

The Depot is the official publication of the Northeastern Region Issue #14 - Summer Issue 1981
of the Teen Association of Model Railroading.

In this Issue: Princeton Junction recaptured, NEST News, Action in Traction,
The Grasse River Express, Build Your Layout in Stages, and More!

the
new



and
old

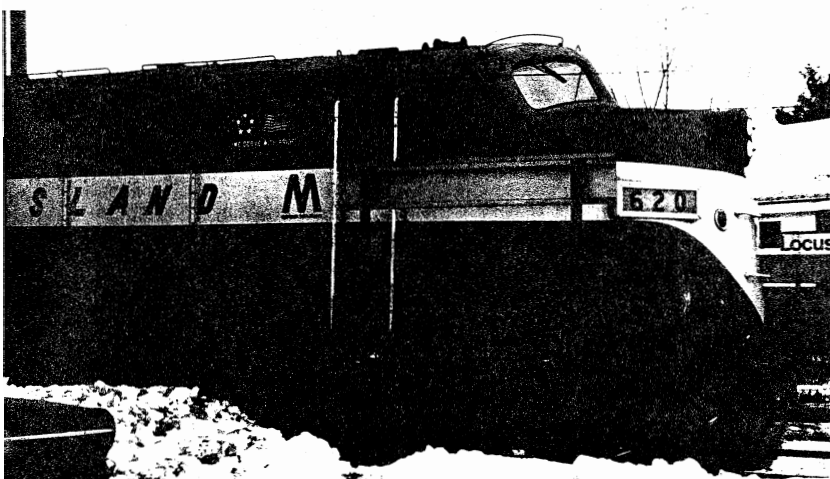
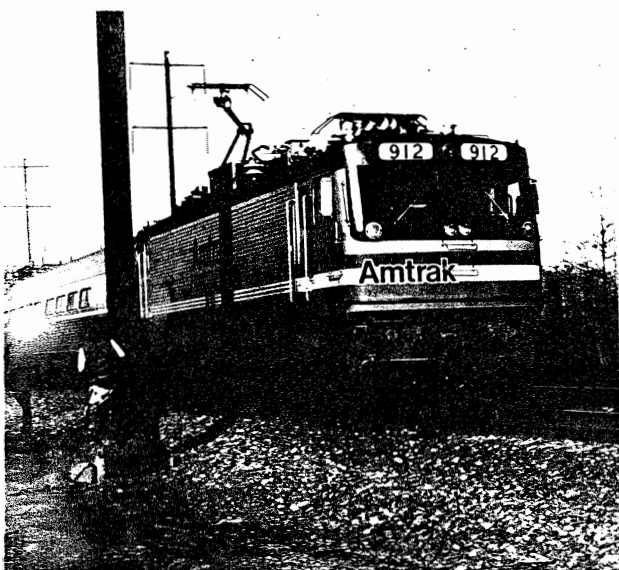


PHOTO DESCRIPTIONS

COVER: Vermont Railway RS-3 #605 switches the yard at Burlington, VT on a rainy April 2, 1980. (Ted Bedell)
Boston & Maine steam engine and caboose display at white river JCT, VT. (Ted Bedell)

INSIDE: #1 The men who recaptured Princeton JCT, NJ as described in the story on page 3. Pictured are (L to R) an unknown railfanner we met, Ted Bedell, Bob Huron, George Fletcher's friend, Berinie Stone, and George. (Ted Tait)

An Amtrak Metroliner speeds by the station on this more than seven mile long stretch of straight track. (Ted Tait)

The "Swedish Meatball"! AEM-7 #912 passes on the Southbound track so that Bob Huron can get this clear shot of it.

A Jersey Arrow passes the Amtrak work train which was there the entire day. The train consisted of GP7 #782 with a string of ballast cars. (Bob Huron)

Long Island Rail Road F7 #620, formerly of the Milwaukee Road, seen here

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CONTENTS

From The Cab	Ted Tait	1
Letting off Steam		2
Division News	J.S. Ward	2
Princeton Junction:Recaptured	Bernie Stone	3
Modeling Tools III	Eric Hagman	4
Building a NEST	Martin McGuirk	5
NEST Survey		6
The Grasse River Express	Kent Ross	7
Action in Traction	Chris Anderson	8
Build Your Layout in Stages	Tom Bass	8
Interlockings & Junctions II	J.S. Ward	9
Product Review	Eric Garcia	10
Secretary/Treasurer Report	Ted Tait	10
Ads and Mail Car section		11

FROM THE CAB

Here is another Depot, this one being printed in blue. The Depot will stay with blue whenever possible as it seems to print clearer this way. Again, my main point of this issue's Editorial is the cry for a new Editor and/or printer. We will be losing our printing source probably by the end of the summer. If you might have access to a printing source, whatever kind of print it may be, please send me details on it and probable costs. If you think you might be interested in, and can handle the job of Editor of this publication, please let me know about this also. I have just been made Chief Engineer of my High School radio station, and this will be another taxation on my time. I have been doing the Depot for a couple of years now and I'm willing to give another qualified person a chance in the Cab. Please send information on your qualifications and such if you would like the job. Please note that this is not a good-bye letter, and I am not leaving my post as of yet, I am just giving fair warning of my plans to lessen my load of responsibilities in the NR. It is my hope that through careful work, a transition will be done smoothly when it comes time to change printers and then Editors. Please try to cooperate.

You will notice that this issue and future issues of the Depot will be limited in size. Future issues will be kept down to about 12 pages until we can solve our postage problem. Yes, we do have a postage problem. Our postage costs have gone up approximately 150%!!! For more information on this and other matters, see the Secretary/Treasurer Report.

LETTING OFF STEAM - NR-TNR differences solved. (1)The Editor Speaks:

Rather than printing the numerous letters I received (some of them rather hatefully aimed at Mark Kaszniak) I will close the issue right now. I was sure that things were not going as I had hoped when Mark returned my original letter with a reply that tried to explain his position and the meaning of his first letter, without apologizing. I decided that my best and fastest means of solving the difficulties would be a phone call. Being in no mood to talk with Mark personally, I called another officer who was also involved, aside from being a friend by mail; Gerry Dobey. Gerry and I talked for a long time and came up with a number of conclusions.

1. That the article in the Wayfreight mentioning the NR was only a coincidence and was not meant as an insult.

2. Although Mark's statements were rather harsh, they were meant as constructive criticism (not as insults to the NR). I still feel that Mark could use a few lessons in diplomacy, but he probably meant well. I also feel that he could have chosen his words more carefully in his letter so that the meaning could not be mistaken. For example I learned that when he commented on the Depot looking bad, he meant in print quality - not content.

Personally, I found that Mark has a tendency to contradict himself. In one of his letters to me he commented that one item I had argued in one of my letters was NOT a part of the issue at hand. He then, in the same paragraph decided to argue on the same issue. It was agreed in my conversation with Gerry that the question of cost over quality was a matter of opinion. Mark feels that the members will pay a lot of money for a good quality print. The NR policy has been to cut corners where possible and still send out a newsletter full of information. The Depot does not look as fancy, but it does contain more information per issue. Part of Mark's plan was to convince me that the Depot should go to something of high quality like offset and raise the dues (although I again feel he was too harsh and went about it the wrong way. Rather than simple suggestions he seemed to want to shock me into doing it.). I might add that we have been looking into offset and have found it to be very expensive. They have a very good deal going with their printer which we have not been able to get.

Through our conversation, I learned that anything said was really meant for the best and should be taken that way. Gerry learned to understand why we at the NR had become so upset with this series of events which seemed posed against us.

I and you members should now remember that Mark's letters past, present, and future might be best taken 'with a grain of salt'.

DIVISION NEWS

J.S. Ward

I am the new (and first) Vice President in charge of Divisions. How I got this new position is an interesting story, but let's just say that Bernie and I are each doing what we set out to do. I would like to take this opportunity to thank everyone who voted, especially those who voted for me, and tell a little bit about myself and my job.

I have been a member of the NR for close to three years now and I love it!! My favorite part of the hobby is railfanning, especially collecting locomotive numbers, but I also have an HO scale layout. Numbers have always fascinated me, as well as trains, mountains and maps.

Division News continued

By the time this is printed I will be pushing 17 years in age.

My position isn't quite clear yet, although I have a general idea of what my duties are. This position wasn't foreseen until after the election closed, thus the vagueness. But I'll soon know what needs to be done and anything else I must know.

I am in charge of the formation of divisions, which I take an active interest in; feeling that if the members get together and meet each other, we can slow the turnover rate. If you would like to form a division let me know, and write to Bernie for prospective member lists. When you get ten NR members in your area, send me a list and any comments on boundaries, who will head up the division, and any other information.

When I get this information, I'll study the proposed division, set the boundaries, name the division and division representative. I then send this information to the Executive Board for a vote. If it passes, you have a division..

Divisions may publish newsletters; copies of which must be sent to the archivist, Ted Tait. They may also draw up a constitution, form a government, and charge dues. The division constitution may not interfere with the NR or its constitution.

If anybody has any comments or questions, please feel free to contact me at the address below.

J.S. Ward RD#1 Box 217a Ruffsdales, PA 15679 (412) 696-3028

PRINCETON JUNCTION: Recaptured

Bernie Stone

It was a cold morning in April when a few NR members got together. The gathering included such famous agents as Ted Tait, Ted Bedell, Bob Huron, and myself. We also took with us two new people: George Fletcher and his friend. This mission was planned only days before (actually one day) before it happened. We called everyone on Long Island and in the surrounding New Jersey area, but only a handful of men were present. The objective: to do as much railfanning as possible and conquer Princeton Junction once again. Princeton Junction, that long four track straight-away so important to American rail transportation in the Northeast.

Our team arrived in pairs; Ted Tait and myself coming from Syosset; Ted Bedell and Bob Huron came from the Oyster Bay area; and George Fletcher and his friend came from the 'far east' of Long Island - Medford. The katser two arrived first to Princeton Junction by leaving their home at 5:00 AM! There are not many trains running to Medford, so they had to take what they could get.

At 9:00 Ted and I found ourselves waiting for Bob and Ted Bedell in Pennsylvania Station. Soon we bought tickets and were on our way in a New Jersey Arrow. The first thing we saw was a ballast train at work cleaning debris from the ballast at the station. Garbage and dirt were loaded into a line of 23 hopper cars in the train.

We proceeded with the mission: photographing everything! The list includes GG-1's, E60CP's, Jerney Arrows, Metroliners, and AEM-7's. It seemed all too soon when we had to say goodbye to George and his friend: they had to leave early to be able to get a Long Island train home.

(continued next page)

Princeton Junction: Recaptured (con't)

After hours of taking pictures, the men were getting hungry. We found a deli in Princeton Junction and ate. When we came back to the station, we met a few other railfans and talked for awhile. As the sun started to set, we realized that it was time to go home. When our train arrived, in the lead was a GG-1 (what a way to end the day!). Locomotive number 4915 pulled us back to Penn Station. We took our separate trains home and the mission was completed; no casualties.

MODELING TOOLS III: Small Modeling Drills

Eric Hagman

Modelers use small drill bits for many things: drilling holes for handrails, detail parts, doors, windows, etc.. Most drills we use for modeling are called twist drills. They are numbered with the higher numbers representing smaller diameter drill bits. See the chart below:

<u>Bit #</u>	<u>Diameter in inches</u>	<u>Bit #</u>	<u>Diameter in inches</u>
51	.067	66	.033
52	.0635	67	.032
53	.0595	68	.031
54	.055	69	.0292
55	.052	70	.028
56	.0465	71	.026
57	.043	72	.025
58	.042	73	.024
59	.041	74	.0225
60	.040	75	.021
61	.039	76	.020
62	.038	77	.018
63	.037	78	.016
64	.036	79	.0145
65	.035	80	.0135

There are two types of bits: carbon steel and high speed steel. High speed bits are more expensive but they will go much longer before dulling than carbon steel. Most plastics we use will dull bits at a very slow rate. Steel will dull bits faster because it is so much harder than plastic.

It is hard to sharpen a drill bit, so precautions should be taken against dulling. To do so, stop every so often to lubricate the bit by sticking it into beeswax. Just drill into the wax, pull out, and continue drilling your hole. Beeswax does not attack plastic, so it is ideal for this purpose.

When drilling, always make a small hole at the spot to be drilled as all bits need a starting position. A needle will do fine for this purpose. When you begin, make sure the bit is in the drill tightly and does not wobble. Do not apply too much pressure on the bit or it will break. If you must use force, then it is too dull. A sharp bit will cut easily without much force and will discharge its cuttings readily. If your bit is sharp and turning at the right speed, the bit will discharge a long, curling chip.

When drilling deep holes, pull the bit out now and then to help clear, lubricate, and cool the bit (as it will get hot from friction). For thin materials, place a backing underneath. For installing windows or doors in plastic, drill several holes and then enlarge the hole with a knife or file until it is large enough and the correct shape for the window or door.

BUILDING A NEST

Martin McGuirk

In order to get the NEST really rolling in the ways it is meant to benefit its members, this issue of the Depot contains a NEST survey on the other side of this page. The purpose of this survey is ease of locating information on a certain railroad. Those who wish to change information on their railroads will be able to. It will also provide the information for the NEST Directory which will be available to all members of the NEST as soon as it is compiled.

In this Directory you will find out who trades cars, passes, etc.. You will be able to see what roads your line interchanges with and where. Then you can set to work to arrange for connecting trains, unit trains, passenger, etc.. After that it is all up to you.

If you want to join NEST, just complete the survey as stipulated and return to me along with 50¢. Once you pay 50¢, you are a member of the NEST for as long as you stay in the NR and you never have to pay it again. For all you old members, if this survey is not returned it will be considered a resignation; and your name and railroad will be removed from NEST's files. There is no set deadline for returning the form, but please return it as soon as you can.

If all goes according to schedule, I hope to have the Directory ready by the time the next Depot is published. So return those surveys NOW! By the way, any comments, suggestions, or ideas you have are more than welcome; so just return them with the survey.

ROSTER OF NEST MEMBERS: CURRENT JUNE 31, 1981

WILKES-BARRE, LACAWANNA & SOUTHERN RR

Scottpaul Sterowski
112 Maltby Ave.
Swoyersville, PA 18704

LANCASTER & MARYLAND

ELKTON WESTERN RR
Ed Luzine Jr.
PO Box 22
Guilderland, NY 12084

OLEAN & CADIZ RR

Ted Bedell

ALLEGHANY Rwy.

SHAVERS MTN. & GREEBRIER
J.S. Ward
RD #1 Box 217a
Ruffsedale, PA 15679

READING LINES Rwy.

Jack Pehowic
245 Penn St.
Sunbury, PA 17801

AUBURN & LAKE ERIE

LIVINGSTON COUNTY MERCHANTS Rwy.
PORT JERVIS, MIDDLETOWN & NEWBURGH
Kevin Patton
70 N. Fostertown Dr.
Newburgh, NY 12550

MARYLAND & OHIO RR
NORTH CREEK & BRANFORD
MC GUIRK LUMBER CO. RR
Martin McGuirk

BEDFORD & OLEAN RR
Ted Tait

PANTHER VALLEY LINES
Bernie Stone

ALLEGHENY LINES
Mark Kanabrocki
20 Harriet St.
Syosset, NY 11791

NAME: _____ P.O. Box # _____

ADDRESS: _____ Zip Code _____

TOWN: _____ STATE: _____

AREA CODE: _____ PHONE: _____

MODEL RAILROAD'S NAME: _____

SCALE: _____ ARE YOU A RAILFAN?: _____

TRACK LENGTH (in feet): _____ YEAR MODELED: _____

EQUIPMENT MODELED

LAYOUT STATUS

VISITOR POLICY

<input type="checkbox"/> Steam	<input type="checkbox"/> No Room	<input type="checkbox"/> Always Welcome
<input type="checkbox"/> Diesel	<input type="checkbox"/> Being Designed	<input type="checkbox"/> Appointment Only
<input type="checkbox"/> Passenger	<input type="checkbox"/> Constructing	<input type="checkbox"/> Invitation Only
<input type="checkbox"/> Freight	<input type="checkbox"/> Operable	<input type="checkbox"/> No Visitors
<input type="checkbox"/> Electric	<input type="checkbox"/> Scenically Finished	
<input type="checkbox"/> Other: _____		

DO YOU EXCHANGE: CARS? _____ PASSES? _____

STATES WHICH YOUR RR RUNS THROUGH: _____

YOUR RAILROAD'S SLOGAN: _____

LENGTH OF MAINLINE (in miles): _____

MAJOR COMMODITIES HAULED: _____

OTHER TRAFFIC: _____

DO YOU INTERCHANGE WITH OTHER NEST ROADS? _____

Does your railroad use, or will it use some type of operating system (switchlists, car cards, etc.)? If so, please list and describe on a separate piece of paper, and return with this form. Please include a map of your railroad as accurate as possible on another sheet of paper, and return with this form. If possible, make it on a printed map of the state(s) your line runs through, it makes transferring the map to a final form much easier and less time consuming.

There is a 50¢ fee for joining the NEST. If not paid already, please include with reply. Thank you, and welcome aboard.

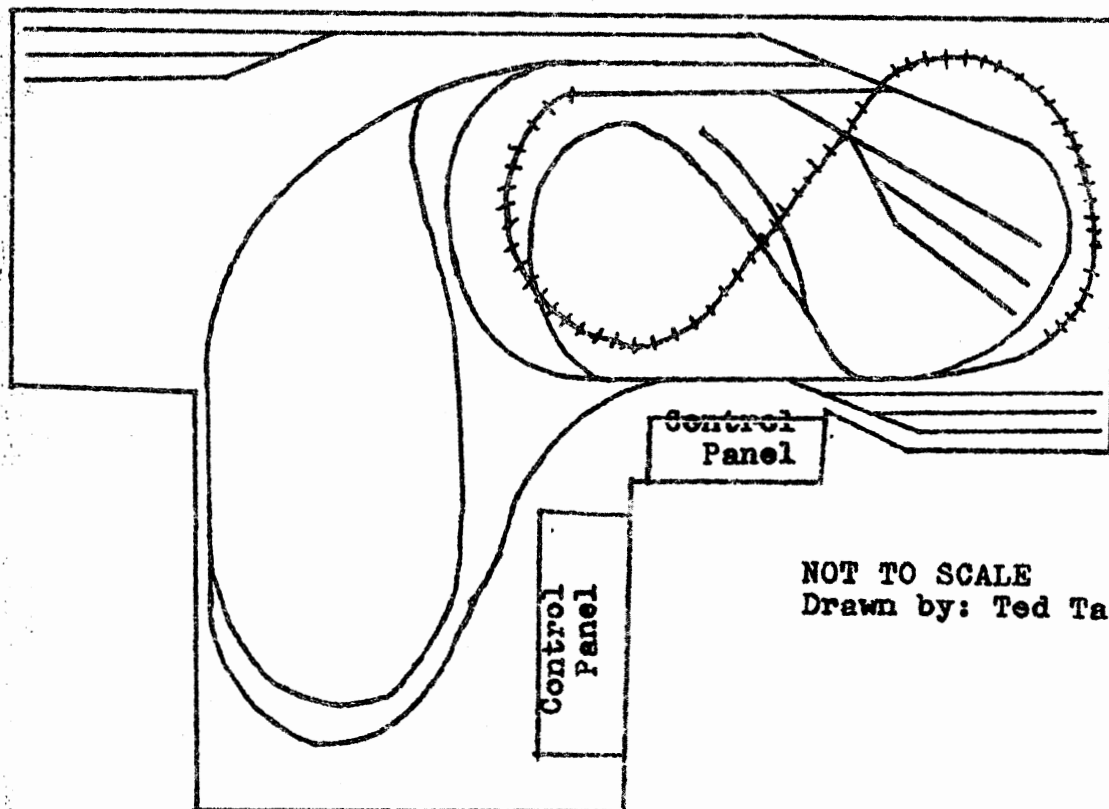
RETURN TO: Martin McGuirk
285 Melville Ave.
Fairfield, CT 06430

THE GRASSE RIVER EXPRESS

Kent Ross

The Grasse River Express is a privately owned railroad that was modeled on the lines of the book "HO Railroad That Grows" by the late Linn H. Westcott. The railroad was started about 1976, and has progressed rapidly.

The power system is not a complete 'power pack' which is popular; rather, it is a transformer, a Model Rectifier Corp. potentiometer and a rectifier. There are about 30 toggle switches which control everything and anything, including six speakers hidden on the layout for a horn or radio. AHM telephone poles run along the roads carrying live wires which light every house. There are about 50 trees on the layout, a plaster mountain in the rear right corner, and assorted small hills. The track is all Atlas, including 18 switches. On the elevated trackwork (indicated by short lines drawn through) both handmade and commercially available plate girder bridges are used. Peco sky backdrops follow along the back and two sides of the layout which is located in one end of my bedroom. It may not look like it deserves a full color spread in a national magazine, but I like it and that's all that counts.



NOT TO SCALE
Drawn by: Ted Tait

ACTION IN TRACTION

Christopher Anderson

This is a revised opening of this column, for either new members or for those who are just getting into traction. First of all, this column deals with many items besides streetcars and interurbans. All kinds of mass transit are welcome here, such as subway and elevated lines, commuter lines, electric freight operations, and even trolley buses.

Although this column deals with the prototype, don't let this fool you, because this is a spot for modeling ideas too! All kinds of articles on traction like modeling tips, product reviews, etc., will be accepted. Any ideas or questions will be appreciated; send them to Christopher Anderson, 6 Emerald La. Mahopac, NY 10541.

BUILD YOUR LAYOUT IN STAGES

Tom Bass

I believe it was Benjamin Franklin who said "Things which do not yield as a whole, will yield when taken one piece at a time." Quite true, this applies to almost everything in life. Consider the formidable task of manufacturing a 747 airliner, it's not one big assembly, but a series of sub-assemblies. Each sub-assembly is further broken down into smaller assemblies and individual parts. What does this have to do with model railroading? Well this same principle can make construction of your model railroad more fun and more affordable.

If you construct a model railroad as a series of smaller elements or stages, rather than attempt the whole project as a large unit, you will find the task easier and more rewarding. For example, in planning and building my Mojave & Sierra Ry., I divided the chore into six stages. The first stage was to build the main yard. The second stage was the construction of the central industrial park which consists of about ten industries. The third phase involved the inner mainline, and in the fourth stage, engine facilities will be added. The fifth step is adding the mountain mainline and the last is to add the interchange and industrial section to the city of Stockton.

By building in stages it is possible to start operation on parts of your railroad well before the layout is completed. This is good since you get a chance to operate and de-bug things as you go along. This is also a great psychological boost in that you satisfy the inevitable urge to run trains. If you had to wait for the final completion of everything, which can be a matter of years, you might get disgusted and quit everything.

Another positive factor in building by stages is that it is easier to finance the construction of your railroad. Buying track, equipment, power supplies, switch machines, etc., is easier when done in stages. I don't know anybody who has the financial ability to go out and buy everything in one shot. However if you break construction down into steps, you can take things one at a time. This spreads the cost out over a more manageable period of time. I'm constantly surprised at how much money is spent on little things like screws, rail joiners, spikes, and the like. If I had to fork out all the money up front, I probably would make a very small shelf layout.

(continued on next page)

Plan Your Layout In Stages can't

Even if you are planning a shelf or table top layout, you can still look ahead to the possibility (usually inevitable) of adding on. In a sense, although you are building a separate entity for the present, it can serve as one stage of a larger future layout. For example, the basic structures, track, wire, and even the lumber have been re-used from a previous table top railroad. These elements have been rearranged and now form my central industrial park. By the way, I should note that I build my layout with screws, not nails, and most everything can be disassembled and re-used. This is particularly useful in my case since the Mojave & Sierra is now into its third rebuilding. Each time materials have been "recycled" into a new, larger layout.

Lastly, by building in phases you can vary construction to suite your fancy. There's no need to do all the benchwork before starting some trackwork. If you break construction into segments you won't be stuck doing all the benchwork, all the trackwork, then going on to all the wiring, etc.. That gets to be a real drag. Split the construction up and you can do some of everything. By building a layout in sections, each section can be in a different construction phase and you can do the particular chore that you feel like doing. After all, this is a hobby and not a job.

So don't go charging off into building your layout without some thought as to how to break down the task into smaller stages. After many false starts, I found out that tackling the whole project at once soon left me without enough time or money to complete it. Take it one step at a time and enjoy it.

INTERLOCKINGS & JUNCTIONS No. 2

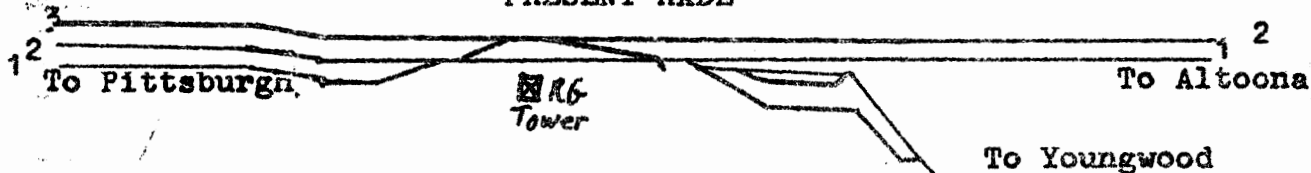
J.S. Ward

The interlocking shown in this issue is located on the Conrail Pittsburgh Division mainline just west of Greensburg, PA. It is an important point where the Southwest secondary leaves the main, and Youngwood Yard (six miles down the branch) handles all local business.

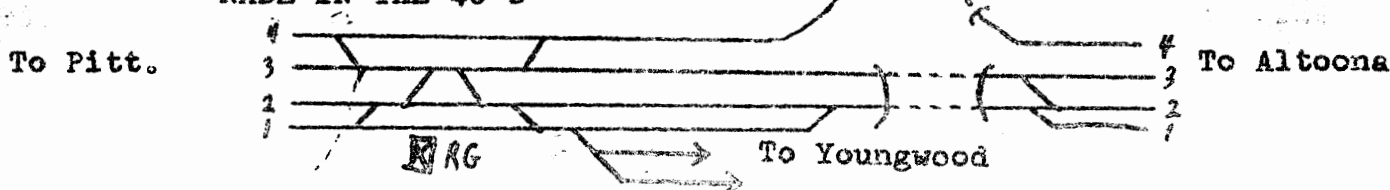
Rade, formerlay RG Tower was part of a huge wye featured in Complexity of A Wye part III (issue #9). I have included plans for this interlocking in the 40's and as it presently is. It underwent a change a few years back as part of the TCS (CTC) installation on the line. RG Tower was still manned until that time.

The old Radebaugh tunnel was daylighted into a cut near a mile long in the early 60's but damage by Hurricane Agnes closed the single track tunnel in the early 70's. A strip mining operation has now unearthed the old tunnel.

PRESENT RADE



RADE IN THE 40's



Interlockings and Junctions No. 2 con't

The current layout is such that any train can enter any track from any track. Track #1 is now a controlled siding extending around 13 miles to trafford, the former East throat of the now & defunct Pitcairn Yard. Double track extends East to Latrobe 13 miles in the opposite direction.

The zag in the track diagram just west of the interlocking is where the tracks shift over one track position each (being on the old PRR mainline, the roadbed is four tracks wide). The Radebaugh tunnels were one of the few places east of Pittsburgh where the Pennsy mainline fell below four tracks.

To model the interlocking, I have come up with a space saving version of the interlocking, illustrated below. The plan only takes up four switch-lengths instead of six which the prototype occupies. As a final note, I might add that interlockings liven up any layout with two or more parallel tracks and are well worth any problems they may happen to cause. Contrary to what you may believe, if properly installed and maintained, most switches cause few problems. If only the guys at the club would believe me!!

SPACE SAVING VERSIONPRODUCT REVIEW: Athearn SD-45

Eric Garcia

I purchased an SD-45 powered unit and dummy unit. These units by Athearn are very well made. They haul close to 20 cars and maybe even more. If you are going to install Kadee couplers I suggest you use No.5. They fit in nicely and need not be adjusted to meet height standards if you follow the instructions given by Kadee. The handrails are a bit difficult to install, but after a little experience it will be a breeze. These units will be used on my railroad for heavy transportation of coal and boxcars, as well as interchange service on the West Island Club layout. I rate the Athearn SD-45 locomotive a 10 (ten) on a scale from one to ten.

Secretary/Treasurer Report

Ted Tait

Still another crisis has arisen for the NR. With the increase in postage rates, the time for a change in printing source coming, and inflation in general, the NR is now forced to raise its dues. We have always been the lowest dues region, but we will now have to catch up with the others in cost. Since our formation, NR dues have been \$2.50, but as of September first dues will be set at \$3.00 per year. We were doing fine with the other dues when the postage rates were the lower amount, now we are losing money with every issue sent out and are thus forced to increase the dues. When we get a new printing source (which will be soon I hope), it may cost more than our present system; another reason for the increase.

On another matter, our proposed Constitution was voted in by the membership. The vote was 11 for, 2 against making the vote affirmative by 85% of the members voting. There was, however one typographical error in the copies sent out. In the section marked ~~Boundries~~ Boundries, the state of Kentucky was included in the list of states in the NR! Of course, this was obviously a mistake. It is my assumption that you members took for granted that it was a mistake. Because of the nature of this matter, to save time

Sec. Treas. Report cont.

I will accept letters stating that people wish to vote down the constitution because the state of Kentucky is now being excluded from the document. If not enough or no letters are recieved stating this fact, the mention of Kentucky will be removed. Of course Kentucky is not a part of our region as the TAMR constitution states that it is not. It will be assumed that no person objects to the correction of removing Kentucky from our constitution unless I recieve letters to the contrary. The states' inclusion was only a mistake.

As you will note by the financial statement below, our last issue drained the treasury terribly; making the need for a dues increase obvious.

Previous Balance	\$77.73
Income	+ \$20.00
Expenses	- \$55.06
New Balance	= \$42.67

Please also make note of the fact that our income from new members is not as high as usual. This is a bad trend but may be partially due to summertime drawing people away from railroading and toward other, usually outdoor activities.

CLASSIFIED ADS-A free ad column for members only.

FOR SALE: Assorted Atlas and Tyco tracks. 9", 6", 3", and other assorted lengths of straight track. 1/3, 1/2, and full 18" radius curves. I also have turnouts, crossings, bumpers, etc.. Crossing gate, one engine, and a transformer. All track is brass and all equipment is HO scale. Send for free price list. Chris Brindamour, 10 Meadowland Dr. North Kingstown RI 02852.

MAIL CAR - Regional events and other news are announced here.

George Fletcher announces that he has changed the name of his railroad to Brookfield & Onieda. Please make a note of it in your Directories.

The annual NR summer Convention has been called off this year due to a lack of time and organization. We hope to plan something in Connecticut or New Jersey near Christmas season or the beginning of the near year. Stayed tuned for future announcements.

HELP a fellow NR member out!!! Pat Lewandowski informs us that he will be moving and MUST liquidate EVERYTHING! Over 120 pieces of equipment in HO scale. Power packs, Buildings, and tons of track CHEAP, CHEAP, CHEAP! Pat is not out to make money, he just has to get rid of it all! Send SSAE for price list to: Pat Lewandowski 522 Ferris St. Wilmington, DE 19805.

**Royal Blue
B. & O. R.R.**

