty-three percent of the members modelled only, and 50% liked both model and prototype, but two of those people PREFERRED modeling, showing that modeling has a higher interest among our members. Only 17% were solely railfans.

In the 'changes for the Depot' department, there were requests for model associated articles. 83% asked for 8 Depot issues per year, 75% asked for more modelling technique articles, 67% wanted more photo pages, 42% wanted more cartoons, and 33% wanted more prototype material. I was not surprised to find that nobody wanted more trip reviews (we have had quite a few!). I might also add that there was a request for mass transit material.

Under 'service improvement' a number of people wanted more meets and the formation of divisions, but only one person said he would head up one of those divisions! I see no good in forming divisions if nobody will head them! A wise comment on this subject came from one member who said that we should wait until we are bigger and stronger before attempting this.

When asked if they had submitted an article 33% said yes and 58% said no, and these were the ones who bothered to send in this form! When asked if the NR was worth the money, an overwhelming 100% said YES. Eighty-three percent of the members are satisfied with the region, and the same number of people thought that the survey was a good idea, along with the idea that it should appear in the Depot (see, we do listen!). The rest of the people did not answer those questions at all.

Under 'comments' appeared some of the following suggestions and opinions: nearly 50% of the members wanted better print in the Depot. Others asked for an earlier Depot, faster response to application for membership, more members, more meets, more publicity, and that the Depot is 'good as is'.

It seems that you have the same ideas that we do. As of now we have a better Depot, albeit a few months late, and we are getting ready to start a membership drive through personal contact and publicity posters. That may give you a glimpse of what we are planning, and now that we have the survey results, we can start working on some ideas that you have given us for a better Region. But we need your help.....why not try to help us out, you might enjoy it. Remember, the size of the Depot that you receive depends on how much material YOU send in!

## IN THE PIGGY BANK:

Previous Balance.....	\$60.27
Income.....	\$15.00
Expenses.....	\$15.96
New Balance.....	\$59.31

Christopher Anderson says that Conrail stands for: lousy Cars

WHAT DO YOU THINK?

Operating difficulties  
Never on time  
Rotten maintenance  
Always late  
Incomplete schedules  
Looting innocent commuters

**MAIL CAR**

NR Spring trip, March 30 through April 3, 1980. Exact dates will be determined to suit all parties. The above dates are approximate. Members with cars are invited to join us. We will be going to BOSTON to see MBTA, B&M, Amtrak, etc. On the way up we will visit the P&W. I would like to go on to MAINE with anyone interested that has the time/money. Not everyone will be able to do this so we will have to work out the plans. If possible I would also like to hit Vermont so we may be seeing VTR, Steamtown, CV, D&H, Conrail, and more. I have a 4 channel scanner so anyone who has crystals for any of these roads should write and maybe we can work out some type of loan agreement. This trip will be at least a 3-day affair so write to me with your time requirements and interests. Please write soon so we can work everything out. Anyone interested contact Ted Bedell, 6 Oak Place, Bayville, NY 11709. We will have room for non-drivers if we get any more cars.

We would also like to plan a trip to Maryland and maybe Virginia for the summer. Interested parties should contact J. S. Ward at RD #1 Box 217a, Ruffsedale, PA 15679

NR Summer Convention, 1980. Anyone interested in hosting this event, helping organize it, or providing suggestions please contact Ted Bedell. I had Philadelphia in mind but am open to suggestions.

**CLASSIFIED SECTION**

**WANTED:** Plans and photos of LIRR H-10 Consolidations, particularly cab interior and boiler back-head detail. I will reimburse you for your costs. Art Francisco, Box 6, Silverton, CO 81433.

**FOR SALE:** Slightly used Atlas and AHM sectional track - 9 inch straights, 18 inch radius curves; tell me how many you need and I will send them for only 20¢ a section postpaid. Ted Bedell, 6 Oak Place, Bayville, NY 11709.

**PASS LISTING**

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

NORFOLK & WESTERN RR  
Rich Byerly  
1866 Stone Ave.  
East Meadow, NY 11554

J & D RAILROAD MUSEUM  
Jack Neary  
1900 58th Ave. N., Apt. S-27  
St. Petersburg, FL 33714

**PUBLISHER'S NOTE:** We are very sorry that this issue of the Depot is so late, but there have been many setbacks since this is the first issue I have done. The first and foremost delay was because we ran out of offset plates. These finally came in on Feb. 25. Another delay occurred when I volunteered to type up the copy for this issue, figuring we would have a superior Depot. I honestly never realized that typing something like this is so time consuming! Another factor contributing to the lateness of this issue is the fact that I only have 45 minutes a day to work on printing this. The last reason I have is the lateness of material. This delayed me for the first three weeks.

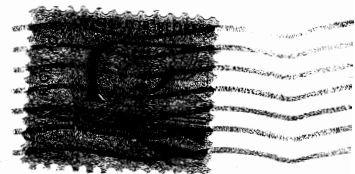
For the next issue we will be doing things a little differently. Ted Tait will be typing up the copy at home and I will only be doing titles and diagrams. Then all I have to do is print it, which should take about two weeks. So, the next issue should be in your hands about a month after you get this one. We will make each issue progressively earlier until we are on time again. Since these issues will be only a month apart, we are going to need more material than we have been getting. So write that article you have been putting off! Most articles take less than two hours to write anyway! If we do not get more material the issues are coming out anyway, so if you want a six page Depot don't write anything! If you want our standard 18 pager you had better get to work.

**ON THE COVER:** Our cover photos are all by Bob Huron. On the left is a photo of Black River & Western No. 60, a 1937 Alco product which was originally built for the Great Western Rwy. in Calif. Top right is a shot of the ex-LIRR Rotary snowplow now owned by Ron Ziel. The plow was seen at Flemington, NJ. At the lower left is a Brill Gas-electric No. 466(?) on the BR&W at Flemington.

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**From: Northeastern Region, TAMR**  
**Ted J. Bedell**  
**6 Oak Place**  
**Bayville, NY 11709**



**Second Class Postage**