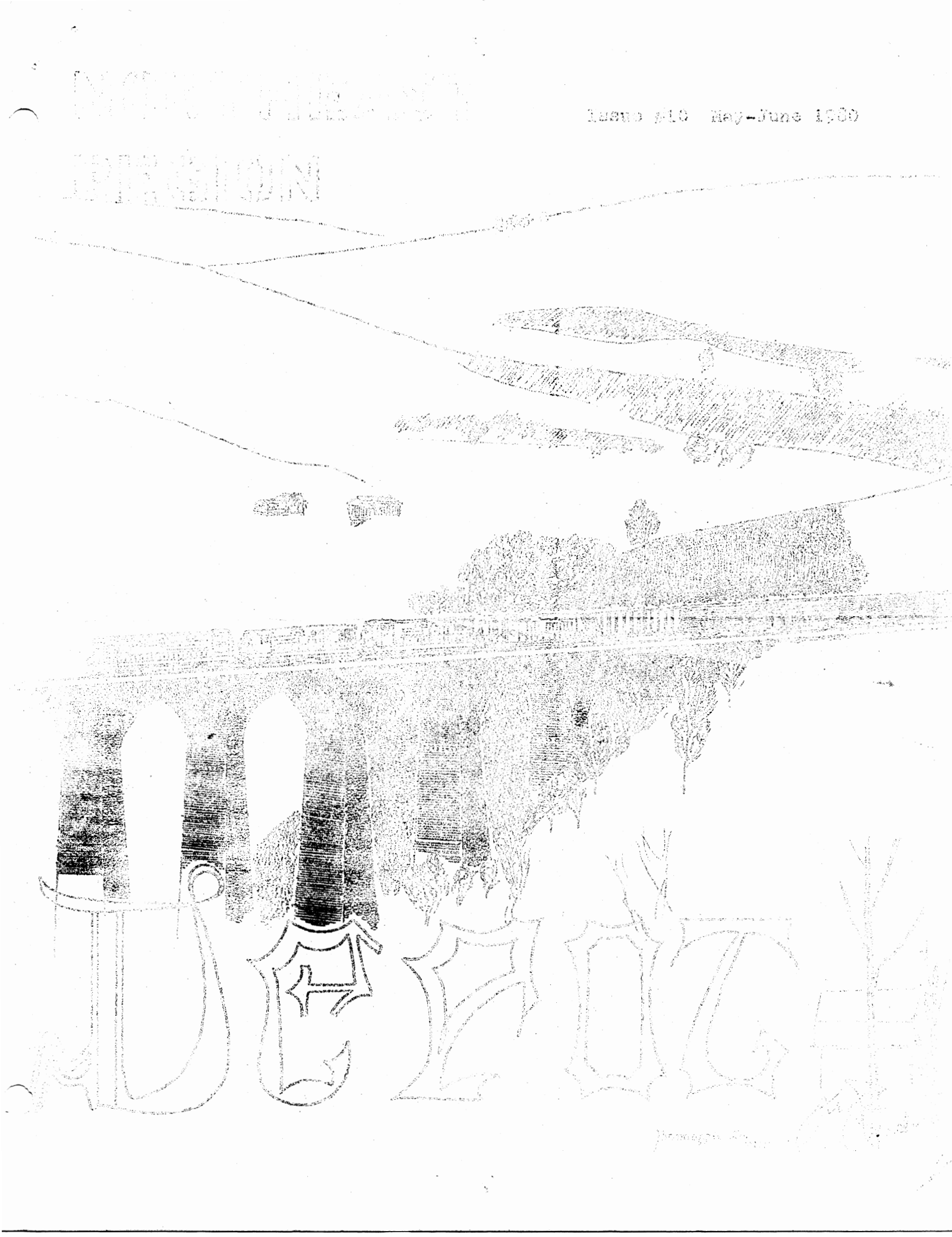
Issue #10 May-June 1980

Mineralogical Record



OFFICERS

CONTENTS

FROM THE CAB

As Editor, I have some good news and some bad news for you. First, the bad news (not too bad). As you may have already deduced, we are back to ditto printing because Ted Bedell cannot do the off-set printing for us any longer. We are now back to ditto printing, but without the smudging problem that we had earlier, as that has been corrected. Unless we are to find an off-set source REAL cheap, we will stay with ditto (which looks airight) along with photocopied, photo pages thanks to Mr. Tom Bass.

Now, some better news. The response to my cry for articles has been good. As can be seen (and felt by the weight of this issue), we are in the 20 page range again. If things continue, future issues will stay within this average of 18 pages. Thank you for your response, and keep those articles coming!!!!

LETTING OFF STEAM - A column for you to air your views in.

"To one Christopher Anderson: I'd like to hear your facts about why you think Conrail and Amtrak stink! I've heard what you've had to say, so per your request here are my views on the subject."

"First, what makes you think that the U.S. Government can't run a rail system? I fully realize that they can't run anything else, but I suppose you'd prefer having six (or more depending on how long you'd have the situation continue) railroads run further and further into bankruptcy and then have rail transportation totally fall apart in the Northeast.

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Letting Off Steam continued

"Yes, you sound like a person who would prefer that over having the government step in, take charge, appoint some of the nation's leading railroad executives to head up Conrail and try to rebuild a rail network that was let fall apart under the grips of PC, NYC, PRR, NH, and others. Let's face it, the mere fact that Conrail showed a second quarter profit last year is proof that the government (and by the way let me state that the government ~~xx~~ control over Conrail is not as great as you may think) does indeed know how to run a rail system. Could it be that you just don't like blue EM40-2's??"

"I'd also appreciate hearing the names of other railroads that are deteriorating. Perhaps if you feel so much hostility towards the U.S. railroads you shouldn't even be in this hobby of ours. If you state that the C&NW as a deteriorating road you'll really hear it from me. The Rock's dead and the Milw. is bringing itself up with a reduced physical plant. That leaves you with few railroads that are in bad shape, but then you probably also liked black PC diesels."

"Alright, moving right along. What's wrong with Amtrak? You're probably asking me what's right with Amtrak. Well, have you ever ridden on Amtrak?' If you have, has it been on any other train than in the Northeast Corridor? The people who put down amtrak are those who have never ridden it more than 100 miles. I recently rode the Empire Builder over 1000 miles and I must say the only drawback was the rough Milw. Road tracks. The cars were very nice (Superliners in case you're interested), the train arrived at its final destination only 15 minutes late (seeing as how we left Chicago 15 minutes late I'd say that's pretty good)."

"Well I would really like to go into detail, but I'll wait to see what you have to say, and if anyone agrees with the stand I am taking, or is against me, please bring it up to me at the TAMR national convention."

--Gerry Dobey
TAMR Secretary
Central Reg. Rep.
Crusader for Amtrak(!)

NEW ENGLAND RAILROADS-Feature Series — Bob Huron

THE BOSTON MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

The MBTA, made famous by the Kingston Trio's song "Charlie On The MTA"; the subway network of Boston has been growing and improving. Operating both streetcars and high level equipment, the 'T' has a variety of ways of getting about Boston. A person can take a subway and change to a street car or trolley-bus depending on which line you choose to take. This is a paradise for the traction fan, and a passengers delight (even if you have to endure a few stretches of rough track, which are being rebuilt at a rapid pace), and there is an extensive suburban service operated from both North and South stations, now operated by the B&M for the MBTA. These lines cover the former B&M Suburban, and the NH/NYC lines plus several [illegible] now in planning [illegible] while we were up in Boston [illegible] which are considered [illegible] Northeast. One, the Riverside line (Line D), and the Commonwealth Ave. Line (A) was the other.

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The M.B.T.A. con't

The operating characteristics of these lines were totally dissimilar, even though they used the same terminals in the city. The Riverside Line (now in service for 21 years, opened in 1959) which we used first, due to the fact that we used the Riverside Park & Ride lot, was really an eye opener. Riverside is about 30 miles from Boston proper, and even on a Sunday there is a 10 to 15 minute service operated (sort of makes the LIRR look rather sick). Boeing articulated cars comprise the operating roster on this line. Operating in single, double, and triple unit consists, these cars are both graceful and fast. We went into Copley square where we ate and saw some more transit (buses), and then we went to Park Street, the oldest subway terminal in the U.S. While we were there, there was a rumor going around about some Canadian cars on the line...so we bided our time at Park Street. Soon, at about 2:00 PM, the Canadian Light Rail Vehicles showed up. As both PCC and Boeing cars were also passing through the station, there was quite a show going on. Remember that this was a Sunday, and usually a light traffic day. Not so, this day in Boston, t'was busy as Grand Central Station at rush hour. Park Street was crowded and busy, with trains going over and under the platform. The red line to Harvard ran right underneath the platform where we were. This line is a high-level type subway, a la Philadelphia's Market Street or any of New York's lines.

Street car operation is an old hat deal in Boston, although the number of lines now is greatly reduced. As of now, the Boeing cars are only operated in Boston and San Francisco. So if any of you want to explore Boston, use the T, it is an education. And for those who want more on history: see, "Change at Park Street Under", by Brian Cudahy - Stephen Green Press.

THE DELAWARE & HUDSON

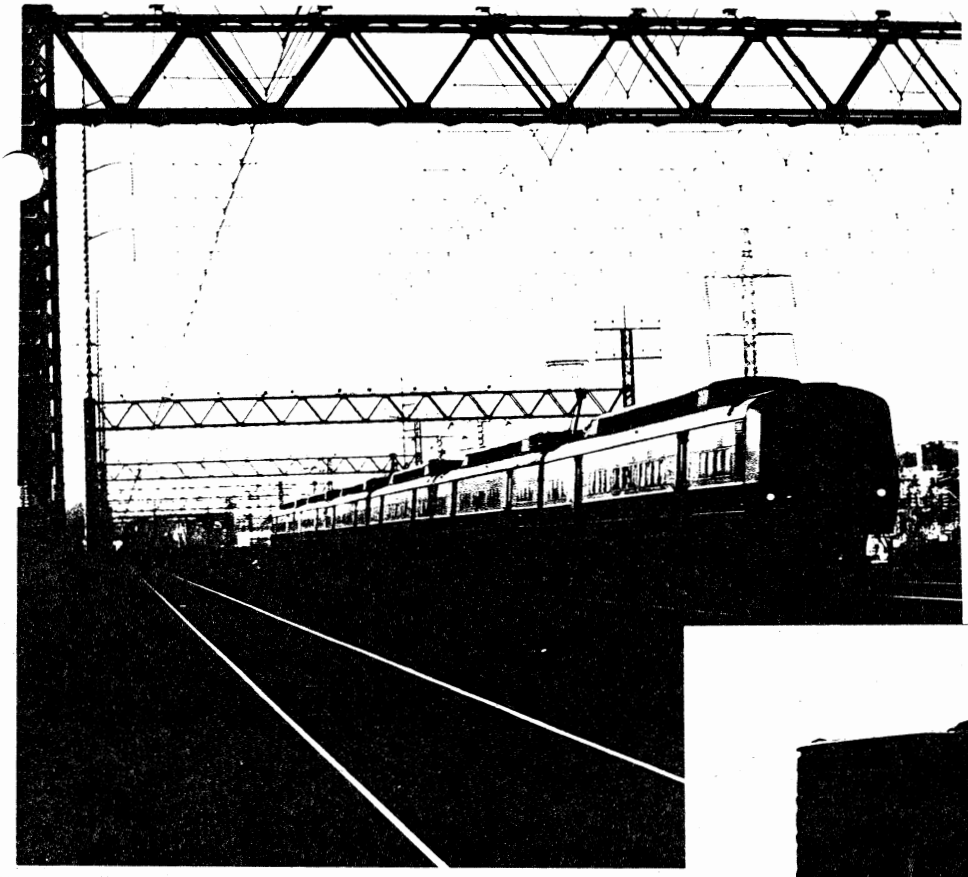
This is a company with a history going back 150 years PLUS as of now. Starting with no more than an idea and a few lumps of Anthracite coal from Pennsylvania, the D&H became what is today a five state major carrier. Almost every kind of steam engine was operated, but especially well known were the Consolidations (2-8-0), and Northerns (4-8-4), as well as the Challenger (4-6-6-4). In model form the Bachmann Consolidated (Deadman) can be modified to D&H standards (Class B7a). AHM makes a 4-6-6-4, and the Northerns can be made from Bachmann's 2101 Model.

In many ways the D&H was a pioneer in steam power. From the "Stourbridge Lion", to the Pacifics of the early 1920's (Streamlined English style), and the high pressure experimentals that set up new standards for steam engine technology. These high-pressure engines were in the 350, 500 and in one case, 1400 PSI steam pressure range and very high superheating. The fuel used was a combination of hard and soft coal as the firebox could not handle anthracite coal alone.

In the diesel era, Alco supplied almost all the engines that the D&H used. These engines included and still include) RS-2's, RS-3's, S-1's, S-2's, S-3's, S-4's, S-1-1's, C628's, ex-LI C420's, RS32's, and a few GE's. For further information see The D&H (Howell-North).

#1 A train of Conn. DOT/MTA M-2 enroute to New Haven as an express.
#2 Amtrak RS-3 at Providence RI Passenger station.
#3 CRUNCH! D&H Whitehall, NY
#4 Canadian Light Rail Vehicle (LRV) testing in Boston. Trip recorded at Boston College via Commonwealth Ave.
#5 CR SW-1 at Albany Rensallear station. Unit is number 8429, ex PC 8429, ex NYC 603, 8429 built in June of 1949 by EMD at La Grange, Ill. A lot of history for a small locomotive!
#6 Boeing LRV in Riverside yard (near passenger station). Unit #3507 is shown.

PHOTO #1



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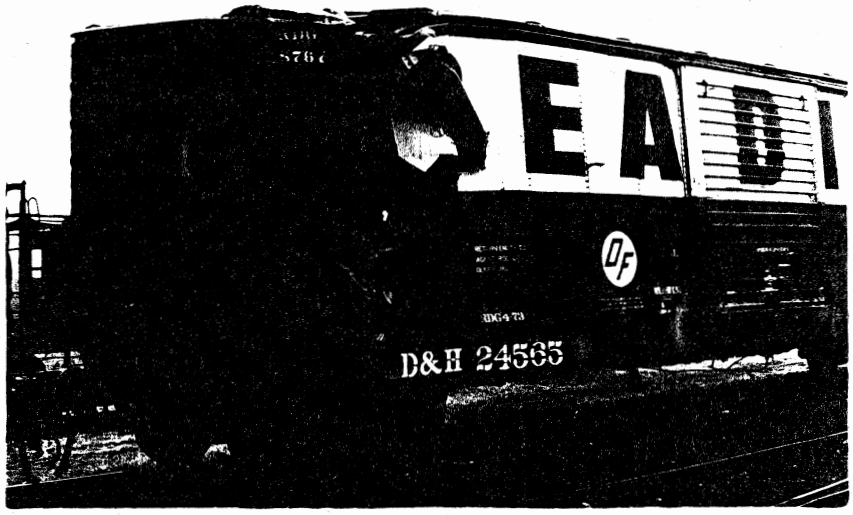

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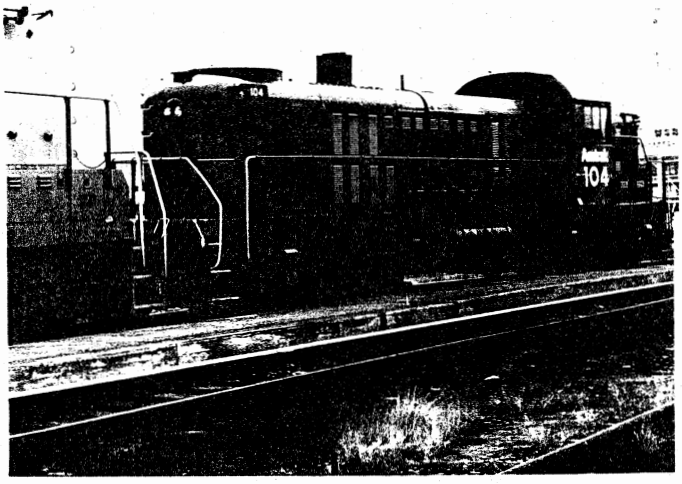

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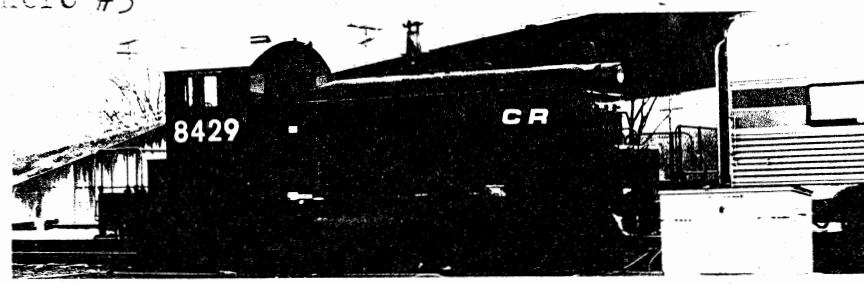

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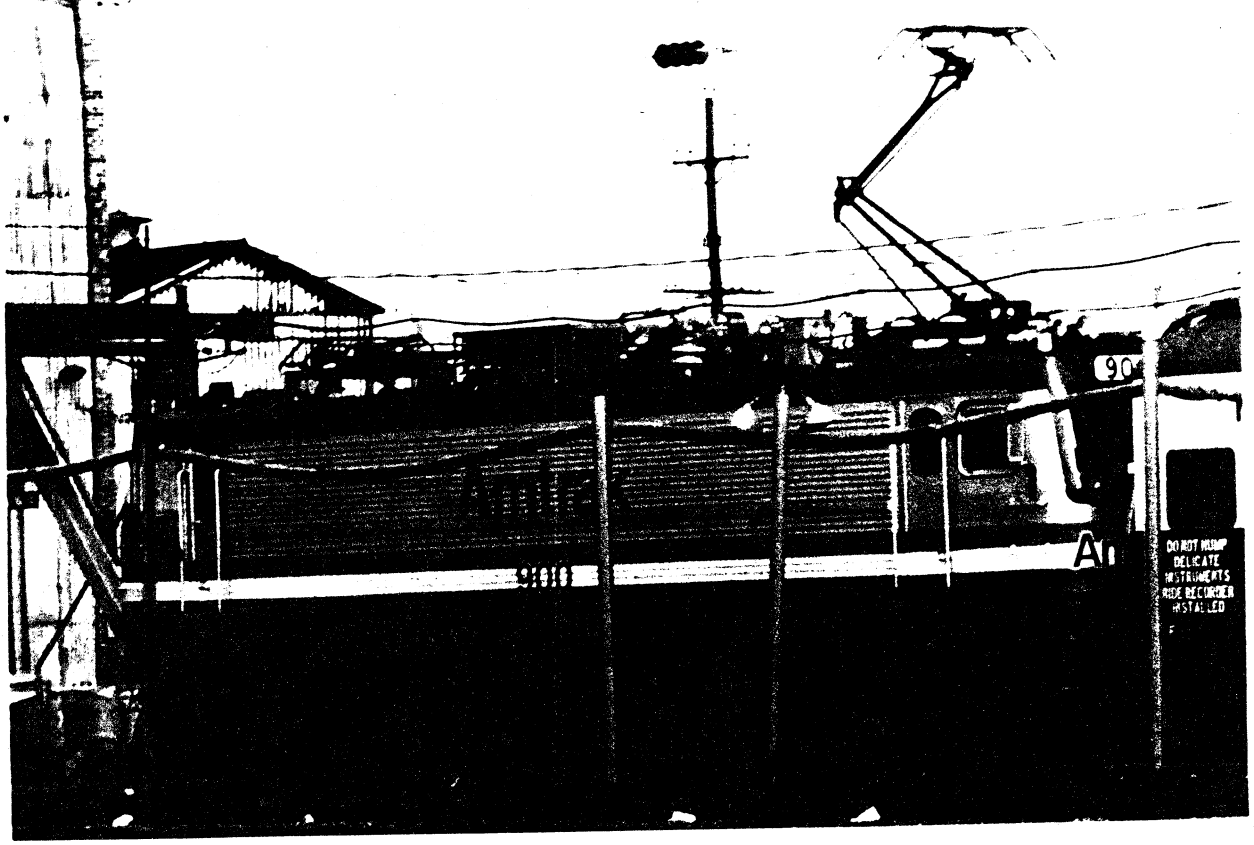
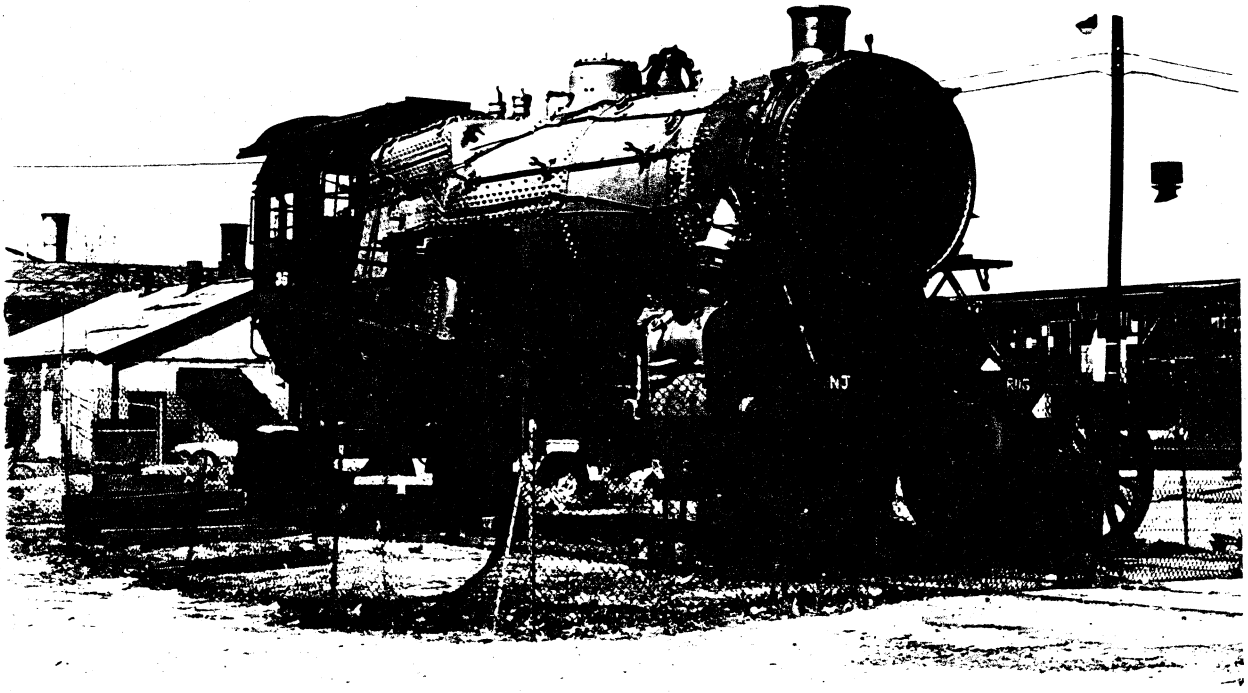
PHOTO #6



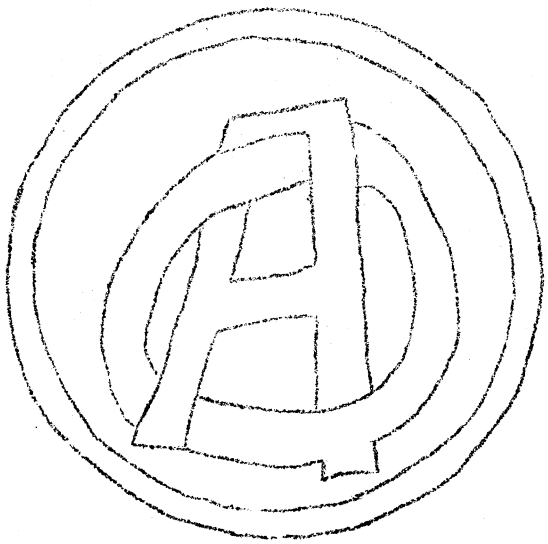


TOP: Photo of the new AEM-7 locomotives that are being tested by Amtrak. A very small engine indeed, just like those watches that the Swiss make! An article on this new locomotive with all of the information on its capabilities appear elsewhere in this issue.

LOWER: LIRR G5 undergoing restoration for trip use at Mitchell Field. Engine numbers 35 and 39 are both undergoing reconstruction work. Number 39 is in Riverhead.

Q&A DEPARTMENT — Depot Staff

The following design from a patch that Chris Anderson has was sent to me. Chris had no idea what the patch was for although I believe he mentioned the fact that it might be from a transit line. Our Depot staff did some research and we may have found the answer. The patch could be from the Oakland Antioch & Eastern, a transit line which is part of the Sacramento Northern, which is, in turn, part of the Western Pacific Railroad. This is our best guess at this time, if there is anyone who believes otherwise, please let us know.



Helpful Hint — Eric B. Hagman

In response to Ted Bedell's product review on Floquil Paints in issue #8, there is something besides Dio-Sol that will remove Floquil or almost any modeling paint on plastic or metal. It is Hydralic Fluid. Fill a container full of the fluid and submerge whatever needs the paint removed. The disadvantage to this method is that the object must be immersed for 3 to 6 hours. The fluid does not dissolve plastic or smell bad as Dio-Sol does. So, if you're not in a hurry, this method is the safer way to do it.

LISTENING TO CONRAIL ON YOUR SCANNER — Rich Sonoski Jr.

Below are the most common frequencies for CONRAIL. You can either get them in crystal form for your handheld or you can even program your pragrammable scanner. Some of the frequencies may be used in only one location. Medium use frequencies are underlined.

160.560 Special Agents
160.800 Channel 1 - Road
160.860 Hump Yards
160.980 Yard
161.070 Channel 2 - Road (Amtrak)
161.130 Maintenance
161.160 Penn-Reading Seashore
161.280 MTA (East Coast Commuter)

160.215	160.230	160.245	160.260	160.290	160.305	160.350
160.440	160.530	160.560	160.650	160.785	160.800	160.830
160.890	160.935	160.980	161.130	161.190	161.220	161.250
161.280	161.325	161.400	161.850	161.490	161.520	161.565

LOCOMOTIVE CLASSIFICATION

Brian Lecuyer

Identifying different types of locomotives can be very difficult to the beginning model railroader as well as railfan, so this article should clear up any confusion. There are three basic types of power used by full scale locomotives: steam (usually generated by a coal or oil burning boiler), diesel fuel, and electricity. Since most model trains run on electricity, the important difference between the three types of locomotives as far as the modeler is concerned is in the way they look. Steam locomotives are very popular because of their classic styling and the nostalgia they generate. Diesel and electric locomotives are of more recent vintage. Their exteriors are smooth and aerodynamic. The selection of one over the other influences all of the other parts of the train set-up, because buildings, cars, and other accessories used must reflect the era of the locomotives.

Since full-sized locomotives powered by steam are in use now only as symbols of the past, the decorations used with model steam engines are usually designed to look like the scenery of the 1800's. On the other hand, models of diesel and electric engines look modern and are used in modern looking environments.

Down through the years, intriguing systems were developed to classify the various types of locomotives, and those classifications can be used by modelers today in selecting one miniature locomotive from the numerous designs available.

For steam locomotives, which include everything from small switchers to the powerful freight haulers, the basic classification system of the more than 40 types of engines is called the Whyte Locomotive Classification System. Named after F.H.Whyte, the mechanical engineer of the New York Central and Hudson River Railroad Company who devised the classification many years ago. The system identifies the locomotive type by the number of wheels in the three sets each steam locomotive has. In the designation 4-6-2, the first numeral is the number of front or pilot wheels; and the third is the number of wheels at the rear.

Most types of steam engines also have been given names. The most well known of these locomotives and the ones most commonly used by modelers are:

Common Name	Wheel Arrangement	Whyte Classification
American	oo00	4-4-0
Atlantic	oo00o	4-4-2
Berkshire	o0000oo	2-8-4
Consolidation	o0000	2-8-0
General	oo00	4-4-0
Great Northern	oo0000oo	4-8-4
Hudson	oo000oo	4-6-2
Mikado	o0000o	2-8-2
Mogul	o000	2-6-0
Mountain	oo0000o	4-8-2
Northern	oo0000oo	4-8-4
Pacific	oo000o	4-6-2
Prairie	o000o	2-6-2
Ten-Wheeler	oo000	4-6-0

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Locomotive Classification con't

Diesel locomotives, using internal-combustion engines of the type first developed in the 1890's by German engineer Rudolf Diesel, were introduced to the railroad industry in 1934 and very quickly made the steam locomotive obsolete. Today, all locomotives except electric ones are diesel powered. Diesel locomotives have their own classification system, using a combination of letters and numerals. The letters refer to the number of drive axles and their wheels.

A = one drive axle: two wheels

B = two drive axles; four wheels

C = three drive axles; six wheels

Numerals used in this system denote free-running axles, those not connected to a motor. The classification A1A-A1A indicates that the front truck has one drive axle with two wheels, one free running axle, and another drive axle with two wheels. The rear truck has the same configuration. Therefore, a GP-9 diesel would be calssified as B-B, and an SD-9 would be classified as C-C. I hope this has cleared up any confusion that you may have had. So good luck and watch those wheel classifications!

A NEW GENERATION OF MOTIVE POWER — Tom Bass Jr.

With the arrival of 1980, there is evidence of the beginning of a new generation of motive power. EMD has introduced their "50-Line" of new locomotive models. The big news is a number of technological improvements, especially in the electrical systems. Also there will be a major appearance change which will be the first since 1966. Outward appearance did not change significantly when the "Dash 2" line was introduced in 1972, so the GP40's, SD40's, etc. remain relatively unchanged in appearance for almost 14 years.

The building block for the "50-Line" is the new 645F engine which in 16 cylinder form delivers 3,500 H.P.. This marks a departure from the previous "standard" horsepower which has been frozen at the 3,000 H.P. level since 1972.

Between 1966 and 1972, EMD sold comparable amounts of SD40's (3000 H.P.) and SD45's (3600 H.P.). Since 1972, when EMD's "Dash-2" line was introduced, the 3,000 H.P. models (SD40-2/SD40T-2) have sold over 2,500 units versus only 383 of the 3,600 H.P. models (SD45-2/SD45T-2). A similar pattern occurred with General Electric's "U" series.

Railroads found that the increased maintenance costs for the higher horsepower units outweighed the extra H.P. advantage.

To accomodate the 3,500 H.P. output from the 645F engine there are new alternators (AR15 and AR16) and new traction motors (D87A). A notable feature is the Super Series wheelslip system which helps maintain adhesion. Similarly, G.E. has announced a new alternator, traction motor, and wheelslip system (Sentry Adhesion System). Wheelslip systems monitor each axle for creep or slippage and will make a sand application

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or power reduction (or both) to permit maximum loading without slippage.

Adhesion is one of the problems of high horsepower units particularly, and all locomotives in general. Extra horsepower is not useful if it cannot be translated into tractive effort. Model railroaders add extra weight to engines to help improve pulling power of their locomotives and so do the real locomotive builders. There is a practical limit to the amount of ballast (extra eight) added since heavier engines contribute to wheel and rail wear as well as added roadbed maintenance. A typical 4-axle (B-B) diesel locomotive would not likely weigh more than 275,000 pounds. Consider, however, that each wheel of a locomotive has a surface area contact with the rail of only about the size of your thumb - plus the fact that both surfaces are steel, and you can see why adhesion is a major problem. These new,

sophisticated wheelslip systems result in maintaining reliable adhesion, even under unfavorable conditions (wet rail, ugrade, etc.).

Appearance-wise, the new locomotives will look slightly different, some changes are as a result of EPA (Environmental Protection Agency) decree. All locomotives built after 1/1/80 have exhaust silencers, which appear as box-like devices at the exhaust stack on both EMD and GE locomotives. EMD has new Q (Quiet) type radiator fans, but GE may use baffles in the radiator fan area. These baffles may be shaped similr to the "Elephant Ear" smoke deflectors found on some steam locomotives years ago. EMD models will have a taller set of radiator grills than on previous units. In a real break with tradition, the SD50 will not have the usual dynamic brake blister. Instead, the dynamic brakes will be located in a special 6' section behind the cab. The GP50 will, however, retain the dynamic brake blister. There will likely be a new truck design for the GP50, the HT-B truck (which appeared under the GP40X's) plus the Blomberg M truck (which is similar to the EMD style used for decades) is optional.

It is likely that we may see more four axle power in the 1980's with railroads opting for GP50 and B36-7 models instead of today's popular SD40-2 and C30-7 six axle models. Railfans have new models to add to their list and modellers have a major challenge if they want to duplicate these locomotives in miniature form.

THE EMPIRE CORRIDOR — Ed Luzine Jr.

The Empire State Corridor of New York is a vast railroad system run by Amtrak which will now be upgraded with money from the passing of the Energy Conservation Through Improved Transportation Bond Act of 1979. The line is the old New York Central route from New York City up along the Hudson to Albany and then West to Syracuse, Buffalo, and Niagra Falls. As was stated in the last issue, 120 M.P.H. limits are in place around Albany and Schenectady. This was provided by funds from the 1974 Bond Act. The 1979 Act will allow for additional track and signal improvments between Albany and NYC and Amsterdam and Buffalo. Anticipated travel times are for two hours between NYC and Albany and four hours from Albany to Buffalo.

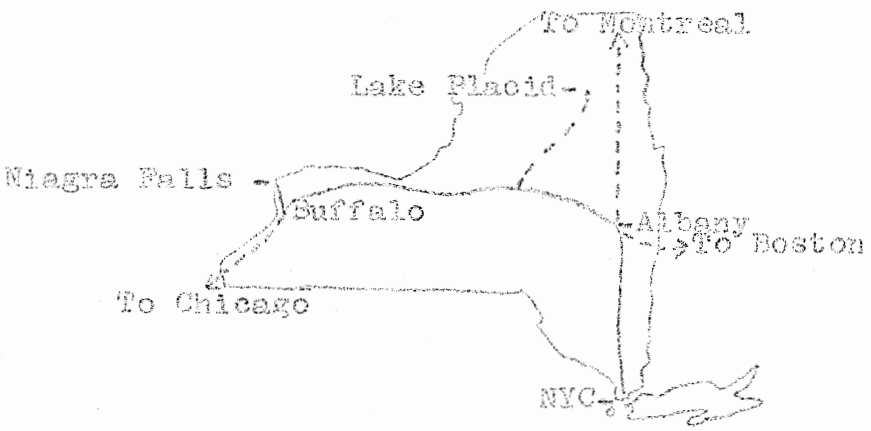
Bond funds will also be used for station improvments as a 100% increase in ridership is expected. A new station is being constructed at Depew (Buffalo) to replace the Central Terminal.

Another station is being planned for Cheektowaga just East of Buffalo. A new station is being built in Rensselaer, across the river from Albany. This will allow for a new parking lot and larger passenger capacity. The original station will be left standing to house Amtrak operations center.

Amtrak has also restored service on the Post Road connecting Branch. The restoration of this line will cut 45 minutes off of the Boston segment of the Lake Shore Limited.

Right now there are eight trains using the Empire Corridor and other parts of New York rail. There are 16 runs(in both directions) between Albany and NYC, four runs between Albany and Niagra Falls, eight between Albany and Syracuse, two between Albany and Chicago, Buffalo, Boston, and Montreal.

I am glad to see Amtrak doing something right and I hope to say that it will be a pleasure to take a high speed train through New York State's Empire Corridor.



ELECTRONICS WORKSHOP

In order to help all of our readers in the electronics area, I will be printing both basics for beginners, and more complex projects for others. I will try to switch from simple to complex with every issue, as long as there is material available to do so.

Terminals, Wiring, and Electrical Points — Brian Lecuyer

Checking terminals, wiring, and other electrical points is a simple task requiring nothing more than a screwdriver, soldering tool, and a piece of emery cloth or fine sandpaper. Any screw attached wires should be unscrewed and examined. Whether or not you can see oxidation on the wire, there will be some there. Although small amounts of oxidation do not seriously impede the flow of electrical current, there is no sense in allowing it to build up until it does. Rub the wire with sandpaper or emery cloth until it shines. The screws and points should be checked for oxidation and sanded if necessary.

For soldered joints, a continuity tester or ohmeter should be used. If you do not have one, a continuity tester can be constructed with two pieces of wire and a 12 volt bulb. Simply solder one piece of wire to the casing of the bulb, and then solder the other wire to the button on the bottom of the bulb.

Be careful that you don't bridge the black insulator on the base of the bulb with solder, or you'll short out your tester before you have begun. Once you have made the continuity tester, turn on the juice on the power pack (unless you are using an ohmeter), and touch each terminal (at the same time) and see whether the bulb lights. If it does not, you did something wrong so try it again.

With the current on (do NOT turn on the power with an ohmeter), the time has come to test your tracks and solder connections. For each connection to be tested just touch one wire to the rail, and the other to the opposite terminal. You should get the same degree of brightness as when you touch each wire to a rail or to the power pack terminals. If you do not, you may have a cold solder joint in which the solder looks dull, not shiny as it should. You can test for cold joints without a continuity tester by using a voltmeter in place of the light bulb. If you get about the same voltage readings at the rail and power source, the joint is O.K. If the voltage is lower at you have a cold joint. You can also test for cold or bad joints with an ohmeter. Without the power on, you simply place a lead at either side of the joint so that the voltage from the meter goes through the joint. The ohmeter should read zero (if you had the meter properly adjusted in the first place, the next issue of the Depot will include an article on how to use your favorite meter properly).

A cold solder joint means that not enough heat was applied to the joint while soldering to permit the solder to flow fully into the metal connector. While the mechanical connection may have been strong, the electrical connection was not. The remedy is simple. Unsolder the wire and start over again, using fresh rosin core solder. However, do not heat the solder. Rather, heat the joint and then apply the solder to the joint so that it runs freely. Some modelers recommend applying a dab of flux before soldering, but resin or rosin core solder contain flux so that extra dab is superfluous.
NOTE: For more information see issue #160 of the HOTBOX on how to solder correctly.-F.T.

ODDBALLS & ODDITIES — Bob Huron

When is a switcher not a switcher? With the advent of the EMD SW1500/MP15 series, EMD finally had a switcher that could out haul the Alco S-2/S-4, RS2/3 engines. It took almost 20 years for EMD to catch up to Alco and Baldwin in this respect. What has this to do with switchers you ask now? There is a connection. With H.U. capability of engines being extended to cover road work, and in some cases, dynamic brakes, the switcher's range has been greatly upgraded. Fuel tanks are now road size (1200-1500 Gals.) also.

Now for examples of post and present operations using switchers in H.U. with road working engines.
1) The Union Railroad (one of the U.S. Steel lines in Pittsburgh) operates SW1500's, 1200's, MP15's, SD9's (ex DM&IR), rebuilt AS616's (Baldwin recuilt to EMD SD7's), pretty much in mix & match operation. In a typical Union consist, you could have seen SW1200's/SW7's, an AS616, TR6 calves/cows (SW7's, in any conceivable combination. These trains would be hauling hot steel or slag in thermos cars or slab cars. All of this on a 14 mile, 4 track road!

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Also, there is general freight moved over this line. An engine consist today could have an MP15, SD7, followed by two FP7's in operation. The MP15's actually stand over the cabs of the FP units. The Southern Pacific is also a road that operates MP15's and SW1500's in road work as well as mix/match operation. A typical consist:SD45, SD40-2, MP15DC, GP40. This is not a fixed rule of thumb, however. Sometimes MP15's lead the consist, which is sort of unnerving. It's almost as bad as the UP&SP operation! They've even had SDA35P's in MU. Another road using end-cab switchers in road service is the Canadian National system. They use SW1200 RS's in both switching and light road service (Modelers Note: Juneco makes a kit to convert the Athearn SW7 to SW1200RS; see the Second Diesel Spotters Guide for photo).

There are also now a number of roads operating MLW M420T3's (M420 in a transfer version), so this is a very oversize switcher, but the design is clean and relatively uncluttered. (see the Diesel Spotters Guide Update for photo's). The roads using this engine type are the FCP (Mexican), Rahernal & Sugernay (Canadian), so far So, there are Alco's here too. GE's version is the U18B, BQ30-7 (SCL); MEC owns someU18B's which are really replacements for RS2/3's, GP7/9's and FL2's.

For our traction and transit enthusiasts, all two of us, a feature of sorts! Who is currently operating streetcars? As of right now, the following cities operate them: Boston; Newark, N.J.; Philadelphia; New Orleans (only old type cars in the U.S., outside of a museum); Cleveland (Shaker Heights); El Paso (status uncertain); San Francisco; and last but not least, one of the newest is Detroit. The Canadians operate streetcars in Toronto and Edmonton (the newest one in Canada, and all on a private right of way). In Mexico there is Veracruz and part of Mexico City. These are the lines now operating. What the ones in planning or construction stages range quite far. The following is a list of cities or areas that are either planning or constructing LRV's/streetcar lines: Buffalo, N.Y.; San Diego CA; Dayton, OH; New York, NY; extension of the Shaker Heights line in Cleveland Ohio; as well as a few other ones that I may have overlooked. The abbreviation LRV stands for Light Rail Vehicle, the new euphemism for streetcars.

PROTOTYPE PRACTICES - A new name for an old column Bob Huron

In the Oddballs & Oddities column of the past few issues, we have covered many railroad practices that really wind up being more widespread than people may think. So, in keeping with these known facts, this column I shall rename as"Prototype Practices".

The range of time covered will be from the earliest steam days to yesterday. In a way it will cover some oddities, but the overall thrust is to cover railroad practices overall.

Many people who read this column have railroads near them, and granted these lines have some common (to you) practices, although uncommon elsewhere. So report it, or better yet photograph it. Just because something is published in another magazine does not mean that everyone has seen it, The way knowledge can be used best is if it is spread, or shared for all to benefit.

Prototype Practices con't

As an Associate Editor (Technical Div.) for this magazine, I have quite an extensive library. But I am sort of confined to one area. You members are spread all over, you see things that we who live in the NYC area do not, and your contributions are vital to keeping this Depot alive.

Now to business, motive power interchange has existed from the very earliest days of railroads. The diesel interchanges now done are only the latest in a long line of such practices. Sometimes entire railroads are changed from one ownership to another, along with the motive power. As a for instance: the Sunset Railway in California is owned jointly by the Santa Fe, and the Southern Pacific. Each company operates in five year increments alternateley. So, depending upon the time, this railroad is either SP or ATSF along with motive power and operating practices. In the days of steam, the SP ran the famous 4-8-0's on this line, the Santa Fe ran its own Prairies and Camels. The right of way is of interest because of the oil wells surrounding it. Another joint line is the Colorado & Southern, now BN; and the Santa Fe line around Denver. This line has assigned motive power carrying both C&S and ATSF initials. These are primarily switchers, however in steam days there were 2-8-0's.

In a model situation, this can add to operational advantages especially if you have rolling stock marked for the joint line. This is really the sort of thing for imagineering. With the NEST operations (see another part of this issue for NEST News), interchange and joint cars and locomotives can and should be used (HINT!). Dummy engines (A, B, & RS units) with your road name can be interchanged, and the NEST operations can grow with through freight/passenger services. (Dummy engines: Athearn-TM's, GP9, F7A & B, SD45, SDP45, GP35; Atlas-SD24, GP40, GP35; Model Power-RF16, E's; ARN-SD40-2 (new), RS2, GP18; all HO, the equivalent could be set up in N scale. Virtually every one of the engines mentioned above have been used in run through service by some railroad in this country (and if not, who cares because the NEST is its own prototype!).

PRESIDENT'S LETTER

Well, this is probably the last time you will be hearing from me in this column. That's right, I am resigning as President of the Northeastern Region effective September 1, 1980. I think some explanation is in order.

My main reason for resigning is lack of time. I still have many months of mail stacked up, waiting to be answered. I figured I could tie up all the loose ends by September. Also in September, I will be starting my college career at Adelphi University here on Long Island. If I hardly had any time for correspondence during high school, I'll wager that college will be worse.

I will retain my position as Associate Editor of the Depot. I will still conduct the "Our Past" column, and help out Ted Tait whenever possible. I have a couple of articles in the making which I hope to finish soon as well.

I also wanted to wait until after the Convention to resign. The Convention promises to be very good. I hope we have a good turnout. I am trying to arrange a tour of a Long Island Rail

[illegible] letter out.

[illegible] but I was[illegible] the sum of nothing would a look at by before the convention.

[illegible]

[illegible] for the [illegible] convention. I am leaving the actual total running of the region for someone who can devote more time to do the job right.

September 1978 will mark the years of consistency for me. It was a lot of work to bring the region up from the dismal depths it had fallen to in 1973 as the Allegheny and New England regions. I hope my successor will be able to keep up the condition and keep the region from collapsing again.

I would like to thank you for your support. I have a great time running the region with Ted Tait, who deserves a medal for all his hard work.

Hope to see you all at the convention!

NEST NEWS — Ted Tait

Well, some changes have been made in the NEST. I am now running the NEST, but only for a SHORT time. One of you should please write to me and take this off my hands as I feel that with all my other obligations, that I cannot devote enough time to the NEST. As it is I have too much to do with the convention so close! That is why I MUST hand off some of my responsibilities including this newly aquired one (Ed Luzine had to quit because of obligations also).

The NEST caboose contest I now declare closed. Ed did not tell me which design won in time for publication last time, but I now find that it does not matter as neither design can win without some change.

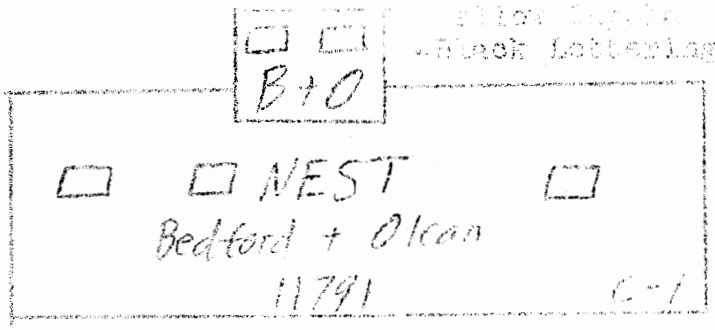
To start, Walthers does not make green decals in the required type. Also, according to the vote, the caboose had to have a green body with yellow trim and lettering. The design from J.S. Ward is just the opposite, using green decals (which we cannot get anyway), so that it cannot be accepted. Ed Luzine's design followed the rules as to color more correctly (which you chose by vote). The only problem was that it too called for green decals (on the cupola). Ed should have done some research about that first. Therefore I believe that it would be best to use Ed's design (as it follows the rules more correctly), with only a slight change. All that will be changed is that the decals on the cupola will be black.

So, you can now order NEST cabooses from the Roundhouse Paint Shop c/o Ted Tait 16 Evergreen Dr. Syosset, NY 11791. This too is a change as Ted Bedell has told me that he cannot do the lettering as he had planned to due to a lack of time. The numbering of the cabooses for NEST will be done consecutively however you must specify private road name and number. Below is a sample diagram using my Bedford & Olean as an example. You can have one for your road by ordering NOW! We have 4 cabooses in stock at the Paint Shop and halfway complete. All they need is the lettering for your road. Just send road name, number, and $7.50 to get one sent to you with all postage pre-paid (please make check or M.O. payable to Ted Tait).

DIAGRAM ON NEXT PAGE

NEWSLETTER

NEST CABOOSE DESIGN



PROTOTYPE NEWS

New Passenger service between Boston & Concord, NH was started on January by the MBTA.

The State of New York has asked the I.C.C. to make the N&W help the D&H as they claim that the N&W deliberately uses the D&H as a tax loss.

The D&H is leasing 3 ex EL C424's from the Genesee & Wyoming. GE will install Alco 251 2000 H.P. engines and rename them C420m's. (all three) E Muzine

The Maine Central Railroad has a new owner, U.S. Filter of New York. They have purchased some U25's from the new dead Rock.

Portland Terminal co. will now become large as of October. The B&M and Maine Central Railroads are planning a partial merger. The two roads are planning to pool power so B&M GP40's might be seen in Waterville, ME and MEC U18's might be seen down in Mechanicville, N.Y. All Portland Terminal switchers will be phased out and an equal number of B&M and MEC units will be put in place to take care of Rigby Yard.

Another Phase Out might be MEC's Crawford Notch branch to St. Johnsbury. MEC wants all of that branch traffic going up the B&M branch to Wells River Junction which is right near St. Johnsbury or up Whitefield and then over the St. Johnsbury (Vermont). (above 3 pera.) Eric Hagman

AEM-7 LOCOMOTIVE Jon Kimnach & Ted Tait

The Electro-Motive Division of General Motors is manufacturing 30 of this new locomotive for use by Amtrak on the Northeast Corridor. According to the schedule, the first unit was to be complete in December of '79, the second in April of '80, and the third in May. The rest are to come out at two per month until there are a total of 30. The first unit had extensive tests scheduled for the first quarter of 1980. The second was to be sent to the Federal Railroad Administration Test Facility in Pueblo Colorado.

These electric units with two stage pantographs have four traction motors produce 7000 Horsepower. They will be numbered with Amtrak numbers 900 to 929. The control uses a Thyristor

on HOT. The AEM-7 has a cruising speed of 125 Miles Per Hour and a [illegible] 3,000 horsepower. It weighs about 198,560 pounds fully loaded and has dynamic brakes. This is a rather small unit so can be used in the special photo on the right page (when the [illegible] locomotive is only 85 feet long). It [illegible] and is [illegible]. It has a minimum radii of 23 degrees when the units are coupled together. These are just the basics of some of the known facts and capabilities of this new locomotive. They will probably be more information printed in the Depot as it becomes available to me from our faithful contributors (that's you)!

MORE LETTING OFF STEAM

"Those E60's which Amtrak purchased a few years ago stink! Yep, they sure do! 'The E60's,' said Amtrak, 'are the predecessor of the GG1, more efficient and cheaper to run.' Bullhooey! How can they run them when they keep derailing all the time and if they aren't derailing they're catching fire! (3 times more than Conrails 20 year old PL-9's) and they call that efficient? You'd never catch me riding on ones (unfortunately, it was pulling my train to Trenton, I was lucky!). I still like the old GG1. Too bad it's got to go because Amtrak's risking losing their insurance policies. Gotya Gerry Dobey!" -Chris Anderson
Mahopac, N.Y.

EDITOR'S NOTE: It is my understanding that Amtrak's new AEM-7's are going to be replacing most (or all?) of the E60 CP locomotives which in turn will go to Conrail after some revisions. Although I am not sure of my sources, I do remember hearing of this plan somewhere!

SECRETARY/TREASURER REPORT

Well, how shall I start? If you are NOT a member of the TAMR and do want to go to the convention, then you must write IMMEDIATELY as this issue is running later than I would like to be in to. You must write NOW if you even want a chance at coming. I am sorry but that is the way things are running. However, I can now tell you all the little things that have developed so that correspondence will be at a minimum for both our sakes. All of you who want to go but are NOT TAMR members must join because there is a simple rule that all attendees to the national convention must be TAMR members. That runs you $5. The pre-registration fee for the convention is another $5 to take care of postage for correspondence, movies, etc. It is also a good idea for all attendees to have a TAMR badge with your name on it for identification purposes when we are at clubs and other public areas. The badges are $2 with the TAMR logo and your name on them (they make nice souvenirs) bringing the total cost to $12 which you can send to me, the convention Chairman to have everything taken care of!

con't next page.....

Secretary/Treasurer Report continued

Upon your arrival to the convention, I will have the badges ready and waiting so that you can get them as fast as possible. That is one hour the convention will cost $12 for non-AMRA members and $7 for those who do belong. If you wish to come or want more info, send the convention form enclosed with this issue in a letter to me along with your money. In that letter, you must give me a certain amount of information so that I know what your situation is as to transportation, length of stay, etc. You must tell me when (day and time) that you will arrive in Syosset. I will also need to know how you will get here. If you come by car, I can direct you to my house if you give me information as to how you will arrive in the NYC area (what road). If you arrive by train at Pennsylvania Station, you can take the LIRR to Syosset where you can be picked up. Simply tell me what time you will arrive and I can check my handy schedule and let you know the first train that will take you here (not all of them stop here). If you arrive at Grand Central, we can make arrangements to get you to Penn Station by subway to again take the LIRR. If any come by air, we will have to again know the time, day, and airport at which you arrive so that arrangements can be made. I suspect that you will be planning to arrive here on Thursday the 14, if possible so as not to miss ANY of the fun!

After you send me your status, I can then write back to you, confirm your registration, and give any instructions that are necessary. I hope that this is enough info for you, and that I will see many of you at the convention. It looks to be a real success with people coming from all over the U.S.A.!!!!!!!

On to more stuff. As you may have read by now from the better late than never President's letter, Ted Badeli has finished his term as President of the NR due to other obligations. He will hold his position until September 1, by which time we will have elected a successor. I now officially announce bids for nomination of the President $m of the NR to be OPEN. If you wish to nominate anyone in the region, simply write to me (as I will be running the election) and tell me that you wish to nominate that person. The nominations are being held in this issue. The next issue will include the names of the nominees who have accepted, and the Sep.-Oct. issue will announce the winner. Ted has done a lot of work in the region from the time that he and I formed it nearly two years ago. He has been great help and friend to me, and I am sure that even with his official resignation and newly limited time (because of college), that he will continue to be active and help the NR in any way he can. I can only hope that his successor will handle the job equally as well as he did.

For those of you new members who have not yet received a Directory or maybe even a membership card, please let me know and I will get that off to you as soon as possible. Things are very hectic inside this brain of mine with all that is going on. The Convention, Model Contest, NEST, etc. have kept me busy (as well as my own layout), and I may have slipped up. If this is so, please write me and let me know rather than not saying anything. Also on this same note, if you have been writing to me with just general correspondence and nothing special such as convention info or the above, please be patient for a reply. I have some old mail I have left to rot, and I cannot get to it until I finish more important stuff like this

Secretary/Treasurer Report con't

That about completes this rather LONG report. Below is the convention schedule, membership guage, and New members list. Why not write and welcome these newcomers!?

1980 T.A.M.R. NATIONAL CONVENTION SCHEDULE

August 14, Thursday - Some attendees will arrive.

August 15, Friday - Convention officially starts.
Daytime - Long Island railfan trip and possible tour. Come and see one of the nations busiest passenger railroads serving nearly all of Long Island.
Evening - Gigantic Slide/Movie show. Members are welcome to bring in interesting shots to share.

August 16, Saturday
10:00-2:00PM - Layout tours on L.I. including the Nassau Model Railroad club.
2:00-4:30 - A visit to the West Island Model RR club to view and OPERATE the layout. Be sure to bring your own HO equipment for a journey that it will never forget!
5:00-7:00 - Traditional convention banquet.
8:00-10:30 - A beach party for those who have none where they live, or Rail Baron (depending on Mother Nature).
August 17, Sunday
Daytime - Railfanning on the Northeast Corridor at Princeton Jct., N.J. Members can take trains home from either Grand Central or Penn. Station.

AN OFFICIAL CONVENTION REGISTRATION FORM IS ENCLOSED. REGISTER NOW!

THE NR MEMBERSHIP GUAGE NOW READS ¾ MEMBERS.

PLEASE WELCOME THE FOLLOWING NEW MEMBERS:

Corby Anderson
1209 - 97 Ave.
Kenosha, WI 53142

Peter A. Del Mastro
RD #2 Box 88-D
Pittstown, N.J. 08867

Patrick G. Jeffery
123 Park Ave.
Greenwich, Ct. 06830

Paul Massmann
45 Lee Ave.
Babylon, NY 11702

Frankie Burgess
686-B South Park Rd.
Charleston, WVa. 25304

Greg Rapp
289 8th Ave.
Sea Cliff, NY 11579

Paul Ossenbruggen
20 Pinecrest La.
Durham, NH 03824

Scottpaul D. Sterowski
112 Maltby Ave.
Swoyersville, PA 18704

Jeff D. Taylor
8 Stonegate Cir.
Branford, Ct. 06405

Scott Williams
24120 Woodfield School Rd.
Gaithersburg, MD 20760

PRODUCT REVIEW: HO Scale AHM SW1 — Ed Lazine

When I found that I needed a switcher to do yard work on my layout, I decided that I would get an AHM SW1. I got both a powered and a dummy unit for my layout.

The prototype SW1 was manufactured by EMD (GMC then) between 1939 and 1953. The 'S' stands for six hundred horsepower, the 'W' for welded frame (as opposed to cast frame), and the '1' to separate it from an earlier unit called the SW .
A lot of SW1's still remain today even though EMD has produced about fifteen newer switchers: like the SW7, 1500, MP15 (AC & DC) NW2, 3, 4, etc..

If you compare the AHM unit to an Athearn SW1500, you will see that the AHM SW unit is longer. It is about 5 scale feet longer to allow the motor to fit in.

The unit ran quite well on my pike, even though it had a lot of jack-rabbit starts and stops and the engine made a lot of noise. If you wish to fix this problem, there are two ways to do it. The first is to get a new motor, probably a good can motor with flywheels. The second is to get a power pack that features pulse power. I plan to do the latter. Both of these ways are a bit expensive, but they are worth it.

I wish I had not bought the AHM unit because I would have gladly paid more for the Athearn SW1500. The SW1 does not pull many cars. On my layout it was only able to pull ten freight cars (and this was not even at a realistic speed).

I have since "retired" the powered unit and bought an Athearn GP7 (listed as GP9 by Athearn) for my layout. The Geep runs just as good as Ted Bedell said it would. I had my Geep running at full speed around 18" radius curves, through #4 and #6 turnouts with fifteen freight cars (that's all I have so far), two cabooses, and the AHM dummy unit on the rear!

I rate the AHM SW1 as a '7' on the one to ten scale. The powered unit costs $17.98 (a rip-off) while the dummy runs $7.98. I got both of these units for under $10 at a hobby shop sale. I guess I should have saved my money for the Athearn unit instead.

MAIL CAR - Send announcements for this column to the Editor.

Scottpaul Sterowski is looking for fellow members interested in the SL. Contact him at 112 Maltby Ave., Swoyersville, PA 18704.

Anyone interested in a trolley or rapid transit club: Chris Anderson wants to start one. If you have any ideas or wish to join, call Chris at 914-628-2833 or write: Christopher Anderson 6 Emerald La., Mahopac, NY 10541.

NR Summer Trip: Anyone interested in attending a trip to Cumberland, MD, Sand Patch, and maybe Virginia, should contact J.S. Ward, RD#1 box 217a, Mt. Pleasant, PA 15679. Tell him you are interested and your time requirments.

TAMR 1980 NATIONAL CONVENTION SPONSORED BY THE NR AUGUST 15-17. SEE THE SEC/TREAS. REPORT FOR MORE INFO.....

PASS LISTING - To get listed, send a pass to (and made out to): Ted Rodell 6 Oak Pl. Bayville, N.Y. 11709.

Santa Fe Railroad
Paradise Island Ry. Co.
Bahamas
Steve Bolvan
141 North Street
Granby, MA 01033

CLASSIFIED ADS

FOR SALE: Hand painted AHM equipment. Such as: Alco 430's, Athearn Switchers, Buildings, and other layout equipment. Will Mail. Send for price list. Selling because I am going away. This is NOT JUNK! Pat Lewandowski 513 N.Bancroft Pkwy. Wilmington, DE 19805.

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/decalling job, including small detail. Send any questions or a description of what you want done to: Roundhouse Paint Shop c/o Ted Taft 16 Evergreen Dr. Syosset, NY 11791.

Anyone interested in trading black & white photos can get in touch with Ron Keller, 2607 E. Highland, Phoenix, AZ 85017. He will trade from his area and has historical prints. He is interested in diesel and electric.

YOUR EDITOR'S LAST NOTE

Obviously, when I type up my from the c.o. on page 1, I can only estimate as to the length that an issue will actually become. However, in this issue I was correct in assuming it to be about 18 pages to 20. Here we are at page #18 and I have finished! As you may have noted, this issue is the May/June issue, while the last was Jan-Feb. This may lead you to think that you will miss an issue, but you will not. Because, the last issue was number 9 and this one is number 10, and since we go by the issue NUMBER in determining the expiration time, nobody is missing anything. Now, you may still ask what happened to March-April. Well, to put it frankly, I KILLED March and April! Why? Because we were so far behind after Ted B. did that Xmas issue that I realised I would never catch up! So, I did what I had to, and it will hurt none (except March & April lovers). This issue is now only slightly behind and I hope to catch up very soon. Thank you for your cooperation and understanding.

Ted Taft

Ted Taft
16 Evergreen Drive
Syosset, New York 11791