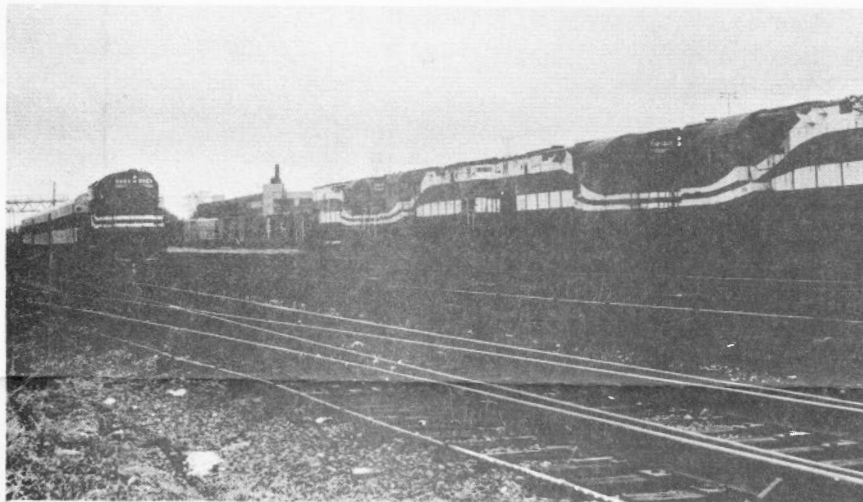


 The Depot is the official publication of the Northeastern Region
 of the Teen Association of Model Railroading.

Issue #9 (January-February 1980)

In this Issue: Creating Interchanges, an article on Staging Tracks, the first installment of a new column called
 'Our Past', Oddballs & Oddities, plus a whole lot more!

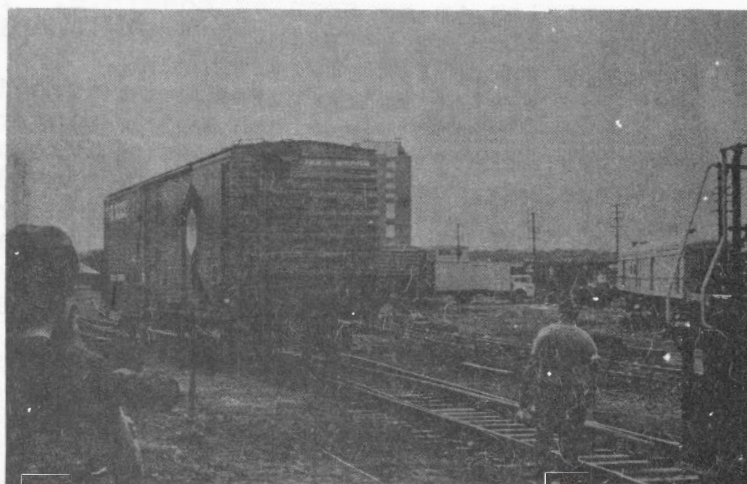
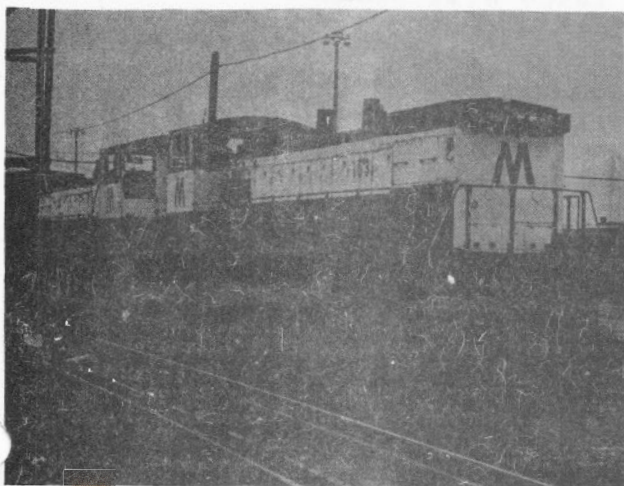


AT LEFT: Four Alco C-420's were m.u.'ed in Holban Yard, and while being photographed were passed by a fifth! This is a very rare shot since the LIRR only owns 8 of them. Note how the stripes flow together when lined up like this.

LOWER LEFT: Two LIRR MP15AC's do switching chores in a small hump yard in Jamaica where they just let the cars roll.

BELOW: Rich Byerly looks on as a car is let down the hill on a recent trip to Jamaica (see Issue #7 page 5 for the full story).

All photos by Bob Huron



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From The Cab

First off, I must apologize for the lateness of both this issue and the preceeding one. Unfortunately, Ted Bedell took much too long to finish the issue and it came out very, very late. Because of this, I had to hold this issue until he finished the first one! So again please forgive the delay. The next issue will be either on time or very close to it, although I will hold it if I do not recieve enough articles in time, so please get the articles in as soon as possible. This issue will exhaust our 'articles to be printed' file completely!!!

Now on to some happier news. The fact that we are staying with off-set printing opens some excellent possibilities for us. We can now print black and white pictures very well, as well as any drawings, sketches or cartoons. Just make sure that any sketches are in clear, dark, black ink so that I will not have to do any tracing or copying. We are now able to have as many pictures as we wish, placed anywhere we wish, clear diagrams and clear text. One thing I must warn you is that we cannot print color pictures, colors do not come out in the off-set printing process and will not show up.

Well, we have slowed down due to some ice on the ra's but lets get some sand on those rails and get moving, we're a big year ahead of us!!

Yours Truly,

Ted Tait
 Ted Tait
 Editor

PRESIDENT'S LETTER

Once again I am printing the Depot. I received many good comments about the last one, and I'm glad that I have not gotten any cursing out because of it's lateness. But, is it because you understand the problem or is it because you were too lazy to bother to pick up a pen?

It is becoming very obvious that no one has been writing material for the Depot. Just by glancing at any recent Depot it is easy to tell who is an active contributing member and who is not. I would like to thank our regulars: Tom Bass, Ed Luzine, Deuce Manton, J.S. Ward, the Associate Editors, and, of course, the Editor; for keeping the Depot from falling below 12 pages. However, we cannot keep this up forever and we would all like to hear from someone else.

The latest news is that the Northeastern Region had bid for hosting the national TAMR convention and was awarded the 'contract'. In other words, we are hosting the annual TAMR summer convention. It is going to be on Long Island because no one from anywhere else has volunteered to help out. It is to be held August 15-16-17, 1980. More information will be given later. In the meantime, if anyone will be able to help out with transportation and/or lodging for out-of-towners, please write to Ted Tait. Registration forms will be given out with one of the upcoming issues.

Let's make this year a success. We can start by making the convention a success. We have some experience so let's show the TAMR how we can hold a convention by having a large turnout. Not only Long Islanders, but people from off the Island as well. Pat Lewandowski from Wilmington, DE was the only one from off the Island who made it to last year's regional summer convention. We should not have any problems so you people out in Pennsylvania, Connecticut, New Jersey or wherever don't hesitate to attend. If we get enough people attending I may be able to arrange a guided tour of a Long Island Rail Road facility such as Morris Park shops, Holban Yard, a visit to one of the towers, or any number of things. But if we only have six people they aren't going to bother. I'm talking like twenty to thirty people.

As you may have noticed, we are tryin to plan more meets and trips this year than last so we can become a closer knit region. How about some effort from everyone?



LETTING OFF STEAM

"Ever since CONRAIL took over the rails in the Northeast 'Big Cranny' Corridor, everything is lousy. Put it this way CONRAIL rots, stinks, no good, kaput. Old Uncle Sam can't run a railroad. Okay companies went broke because of a guy named Henry Ford. Did the government loan money? Heck no! They wanted to gobble rail lines for themselves. So railroads are deteriorating even Amtrak, that's right! Gerry Dobey, Amtrak stinks!"

"In my next letter I'll give you the facts. What's your view?"

Christopher Anderson
Mahopac, N.Y.

EDITOR'S NOTE: It might be noted that CONRAIL has reported that they made a PROFIT (I Believe in the last quarter of '79?).

LETTING OFF STEAM WELCOMES COMMENTS ON THIS AND ANY OTHER SUBJECTS HAVING TO DO WITH RAILROADS AND RAILROADING, INCLUDING MODELING. THANK YOU.

Create an Interchange

Tom Bass

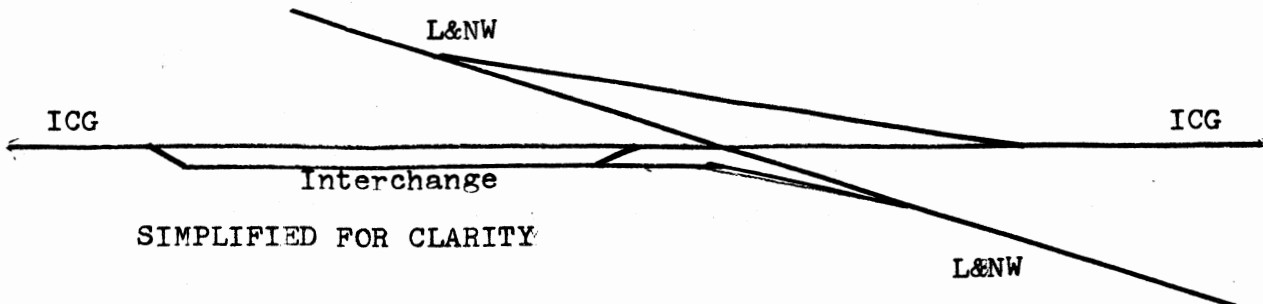
Did you ever take notice of your layout or that of another person and note the road names on the freight cars? Chances are you'll find the likes of Santa Fe, CONRAIL, Southern and a good deal more. Did you stop to think, how did they get on your line? Most likely they were put there by your big hand in the sky. Not very realistic, but practical you say.

Almost all railroads, with few exceptions, interchange with one or more others. Some traffic may be entirely on-line; that is, both shipper and consignee are served by the same railroad. Many shipments however, originate on one railroad and terminate at a destination served by another, thus the need for an interchange. Each carrier gets some of the revenue, depending upon the length of the haul. The line that hauls it further, gets the bigger part of the profit. So the object is to keep the car on line as far as possible before turning it over to the other guy.

Interchange in large cities is often handled by a local switching line, typically joint-owned by the railroads, to run transfers from one railroad to another. The Kansas City Terminal is an example, providing interchange in the Kansas City area, plus owning connecting trackage. Other railroads may run transfers over K.C.T. trackage as well, making for interesting train watching. On one occasion, in a little over an hour, I saw transfers of the Santa Fe, K.C.T., Rock Island, Kansas City Southern, N&W, and Milwaukee Road. Such operation provides plenty of action, but would be impractical to model for most of us due to space and equipment limitations.

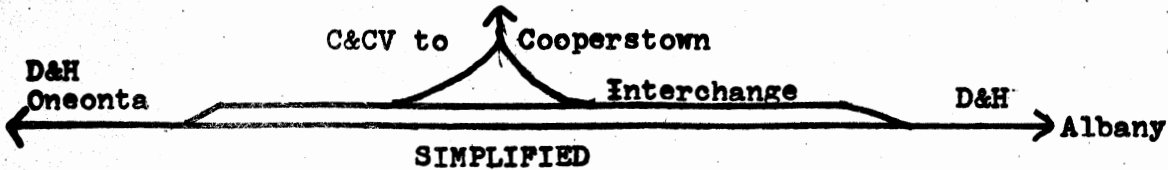
Another common method of interchange is at yards. Certain tracks are designated for interchange with a neighboring railroad. Usually transfer runs will be made between two yards. For instance, in Los Angeles, Southern Pacific will deliver cars for Santa Fe destinations at Santa Fe's Ninth street Yard; tracks 7, 8 and 9 are designated for SP interchange. Similarly, you could elect to set aside one or two tracks of a yard for interchange with an adjoining road, either real or fictitious. Chances are you will do this without adding a track, just by designating an existing track (or two) as an interchange track. Or, you may be able to squeeze in an additional track for this.

Interchange may also be located at a crossing of two railroads, such as Louisiana & Northwestern with Illinois Central Gulf at Gibsland, Louisiana:



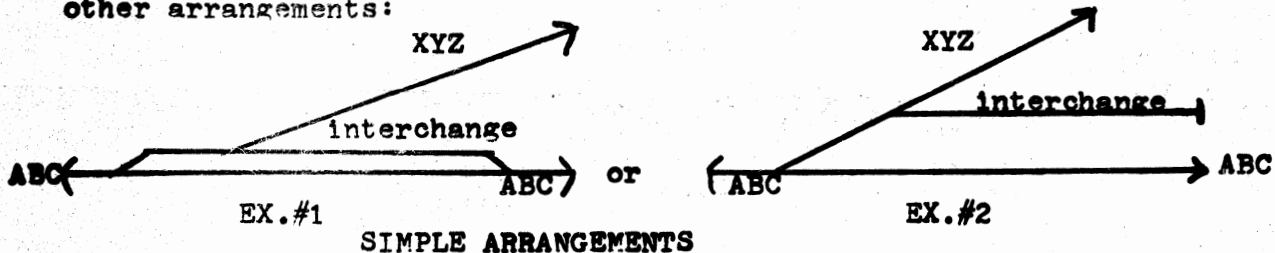
Create an Interchange continued

A variation, similar to interchange at a crossing, is to have an interchange at a junction with another railroad. An example of this arrangement is the Cooperstown & Charlotte Valley with the Delaware & Hudson at Colliersville, N.Y.:



For modelling purposes, either of these arrangements lend themselves to being condensed in miniature. It is not necessary to faithfully duplicate all the trackage as that would take too much of our real estate. Rather than model the other railroad's mainline, simply allow a couple of feet or so of the "foreign" road mainline to be visible (it need not be functional as we only want to create the illusion of interchange). You can distinguish the "foreign" mainline from yours by using a different color ballast, different style signals, etc.. The can disappear into a tunnel, a cut, around a hill, or whatever you may want. You will, of course, continue your mainline trackage and naturally model the interchange track itself.

This can be further condensed for modelling purposes in other arrangements:



As you can see, an interchange need not be an elaborate affair. In translating the interchange into model form, you should consider your overall operating concept. What areas does your railroad serve? Where would interchange logically take place, and with what railroad? A railroad atlas will help here. After answering these questions, find out which form of interchange best suits your needs and limitations (i.e. yard, junction interchange, etc.)?

For example, on my Mojave & Sierra there are two interchanges: one with the Burlington Northern at Bieber (N. California) and with the Union Pacific at Yermo (S. California). Both connections are friendly since neither competes with the M&S, but provide end-to-end connections. I ruled out interchange with Santa Fe and Southern Pacific as they compete with M&S by serving the same areas. Logically, they would not turn freight over to the M&S when they serve that area, and keep the revenue to themselves.

Since the Union Pacific is the main connection for the Mojave & Sierra, I selected a separate yard arrangement of three tracks. For the Burlington Northern, I used a simple arrangement (Ex.#2) with just a siding for interchange. Capacity of interchange tracks is a matter of how much equipment and space you have. My UP interchange will handle about 30 cars and the BN track can hold up to 12 cars. You may want more or less capacity depending upon your needs.

How does it work? First, all freight cars destined for local industries or on-line destinations pass through an interchange. No freight cars are manually moved from industries or yards; all movement must be by train only. Cars are taken off the layout only at interchange points after being delivered by train movement to either the BN or UP interchange. Theoretically they are removed by the BN or UP, but really the big hand in the sky does it; but there is now logic and purpose to the movement. Similarly, freight cars are placed on the layout at the interchange points, simulating delivery.

Typically during a given operating session, there will be a transfer 'turn' to go to the BN to pick up inbound cars and drop off outbound cars. Usually there are two or three 'turns' to pick up and drop off with the UP, since that provides the bulk of the M&S traffic.

In addition to providing a source of traffic, interchange creates a purpose and a need for running a train. Freight cars are brought in from off-line and sent out to on-line destinations or forwarded onto other lines. In turn, interchange can provide an outlet for outbound cars to off-line destinations. Interchanges help to provide a means of transferring cars onto and off of the layout. While it is impossible to remove the intervention of manually removing or adding cars, it is done more logically. Interchange also implies a purpose to your railroad by representing a contact with the outside world-connecting with another railroad (especially if it is readily identified i.e. ATSF, B&O etc.). Lastly, interchanges need not be involved or complicated, a simple arrangement can provide the necessary interchange track. The size and arrangement is largely a matter of individual preference and limitations.

Think about it. If you are designing a trackplan, why not incorporate an interchange or two to provide off-line connections? If you have a layout, chances are you can add an interchange without too much trouble. You should find running trains with a purpose will add to your enjoyment of the hobby.

INEXPENSIVE COAL LOADS

Ted Tait

Rather than buying those plastic coal loads for your hopper and ore cars, why not make your own for a lot less? Here is a very simple process to do so.

Get some thin cardboard and cut it to fit into your car. Then paint it black and let dry. Now find some of that loose model coal and glue it to the cardboard (diluted Elmer's glue works well), using plenty of coal and plenty of glue. When dry the coal will be invisible, and the load should fit into the car easily and look very real.

This is an easy and very inexpensive process which should not take more than 15 minutes to complete (plus drying time).

Q&A DEPARTMENT

Ted Tait

I have found that CHALK can be very useful in weathering techniques. Simply take some every day white chalk and rub it on something like a cloth. Then rub the cloth on a building or car or whatever and you will find that it gives a nice looking light weathering effect, nothing drastic, but it just gives that 'old' look.

PRODUCT REVIEW : HO scale AHM GP-18

Ted Tait

The AHM GP 18 model is much like other AHM locomotives in that it has a noisy motor that starts and stops with a jerking action. This particular unit has all wheel drive, but only four wheel electrical pick-up. The detail is not very good. The engine seems to be missing some general detail as well as having those over-sized handrails typical of AHM.

I have three GP 18's on my line and decided to do some testing, the following are the averages of all three. The unit starts at three volts, but once started (at the usual very high start speed), it can be reduced to it's slowest speed at 2.8 volts. The unit made a noticeable humming noise at 1.5 volts. One unit draws an average of 227mA (milliamps or .227 amperes) to overcome the inertia to start rolling, and then runs without a load drawing 185mA.

As can be seen by these results, the AHM GP 18 draws very little current and starts at a low voltage. This is good except that it starts suddenly with a jerk. The humming noise before starting can be very annoying if your power pack leaks. I have found that if run in sets of two or more, these units run better. They start slower and run over dirty track better (as one unit will push the other over dirty spots). If you want to run a unit by itself, try adding a resistor to drop some of the voltage. The pulling power of this unit is good, one of mine pulled 23 cars on a flat oval with 18" radius curves (very tight).

These are not bad locomotives, except for some detail lacking and the typical AHM drive; both of which you can get around one way or another. My rating on the AHM GP 18 is a seven (7).

Oddballs & Oddities

(Installment #6)

By Bob Huron

"Might Have Beens in Motive Power"

The Southern Pacific Train-Masters (now in Athearn model form) were justly famous locomotives. But, there is a rather interesting story for Eastern Railroaders that is not widely known. The original customers to whom the SP Train-Masters were to be shipped was, of all lines, the New York Central! The engines were to be numbered from 4600 to 4607 (8 units). The closest user to the NYC was the Virginian at that time, so more than likely they influenced the purchase of these units. But the NYC cancelled, the reason why is unknown, however the NYC had quite a few F-M units on its roster, so it would be appropriate to paint a Train-Master in NYC lightning stripes or cigar bond paint schemes. If you decide to model this "might have been" use the non-SP model as a base as the extra lights were not an NYC trait.

Now for something completely different. We have been exploring the byways and other things in the locomotive and trackage fields. Now, for a change we will turn our attention to station and town names of various railroads. I think you will find this educational and interesting.

LIST ON NEXT PAGE

Oddballs & Oddities continued

Railroad Names Of Interest (with mileage).

Washington, Idaho & Montana Ry. Co. (50 miles)
 North Western Oklahoma Railroad (3.3 miles)
 Camino, Placeville & Lake Tahoe (8 miles)
 Pioneer & Fayette Railroad Co. (.5 mile)
 Strouds Creek & Muddeltz Railroad (21.3 miles)
 Bangor & Aroostock Railroad Co. BUS and TAXI SERVICE
 Unity Railways Co. (3.9 miles)
 Pearl River Valley Railroad (4.2 miles) (in Picoyune, Miss.)
 Mount Hope Mineral Railroad a CNJ subsidiary
 Mississippi and Skuna Valley RR Co.
 Mattagami Railroad Co. (Ont. Canada) (3.0 miles)
 Sumter & Choctow Railway
 Omaha, Lincoln & Beatrice Rwy.

Sources:

Official Guide of July 1973

--TO BE CONTINUED

STAGING TRACKS FOR INCREASED OPERATION

Tom Bass

A common fault with most model railroad layouts is that our mainline trackage is too short. In HO, one scale mile of track scales down to about 60 feet, actual feet! I don't know many modelers who can boast of two scale miles of mainline track much less 10, 50 or more. As a result of our short mainlines, trains complete their circuit in five minutes or less. After a few laps around the layout it's time to break the train down, probably in the same yard it originated from. Pity the poor guy guy running the yard, trying to makeup and breakdown trains. The first train out is back before the second is made up. Then he'll have the first train to break-down while trying to make-up a thrid train...he'll never catch up. Is this fun?

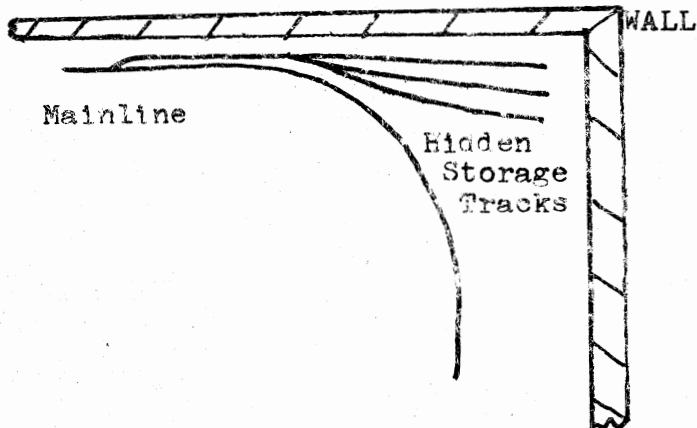
I've been on enough yard jobs to realize there's got to be a better way. There is, it's using staging tracks. These are tracks which can hold entire trains, ready to run at a moment's notice. Staging tracks (also called holding tracks) guarantee a flow of mainline traffic throughout an operating session. Thus, this takes the pressure off of the yardmaster. Typically staging tracks are hidden from view: off stage so to speak. A train will be brought out of the staging tracks and run around the mainline, after which the train can be returned to the staging tracks or broken down in a yard. If the mainline is a point to point (as opposed to a closed circuit) the train could be dropped at a yard or additional staging tracks could be added at the other end. Oddly enough, assuming that the staging represent connecting railroad divisions or cities, the trains run from one division to another or city to city much as the prototype. This is called 'overhead' or 'bbridge' traffic where whole trains are handled across divisions or entire railroads with being broken down in a yard unneeded.

Basically there are a number of different formats for staging tracks. Usually they are hidden from view so as to give the impression of coming or going to/from 'off-line' destinations. One arrangement is to have staging tracks in a loop.

Staging Tracks continued

Another arrangement is to have staging tracks parallel to the mainline but hidden by scenery (like passing sidings).

Often, however, we do not have room for double ended arrangements as the above examples. I've settled for having a staging yard that is single ended. The disadvantage with a single-ended yard arrangement is that trains must be backed into the tracks before the operating session so as to be facing the proper direction. This is offset somewhat by the fact that single ended arrangements use half as many turnouts, saving the extra expense. Also, a single-ended staging yard can be used in restricted space situations and can make use of wasted space such as corners:



Whatever arrangement you elect to use, make sure that where trackage is hidden that it is securely spiked in guage. Some access is recommended for routine maintenance such as track cleaning or for problems such as nudging a stalled loco. A little forethought here will go a long way toward minimizing any problems.

You should find staging tracks will provide a better flow of mainline traffic. You'll be able to run more trains without increasing the burden of an overworked yard operator (who is traditionally the "bottleneck" in an operating session). Additionally, you can operate through trains since trains don't have to originate or terminate at a yard; instead, trains can originate and terminate on staging tracks. Since staging tracks are usually hidden from view, they can be added under or between or behind existing trackwork. Staging tracks need not be double ended, they can be single ended in yard fashion. Although this is a disadvantage since trains must be backed in or out; but this system allows more flexibility because it can use wasted space such as corners, even on small layouts. An extra bonus is that staging tracks serve as storage tracks as well so that you can keep entire trains on the layout out of sight and pretty well dust free.

IF YOU EVER PLAN TO WRITE AN ARTICLE FOR THE DEPOT,

SEND IT NOW! I HAVE NO ARTICLES FOR THE NEXT ISSUE AT

THIS TIME -- SO GET TO WORK!!!!

-Ted Tait
your esteemed Editor

OUR PAST

Conducted by
Ted Bedell

This is a special column in the Depot. It will appear occasionally in future issues and is not intended to be a regular contributors' column. 'Our Past' will contain articles of interest taken from previous issues of the Depot and its predecessor newsletters: the Dispatcher of the former Allegheny Region and the Northern of the former New England Region. It will not be just a reprint column as we may have guest authors writing about their remembrances of the past. If any of you old-timers would like to participate, contact Ted Bedell, who is also looking to buy or otherwise obtain copies of the Allegheny Dispatcher dating before 1976. Here is our feature for this month.

The history of this region should be recorded before it gets lost. The Teen Association of Model Railroading has had this same problem—its beginnings were not properly recorded and now there is much confusion over when and how it began. Do we want this to happen to the Northeastern Region as well? I should hope not.

One problem is the complexity of how our region was formed. It was formed by the merger of two former regions and the history of these two regions must be recorded as well. As President of the NR I will be attempting to track down the elusive histories of our predecessor regions. I will publish my results in this column where they belong. I will not print them all as one article, but will place short installments in 'Our Past' as I prepare them.

I will be needing help. As I stated in the above headline, I am looking to buy old copies of the Dispatcher. I would also be interested in obtaining any other documents, letters, publications, et cetera involving either the New England or Allegheny Regions. Also, if any present members were, or know someone who was, a member of either of these regions prior to 1977, would write to me with any kind of information we would be gratefully indebted to you. If I use it in 'Our Past', you will be credited for supplying the information.

I feel that this is an important project. I hope you feel the same way and will cooperate in any way possible. In the meantime, I have reprinted an article below which appeared in the Fall 1976 issue of the Allegheny Dispatcher (Vol. 7, No. 6).

DR. JOE TARQUINI'S MODEL RAILROADING IDEAS

Ways of Motorizing Your Units (or The Hell with Cheap AHM Drives)

—Dr. Joe

Many people have been stuck with units with bum motors. A so-called 'friend' gives you a free unit, or you pick one up for 10¢ at an official AR auction. You thought you were getting a good deal, but actually you got screwed. Well, you decide that you're going to put a new motor in the piece of crap, but you don't want to shell out your hard-earned cash for one. Well, here I am to the rescue.

If you have an old tape recorder laying around, take out that motor. It will run well even if your Alco C-628 happens to repeat everything you say. Also, beware of sudden wrecks. The motor has a habit of slipping into rewind every now and then.

You can also try your old electric razor. The loco will vibrate a lot but it still runs. Pretend it's a Baldwin. Caution: rails will appear shiny but watch out for a decrease in rail height as they slowly get shaved away. Try Williams' Electric Shave for the rough spots.

Another idea is to try a motor from an old movie projector. Just think, when installed in your favorite Alco or EMD, you can show your favorite rail movies as you demonstrate your pike! You'll be the first to have entertainment on your runs.

One of my favorites is the old automatic garage-door opening motor. Just slap one in that GE U-Boat, and you can actually impress your visitors as the body of the unit automatically lifts itself up and down off the frame. After all, gotta show off that prime mover!

Another very good drive is to utilize the motor from an old refrigerator. Due to the increased size of this motor, we suggest using it in O scale units only. You'll find that your unit runs smoother and quieter with this great new drive. Caution: we do not suggest using this method if you live in one of the colder climates of this country, as it is not unlikely to find icicles developing along the bottom of your unit if you take it for long runs.

If you are a nut for clean motive power, then this drive is for you. Install the electric motor from an old electric toothbrush in your road units, and watch them scrub and swish themselves as they barrel down your pike. You could say that you have the cleanest units around then. Caution: we suggest that, when using this method, you make sure your units are painted with high-abrasion paint, or else your unit will return to the yards without a paint job. Try coating the unit with new Colgate with MFP fluoride, as this should curtail any abrasion.

Lastly, if you're as daring as the famed Daring Duck of the AR, sneak over to 30th Street Station (Philly) and get the real thing. Your GG-1 will run great! Caution: be sure to use 155 lb. rail or else your layout will fall through the floor.

Remember, all these methods have been tested at the famous Duck Labs and Motor Works Co.

GRADE CROSSING FLASHER

Ted Tait

Like many modelers who bring their layout to a presentable state (scenery and all) I began to look for little details and improvements to make on my railroad - my outlet (one of them) was electronics. My goal was to build a simple and inexpensive grade crossing flasher using LED's (Light Emmitting Diodes) as the lamps, but wanted to build the driving device myself in order to save money.

I started with an article in Model Railroader, but changed to another plan before even starting. I built the unit in the plan from "Practical Electronics Projects..." and completed it only to find it did not work (I believe I burnt out the IC Chip while soldering). Well, I went to Radio Shack about to purchase another chip (which was only part of the circuit) to discover that Radio Shack makes a chip that does the entire job itself! Of course I bought it on the spot. The only other thing that is needed (according to the instructions) is a capacitor to set the flashing rate. The chip should be able to handle two flashers (4 LED's) without trouble. I cannot supply you with wiring information at this time as I found out that it can only be found in the Radio Shack data books. Now, you may ask "why is he telling all about this, only to have us wait until the next issue to finish it?". That is because I have nothing else for this column at this time. I have no idea what you people want, and very few have contributed. If this goes on any longer I think I will start on the basics of layout wiring. I am sure there are some who might want that, and it may be just what I'll do if nothing else comes up, let me know!

Tune in next time when I'll give you a wiring diagram of one kind or another for the flasher!

CAR SHOP

conducted by Martin McGuirk

Here is a NEW column which, at the moment has not yet begun. Please send all kinds of interesting model project articles to this section. Maybe a kitbash job, scratchbuilding, detailing locomotives and rolling stock, a paint job you did, whatever! You can send any article of this nature to either Martin McGuirk 185 Melville Ave., Fairfield Ct. 06430 or to your Editor (that's me) Ted Tait. THANK YOU.

Secretary/Treasurer Report

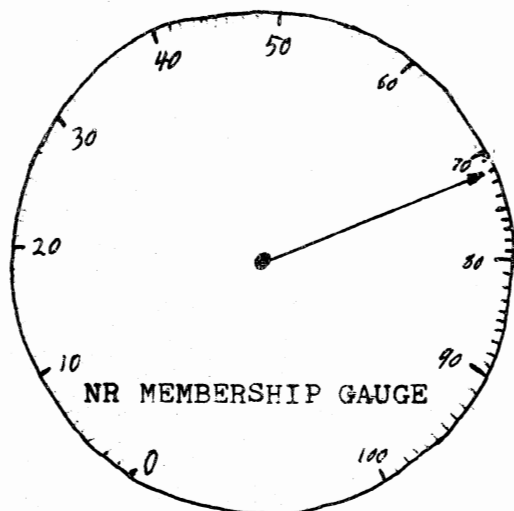
by Ted Tait

Well, I have some great news to give you. The 1980 TAMR National Convention will be held in the NR! We will have it on Long Island, and although you may gripe about it, there are simply not enough members or interest in other areas. Well anyway, you are lucky to have it NEAR YOU because you live in the region. I hope to meet a lot of you folks this year! Also, don't think that this year will be the same as last year, oh no! Yes, it will be similar (we had a great time), only BETTER! Check upcoming issues of your HOTBOX for further info.

Secretary/Treasurer Report con't

On to other things. The NR 1980 Directory is out, and you should have one by now. If your listing is wrong, or you did not get one let me know about it. Another item on the agenda is that according to the TAMR constitution we need a constitution of our own, to be distributed among the members. Well, one will be made in the near future, and if you have any comments or suggestions for it let me know.

Well that is about all, from now on we will be keeping track of the membership drive (which is costing us a good amount of \$\$\$) by printing the increasing (I hope) number of members as each issue comes out as shown by our membership gauge:

IN THE PIGGY BANK:

Previous Balance..... \$ 59.31
 Income..... \$ 22.70
 Expenses..... \$ 25.30
 New Balance..... \$ 56.71

The membership gauge shows 72 members.

The following are new members:

J.D. Aiken
 158 Berthold Ave.
 Rahway, N.J. 07065
 22, HO, 1, SFP, 234, N, 1, 230

Bob Donaway
 217 Mooney Rd.
 Flanders, NJ 07836
 201-927-0125
 10,0 HO N, 2, SP, 2, N,N,x

Perry Martel
 85 Finchey St.
 Berlin, NH 03570
 752-3262
 7,HO,1,DF,1,X,W,1
 Jasper Central & Pacific

Lloyd Breuer
 5 Turner Rd.
 Pearl River, NY 10965
 914-735-6040
 5,HO,2,DFP,1,N,A,1
 Berkshire Valley

Mark Kanabrocki
 20 Harriet Dr.
 Syosset, NY 11791
 516-921-0639
 1,HO,1,DF,1,N,A,X

Mike Dehart
 428 High St.
 St. Albans W.Va. 25171
 304-727-0053
 5,HO,3,DFP,1,N,W,1
 Pineville & Mountain
 River

Gregg Kneipp
 5908 Bryn Mawr Rd.
 College Park, MD 20740

PROTOTYPE NEWZZZZ-hot off the wires, from various sources!

The Union Pacific and the Missouri Pacific have announced plans to merge. This would create the largest railroad system including the Burlington Northern and the proposed Chessie-Family Lines merger.

--Ed Luzine Jr.

CONTINUED ON NEXT PAGE...

Prototype News continued

Amtrak trains are now allowed to do up to 120 miles per hour between West Albany Yard-Colonie and Schenectady-Hoffmans. A spokesman for Amtrak said high speed service between Albany and Poughkeepsie should start before the end of 1980 and from Poughkeepsie to New York City by 1981. --Ed Luzine Jr.

The Adirondack now has Schenectady listed as a permanent stop for all of its trains both North and Southbound. The station now sees an average of 134 passengers each day, well over the average of the old Colonie-Schenectady station. -Ed Luzine Jr.

P&LE U28b #2208 was seen at Newell, Pa. in a new version of P&LE's paint scheme. The unit was black with a yellow cab front and stripe down the center of the nose. The P&LE Victorian era logo is painted in black on the stripe. --J.S.Ward

Chessie SD20-2 #7700 is now in Chessie paint and was working Cumberland yard along with 7702. SD20-2 is Chessie's name for the newly rebuilt SD35's which feature GP38 prime movers. --J.S.Ward

Chessie GP9's are being stored at Cumberland, MD. Notables include WM chop nose Geeps #6416 and 6407. -J.S.Ward

THE LCMR BUILDS A CABOOSE

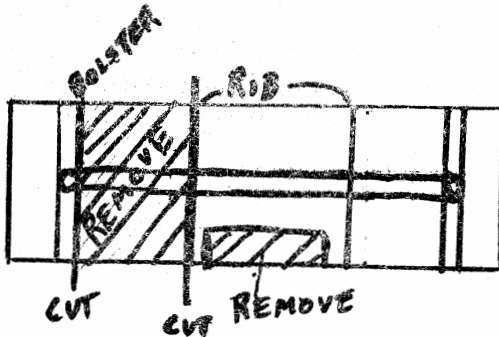
by Kevin Patton

Needing a small caboose for my Livingston County Merchants' Railway, I decided on an easy kithbashing project rather than using a stock car (this was not an intended pun). The model I selected as my starting point was an AHM AT&SF style caboose (this model is made by several manufacturers, the AHM model was merely handy). I began by separating the couplers, trucks, handrails, underframe, and body shell from one another. Construction begins by cutting through the underframe just inside of one bolster. Make a second cut just outside of the first rib away from the bolster so that a scale 5 foot (about 2/3 actual inch) section is removed. The underframe storage box should be removed now to provide clearance for the trucks. Part two of this project is modification of the body. Turn the shell so that the side with five windows is up, and remove the roofwalk. Make a cut all of the way through the body just to the left of the second window from the right and file it smooth. Make a second cut such that the end detail is cut from the end of the shell. Glue the caboose end to the cupolaed section of the shell and glue the shortened underframe together. Next, glue the subassemblies together, with the shell at one end of the underframe and add the handrails (the "ladder the nowhere" will have to be removed). To complete the model I painted the shell Floquil Caboose Red, the underframe black, and the trim and safety areas yellow. Kadee couplers and draft gear boxes were used. Windows, Kadee trucks (for weight), smoke jack, and an individual plank floor (stained Campbell profile ties) were added, as well as some junk on the floor and Walther's decals. HINT: To simulate a plywood sheathed, rather than a steel car, file off the rivets.

DIAGRAMS ON NEXT PAGE

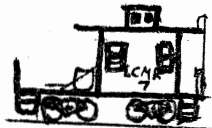
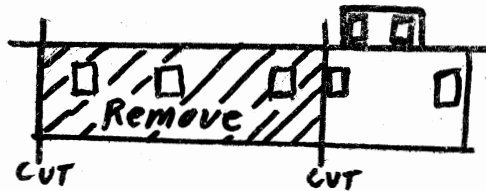
The LCMR Builds a Caboose con't

DIAGRAMS NOT TO SCALE



BOTTOM VIEW

SIDE VIEW



FINISHED MODEL

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MAIL CAR

Jon Kinnach sends word that "If the club would like to take a trip to Morrisville (PA), he knows a hostler that would be glad to show a group around or clear the way to have free run of the area! Anyone interested in such a trip (which is quite a treat!) contact Jon Kinnach 59 Beecher Rd. Woodbridge, Ct. 06525 and he may be able to arrange a day for the trip.

Lone Eagle Payne sends notice that an NMRA convention in the upper Ohio Valley is accepting registration from teens (up to 18) at a special low fare! The convention is to be held May 30, 31, and June 1, 1980 in Steubenville, OH. This is a special chance for recognition by teens in the NMRA by setting this special low rate. It is suggestable that you folks out in western PA and West Virginia might try to attend. For more information you can write to: Joel L. Everly 812 Broadway Blvd. Steubenville, OH 43952. Lone Eagle will be there, you can write him also.

"Mail Car" is open to anyone who wishes to plan a meet or convention of some kind. Just send your notice to the Editor.

DON'T FORGET TO WATCH THE HOTBOX FOR INFORMATION ON THE 1980 CONVENTION TO BE HELD IN THE NORTHEAST REGION!!!!!!

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 NEWS ON CONRAIL - Railfan discrimination!

"I was talking with a good friend who is on the Morrisville pool crew for Conrail. He told me that Conrail will not hire anyone if they are a railfan! He is a railfan but has kept it from his employers, so let's have all members keep good and quiet about this for his sake."

--Jon Kinnach

MORE PROTOTYPE NEWS

Amtrak leases leases the two middle tracks between Morrisville, Pa. and Newark, N.J. to Conrail for 40¢ per car per mile. Also Amtrak tells them when they can run and have limited trains to 317 cars. Now Amtrak has told Conrail that by this summer they must get out. Conrail has already chosen to put all mainline freight traffic on the ex Reading line between Fairless Jct. and Cranford Station. They have already gotten six new pool crews on the line. --Jon Kimnach

So long to concrete ties on the shore line! Due to chipping and cracking, Amtrak is going to start to replace the concrete with wooden ties. However, they are planning to install them through Princeton Junction, N.J. --Jon Kimnach
ED. Note: One of the trips during the 1980 convention will be to Princeton Jct., this should prove interesting!

The MLW LRC train was running through New Haven for tests recently. The Budd SPV2000 are to come through New Haven in April or May. -- Jon Kimnach

CLASSIFIED ADS

SEND your painting and decalling needs to the Roundhouse Paint Shop. Any scale. We airbrush for professional results. Reasonable prices. We can do most any painting/decaling scheme, including small detail. Send any questions or a description of what you want done to: Roundhouse Paint Shop c/o Ted Tait 16 Evergreen Dr. Syosset, N.Y. 11791.

YOUR EDITOR'S NOTES - In order to fill the rest of the page!

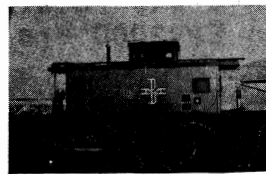
As can be seen by the little number at the top of this page, this issue is only 14 pages, just like the last one. BUT, if you remember, issue #7 was 23 pages long! I am VERY low on articles and need some for #10. Although I have very few articles now, here is what I am expecting to get: Ted B. is going to start a series on a RR which I will not name right now (you will have to wait and see!!!), Bob Huron will be back with his O&O column, I will bring you Electronics again, possibly to explain the basics for beginners, as well as numerous articles from our regulars like Tom Bass. However I hope to see the articles come PILING in from the rest of you! If you ever planned to write an article, finish or start it now (please?). Again, we have been delayed, so these issues are coming out REAL fast, so get those articles in. THANK YOU.

HOPE TO SEE MANY OF YOU AT THE 1980 CONVENTION!

Look For:

New England Railroading at its best

This article will be the most comprehensive review ever to appear in the Depot. It will be so complete that it will take two full articles to cover everything. It will cover almost every major railroad in the states of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and the eastern portions of New York. The western part of New York will be featured in another article, probably next year. Written by Bob Huron and Ted Bedell from their travels, it will not be your average railfanning trip review. Instead, we will present background, and history of the Boston & Maine, Bangor & Aroostook, Maine Central, Portland Terminal, Amtrak in New England, Boston transit including some rare shots of Canadian Light Rail Vehicles (LRV's) in BOSTON, Central Vermont, Vermont Railway, Delaware & Hudson, and CP Rail extensions into New England. The article will feature maps, diagrams, some rosters, and some TWO DOZEN photographs of the above railroads. Look for this feature in Issues 10 and 11 of the Depot. DON'T MISS IT!!!



B&M caboose—White River Jct., VT

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



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