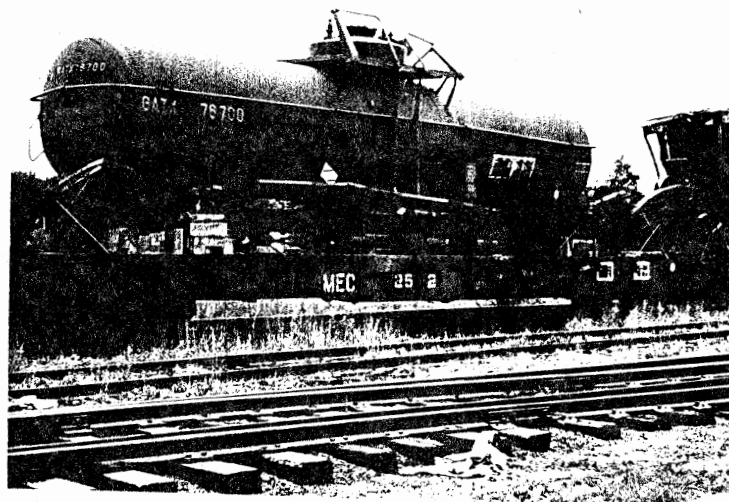
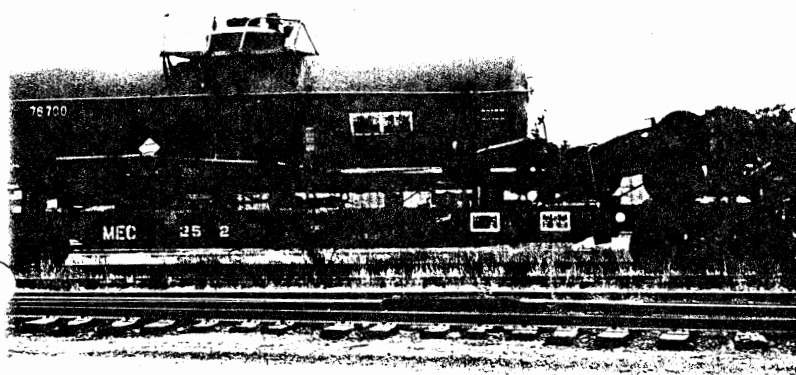
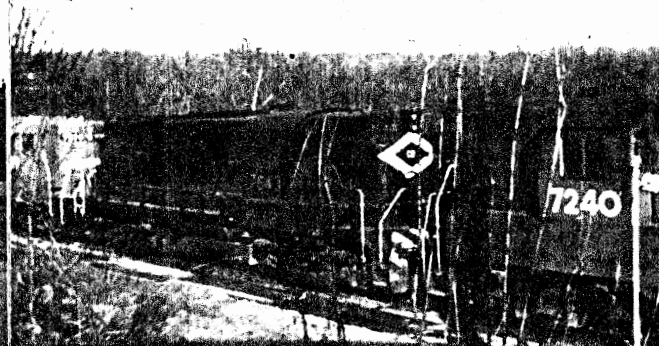
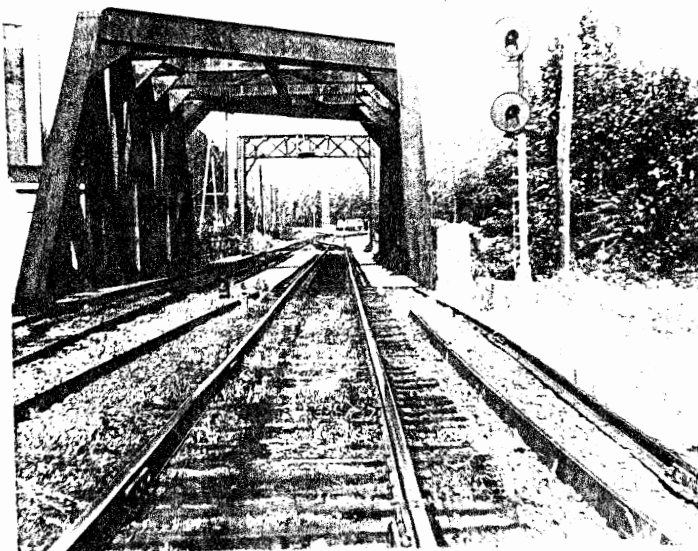
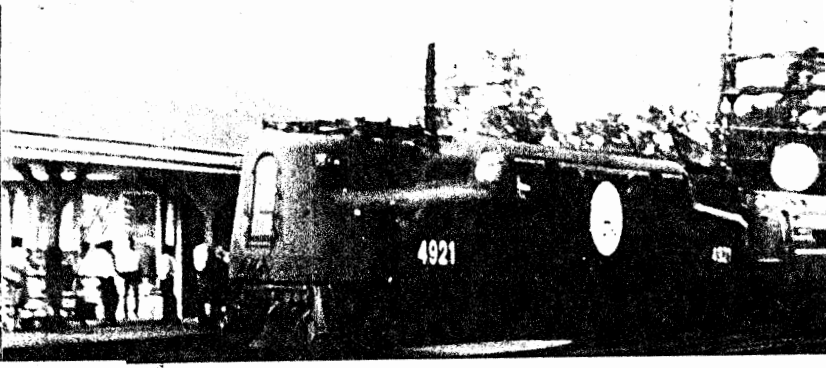


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The Depot is the official publication of the Northeastern Region of the Teen Association of Model Railroading. Issue #16: Sept. - Dec. 1981

In this Issue: Allentown Yard, Corridor News (a NEW column), Prototype Practices, Evolution of the North Creek & Branford RR, and more.

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# PHOTOS

COVER: An interesting group is seen on our cover this time; first is Snowplow Row in Portland Maine's Rigby Yard. The two lower photos are of a damaged tank riding upon a flat car also in Rigby Yard. (Eric Hagman)

INSIDE: (L-R, T-B) Summer Memories! Although we may not be having a summer convention this year, here are some shots of last year's bash.

#1 Part of the gang in Princeton Jct. on Sunday, September 17, 1980.

Pictured are (l-r) Kevin Lindstrom, Boo Bedell, Ted Bedell, Pat Lewandowski, Jim Schweitzer, Eric Garcia, and Steve Boivin. (Ted Tait)

#2 GG-1 #4921 stops in Princeton Junction on that very same afternoon.

(Ted Tait)

#3 A BL-2 in storage on the Bangor & Aroostock. A rare photo indeed!

(Ted Bedell)

#4 These last three photos accompany the article on Allentown Yard.

Here, a view from Canal Park looking East. The trestle spans the L.C.&N. Canal. (William Bokeko)

#5 An Eastbound Conrail freight passes through Emmaus, PA; about five miles West of Allentown. (William Bokeko)

#6 An un-repainted Lehigh Valley Alco is caught working the Allentown

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PLEASE SEND IN THE NOMINATION FORM INCLUDED WITH THIS ISSUE AS  
SOON AS POSSIBLE!

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FROM THE CAB

Ted Tait

Yes, I know you haven't seen a Depot in ages, but this one is better than ever. Aside from other problems, our print source has been in a state of limbo for awhile. Now, for an unknown period of time, we have Offset printing available for a price we could not refuse. Our thanks go to Tom Matthews for arranging the deal. So now I am re-typing the Depot on regular paper because offset does not use the masters I had made for ditto.

A new Editor will be appointed in the near future, after the mess with print sources has calmed down. I wouldn't want to dump that trouble on another person!

I have the feeling that when you folks don't see a Depot coming your way, you figure that nothing is happening in the entire NR. That is a misconception. As an example, during the past few months, we have gone to numerous railroad shows to promote both the NR and TAMR. We on Long Island have given info sheets to hobby shops for display and have gained a few new members this way. If you feel that you are all alone and there should be more NR members in your area, it is your job to try and recruit newcomers. That is the main reason why this island makes up a significant percentage of our total membership. We try to stay active on our own, and that's what you should do. You will get more out of being an NR member if you do.

CORRIDOR NEWS: Conrail Update 1

Derek Van Deusen

This new column is devoted to neither pure editorial nor pure news. It is a little bit of both. To be more precise, through this column I hope to present the problems confronting northeast rail systems, describe the actions of government, tell what the railroads are doing, provide insight into the concepts of northeast rail systems, and keep you up to date on major railroad news.

The first few installments will be, as the title states, an update on Conrail. Since early last year there have been some violent letters in the Depot about Conrail. There has really not been much material on Conrail, unless you like reading USRA reports. So, here it is. Read on, for there is more to Conrail than meets the eye.

April 1, 1976: Consolidated Rail Corporation is formed, absorbing six bankrupt northeast railroads with the goal of turning them around, and consolidating rail service in the northeast.

April 1, 1981: After five years and \$3.3 billion from the government, Conrail is still losing hundreds of millions of dollars per year and the railroad's future is very questionable. For a railroad whose revenues are the highest in the industry, why is Conrail in such a mess? The answer is that Conrail's expenses are extraordinary.

For example, the following figures represent Conrail's dilemma. The figures are for expenses and revenues per ton-mile carried in 1979.  
 REVENUES: Conrail, 3.6¢/ton-mile Industry Avg., 2.72¢/ton-mile  
 EXPENSES: Conrail, 4.13¢/ton-mile Industry Avg., 2.57¢/ton-mile

Part of the problem lies with employee wage pacts and work rules. Conrail has no power to change these; the labor unions do. Conrail says it has 10,000 unnecessary employees now working on freight and passenger train crews. This includes 4600 firemen and brakemen whose jobs were provided for in the 1860's but have no function on today's trains. These workers alone cost Conrail \$325 million annually.

Another problem is the lifetime job protection guarantees granted to employees of Conrail's six predecessor railroads 1976. This pact allows terminated employees to sit at home and collect \$28,800 a year until they are eligible for retirement. Investigations have even turned up some former employees who have been collecting as much as \$40,000 a month due to technicalities in the system. The \$250 million authorized for these payments was expected to last until the final protected employee retired, well after the year 2000. The money lasted four years.

In the early 1900's, wages were guaranteed to engineers on both an hourly basis and for mileage, establishing a basic work day as eight hours or 100 miles traveled. This was calculated using an average train speed of 12.5 mph. Today, although many trains travel in excess of 80 mph, these same definitions still exist. If an engineer travels under 100 miles in a day, he gets paid for 100 miles. If he travels over 100 miles, he gets paid for overmileage. Some engineers earn as much as 3 or 4 days of pay in eight hours. If the mileage basis were eliminated, Conrail would save \$37 million a year. In all, Conrail is seeking \$200 million in concessions from 20 different rail unions. Is it any wonder why Conrail is having trouble making a profit and providing adequate service in the northeast with these tremendous labor burdens?

Now, for those of you who think that Conrail has been totally negligent in providing adequate service in the northeast, some evidence that they have been working toward improved service. First, we must realize that Conrail's predecessor lines were not in the best condition when the government entered the picture. These were, after all, railroads at or near bankruptcy. Much of the equipment could not be operated at speeds over 10mph in 1976. Since then \$2.7 billion, or



Corridor News continued

90% of Conrail's federal subsidies, have been put to use in repair and maintenance of old equipment, and the purchase of new. On time performance of freight trains has risen from 21% in 1976 to 83% in 1980.

Several yards have been upgraded to be more efficient, including Allentown, Oak Island, Collonwood and DeWitt. There have been major traffic routing alterations to provide for improved freight car routings and efficient service. Most of Conrail's main corridors have been upgraded to near perfect condition.

If anything, Conrail can only be blamed for being located in an area of failing economy and lagging rail traffic. The government is getting tired of supplying money to what they see as a near hopeless cause.

In the next installment, I'll describe what Conrail is planning for the next few years. If you have any questions or comments concerning the column, write to me at 67 Gates Ave., Gillette, NJ 07933.

ALLENTOWN YARD: A railfan site with history

William Bokeko

Conrail's Allentown Yard was originally built and operated by the Central railroad of New Jersey. It was in Allentown that the Jersey Central interchanged with the Reading. The Reading also ran through the yard in order to reach its own Saucon Yard located in Bethlehem. The Lehigh & Hudson River also met with CNJ in Allentown via its trackage rights over the Jersey Central from Phillipsburg NJ.

From 1970 to 1973, the yards experienced an almost total change of occupants. In 1971 the Lehigh & Hudson River withdrew from Allentown to its own Hudson Yard near Phillipsburg. The CNJ abandoned its operations in Pennsylvania during 1972, leaving its yards and mainline under the control of the Lehigh Valley. The Lehigh Valley moved most of its operations to the abandoned CNJ trackage between Lehigh and Bethlehem PA. The Lehigh Valley's mainline had previously run parallel the the Jersey Central on the opposite bank of the Lehigh River. The Reading was the only railroad which remained the same in Allentown during this time.

In 1976 the Allentown Yards underwent a total change of Occupants when Conrail took over the bankrupt railroads. When Conrail moved in, they found that it was a mess, both operationally and maintenance wise. The yard contained two side by side classification yards with tracks too short for a large volume of cars. The main tracks ran between the two hump yards. The yard lacked departure tracks which forced trains to leave directly from the classification tracks. Conrail yard crews were also faced with the problem of transferring a large number of freight cars from one hump yard to the other. These problems, and the fact that most of the tracks had to be lifted out of the mud, due to deferred maintenance, forced Conrail to rebuild the hump area for greater efficiency. The major rebuilding consisted of combining the two hump yards into a single 26 track classification hump yard and building an eight track departure area along the edge of the yard.

Presently, the standard motive power on the hump is an SD-38 m.u.'d to a slug unit. Although the SD-38 is used most of the time, there are occasionally other units such as U-Boats and various EMD units and even an aging RS-11 under its third owner that I have seen working the hump. The D&H can now be seen in Allentown since they were granted trackage rights on the former LV mainline from Wilkes-Barre to Allentown and on ex-RDG tracks west to Reading and Philadelphia.

Allentown Yard continued

There are a pair of RDC's that SEPTA (Southeast Pennsylvania Transportation Authority) operates in commuter service between Bethlehem and Lansdale Pennsylvania, where passengers switch to overhead powered cars for the rest of the run to Reading Terminal in Philadelphia. The RDC's operate on the ex-Reading rails south from Bethlehem. These tracks see little use except for the commuter trains and a few local Conrail freights that serve the businesses along the line. The commuter service was scheduled to be discontinued by SEPTA on June 30.

The Allentown Yard and Bethlehem engine terminal are now part of Conrail's Lehigh division and the yards, along with much of the mainline in the area, can be viewed easily from adjacent roads and paths. The west throat can be seen from Canal Park. The park was built in 1976 to provide recreation along the abandoned Lehigh Coal & Navigation Canal. From the park you can watch trains entering and leaving the yard to the west across the double-track deck girder bridge over the Lehigh River. River drive is another vantage point. This road parallels the yard from the west throat to the engine terminal. The road is on the side of a hill and is, for the most part, above the level of the tracks. If you don't mind walking, you can walk the whole distance along the LC&N canal towpath. The path is for public use and goes as far as Easton.

There is another, though somewhat smaller yard located in Bethlehem. Saucon Yard is used mainly by the Philadelphia, Bethlehem, and New England Railroad. The PB&NE serves the Bethlehem steel plant located across the street from the yard. Conrail also uses the Saucon yard in a limited manner as part of the ex-Reading line to Philadelphia. The yard's main function is to sort the cars brought in and out of the steel plant, which Conrail then picks up.

Conrail's Allentown yard and the railroading nearby all make for a potentially exciting railfan trip for any devoted ferroquinologist!

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PROTOTYPE PRACTICES

Bob Huron

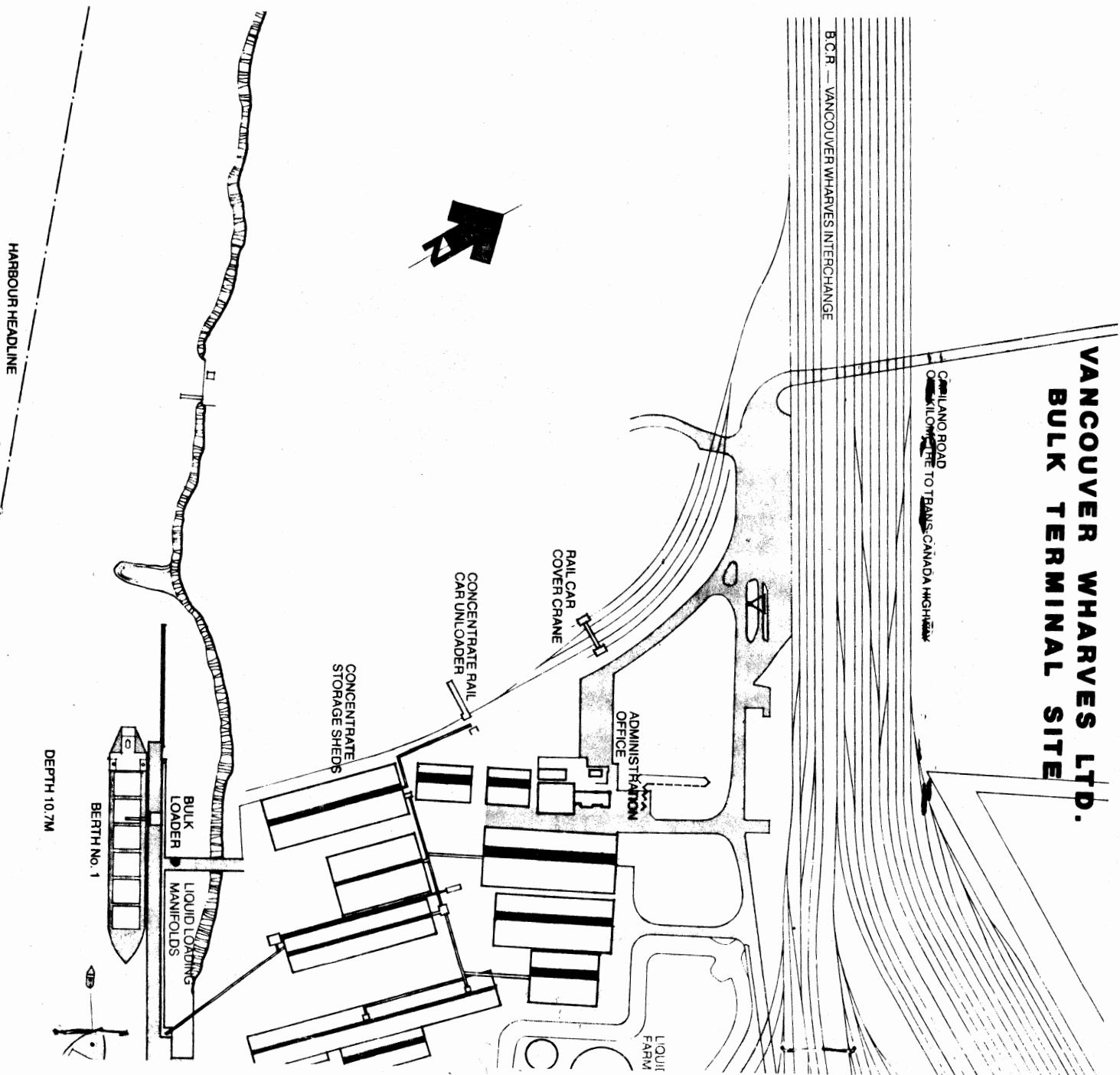
A very interesting type of railroad operation that generally isn't modelled is a dock or wharf railway. These railroads have evolved for one very simple reason; railroad cargo has to be reloaded onto ships and vice-versa. These types of railroads are as old as railroads themselves. The Delaware & Hudson originated as a coal hauling line to the D&H canal and also served the coal mines as a transfer system. Containerization with ships and rails goes back to the 1700's when some English tramroads ran coal containers that were loaded onto barges or coastal ships.

So much for history. With this article we are going to cover a specific railroad in Vancouver, British Columbia. The road is Vancouver Wharfer, Ltd. and it operates a bulk terminal, general warehousing, and liquid transfer. As terminal lines go this is a medium sized operation, as the wharfage area can handle five ocean going ships at a time. It connects with British Columbia Railway (BCR), formerly the Pacific Great Eastern (PGE). There is a direct road connection to the Trans-Canada Highway. As to the cargo handled, it ranged from potash to sulphur phosphate (for fertilizer). These are handled by the bulk loading facility. Railbarges are handled directly in this area, so there is no break of bulk. There are also paper and pulp warehouses. For liquid cargo, primarily methanol (alcohol), which is a wood derived product, there is a mini tank farm of three tanks with associated

# Prototype Practices continued

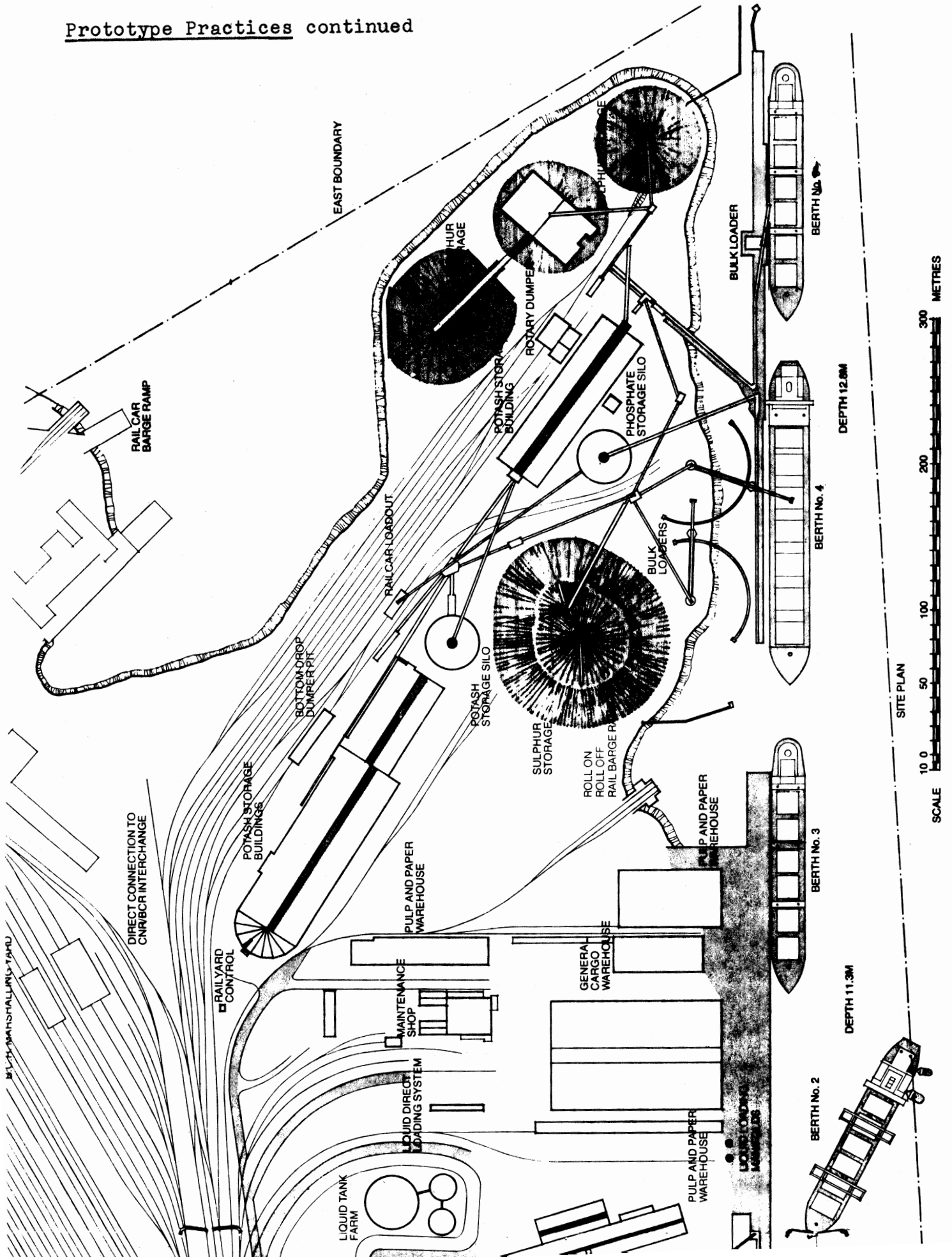
pumping and piping facilities. There are also bulk ore concentrate facilities for handling iron and copper ore concentrate.

There are many items to this complex, and it takes six engines to handle the yarding and transfer working. If you follow the map ( below ) you can get a good idea of the layouts and sub yarding involved in this operation. Any one of these sub-yards would make an excellent model or diorama in its own right. Truck models of several kinds would also be needed. Included might be tankers, bulk tankers (flexiflo type), box trailers, flat trailers, and last but not least would be light trucks, two and three axle types, with dump trailers to finish the list.



**VANCOUVER WHARVES LTD.  
BULK TERMINAL SITE**

Prototype Practices continued





THE NORTH CREEK & BRANFORD: Evolution of A Railroad

Martin McGuirk

Like many other model railroaders, I suffer from the lack of a warehouse in which to build my dream layout, lack of funds to fully equip said pike with a fleet of brass locomotives, and lack of the time to bring all these together in a relatively complete way. I think all of you who are reading this article can easily relate to this problem. In model railroading, as in all things, compromises must be made. What I hope to do now, is to show you how to get the most out of the space, money and time available to you, by illustrating the development of my North Creek & Branford Railroad.

Let me take a minute here to explain something which might be confusing to those of you who are familiar with my Maryland & Ohio Railroad. When I first started in this hobby on a serious level, the greatest influence I received was from Railroad Model Craftsman's series of articles on the Virginian and Ohio Railroad. The problem is that the V&O sized road that I wanted, and still want, is massive to say the least. I could see no way (after much trying) to design a Maryland & Ohio in H0 scale in the area I had available. After much soul searching, I decided to shelve (no pun intended) my heavy duty Maryland & Ohio equipment until a later date, and model a small shortline that does nothing more than connect with the M&O at a major interchange point.

When I started the development of my newly founded West Virginia shortline, I decided that the easiest way to give me an idea of how to model it would be to develop the story behind the 'prototype'. Some of you may be writing me off as a lunatic, but just stop for a moment and think. Would you attempt to model the New York Central without first looking into its history? The same should be done for free-lanced lines, with one extra step: you first have to create the railroad's history. Once that is done, everything else starts to fall into place. The most interesting way to describe this process is to take you through the history of the North Creek & Branford from the line's founding in 1873 to the era that I am modeling.

In the early 1870's, it seemed like everything in America was growing, and growing fast. Towns sprang into major cities virtually overnight, and some disappeared at the same rate. All of this happened because of one thing: contact, or lack of it with the rest of the world. This contact was provided for all these cities by the miracle of the nineteenth century, known as the railroad. Every wanted, and needed a railroad if it were to survive and make its own mark upon the world. No exception to this was the small hamlet of Branford, West Virginia. Most of the people of this town made their living by working for the various lumber operations scattered throughout the area. The nearest railroad ran through the even smaller town of North Creek, some 42 miles north of Branford. The line that ran through North Creek was the newly built east-west mainline of the Maryland and Ohio Railroad, and the people of Branford were worried because they didn't have a railroad of their own. What would happen when the rest of the country was linked by steel rails, and Branford's only means of transport was by horse trail north to Wilmont's Landing, then by barge along the Bear Fork River through the rugged mountains? Surely no one would want to live in Branford when it couldn't be gotten to!

Inevitably there was someone who had the answer. Why doesn't the town build its own railroad to connect with the M&O at North Creek? This idea was greeted with great enthusiasm in Branford, and on April 7, 1873, the Branford Northern Railroad Company was given its charter. The cost of building the line was very high, however,

### The North Creek & Branford continued

and all that was accomplished was about ten miles of track that led straight into the middle of nowhere, a small wood burning 2-4-0 for motive power and about ten freight cars of varying sorts. The line served well as a logging railroad for a brief time, but it still did not provide a connection to the outside world. Since the main cost in building north from Branford was the hauling of materials south, it was realized that the major portion of construction should be done from the north working a way south to Branford.

It was at this time that Colonel William Q. Armstead came into the picture. After the Civil War, in which he fought for the South, he decided to open a lumber firm in the timber rich area around the townsite of Branford. He was instrumental in building the town into what it then was, and he wasn't about to let it all go downhill, just because some engineers couldn't build a railroad north. He armed himself with maps and plans and set off for North Creek to try to convince the good people of that town to help build a railroad south to Branford. Much to his surprise, he found that the people of that town had no interest in building a line to a lumber town in the hills. After all, with the M&O's mainline running right through the town center, why would they want business from Branford? This upset the Colonel slightly, to say the least, and he went back to his office in Branford fuming about 'dem Northreners! It looked as if Branford would never get a railroad. By 1875, most of the usable wood had been taken out, and the population of Branford slipped to near ghost town levels (4,900 in 1872 to 898 in 1875). In that year however, two things happened that would change the course of things for the 'Colonel's town'. First, the West Virginia Eastern built a branchline to the small lumbering town of East Fork, about seven miles south of Branford. In that same year it was discovered that Branford was in the middle of a gigantic coal deposit. The good Colonel Armstead wasted no time in acquiring all that land and mining the coal, using the old Branford Northern to transport it. After much negotiation, and a little swindling, the Colonel also built a stretch of track to connect his railroad with the one running into East Fork.

It was at this time that the people in North Creek began noticing how much attention the Maryland & Ohio was paying to the coal region just south of their town. Finally, to no one's surprise, the M&O tried to get permission to build a branch which would leave their mainline at North Creek and proceed south to connect with the Branford Northern. That would readily provide the branch with traffic from both directions. To help make a long story short, the people of North Creek decided to build their own railroad. With the help of the Colonel (who still held the charter for the line) they commenced construction of the North Creek & Branford Railroad Company. Construction proceeded rapidly, and on June 28, 1878 the gold spike was driven by Colonel Armstead in front of Branford Depot. For ten years after that, the NC&B did nothing but prosper. Population in Branford once again boomed, and the coal industry made people in the area wealthy, most notably the Colonel, who celebrated his 50th birthday in 1885 by building a large brick house in the hills just south of Branford.

Colonel Armstead then turned his interest to other areas, such as building another railroad south to connect East Fork with Webster Springs (site of a C&O division point). While the Colonel wasn't paying much attention to the NC&B, it started to feel some severe financial trouble. Mother Nature refused to leave the poor shortline alone, and in 1887 the line was forced to spend almost \$98,000 to repair storm damage and the like. When severe trouble was felt on Wall Street in 1889, the line was already running in the red a little bit. That panic and the subsequent loss of orders for coal shipped by the NC&B brought the road to a state of near bankruptcy.

## The North Creek & Branford continued

In 1892 the M&O tried to buy the shortline, and the Colonel once again took an interest in operating the line himself.

The Colonel had to get the NC&B back into a healthy financial state, and to give some guarantee that it would stay that way. The first order of business was to sell some of the older locomotives and rolling stock. This entailed selling seven locomotives of varying types. When this did not help, drastic measures were proposed. The Colonel had, as I mentioned previously, been building a railroad south from East Fork connecting with the C&O at Webster Springs where they had a major division point yard. The Colonel owned, controlled, or had large amount of stock in three railroads in the immediate area, the Branford Northern, the North Creek & Branford and the East Fork & Webster Springs. It was then that Colonel Armstead gathered all the officials of these three lines together to propose a merger of the three. This would keep the NC&B from being taken over by the M&O and would give the other roads a better chance of survival. The result was what would be expected: the Colonel got his way. The new North Creek & Branford was incorporated officially, amidst much fanfare, on July 15, 1895. The Colonel took the opportunity to buy out most of the other major stockholders, and so the NC&B became, for all practical purposes, the Colonel's private line.

At the time of reorganization, improvements were made to all three former railroads. Older locos and cars were sold to bring in money for new ones. Finally, after several years of personally overseeing the rebuilding of the NC&B, the Colonel decided to retire. After all, that is what all southern gents want isn't it? He started to invest his hard won dollars in other lucrative projects, but he didn't want to have the line fall into ruins like it did once before, so he appointed ME as General Superintendent. Now, in 1908, I am in charge of all operations and management on the NC&B. There are many great plans for the future, so watch the line grow!

Believe it or not, the hour or two it took to make up the NC&B history was really very enjoyable. Why don't you compose a history for your line? You don't even have to write it down, just having some idea of the historical background of your line helps greatly when it comes time to develop the trackplan and build the models.

## PRODUCT REVIEW: Country School by Alexander

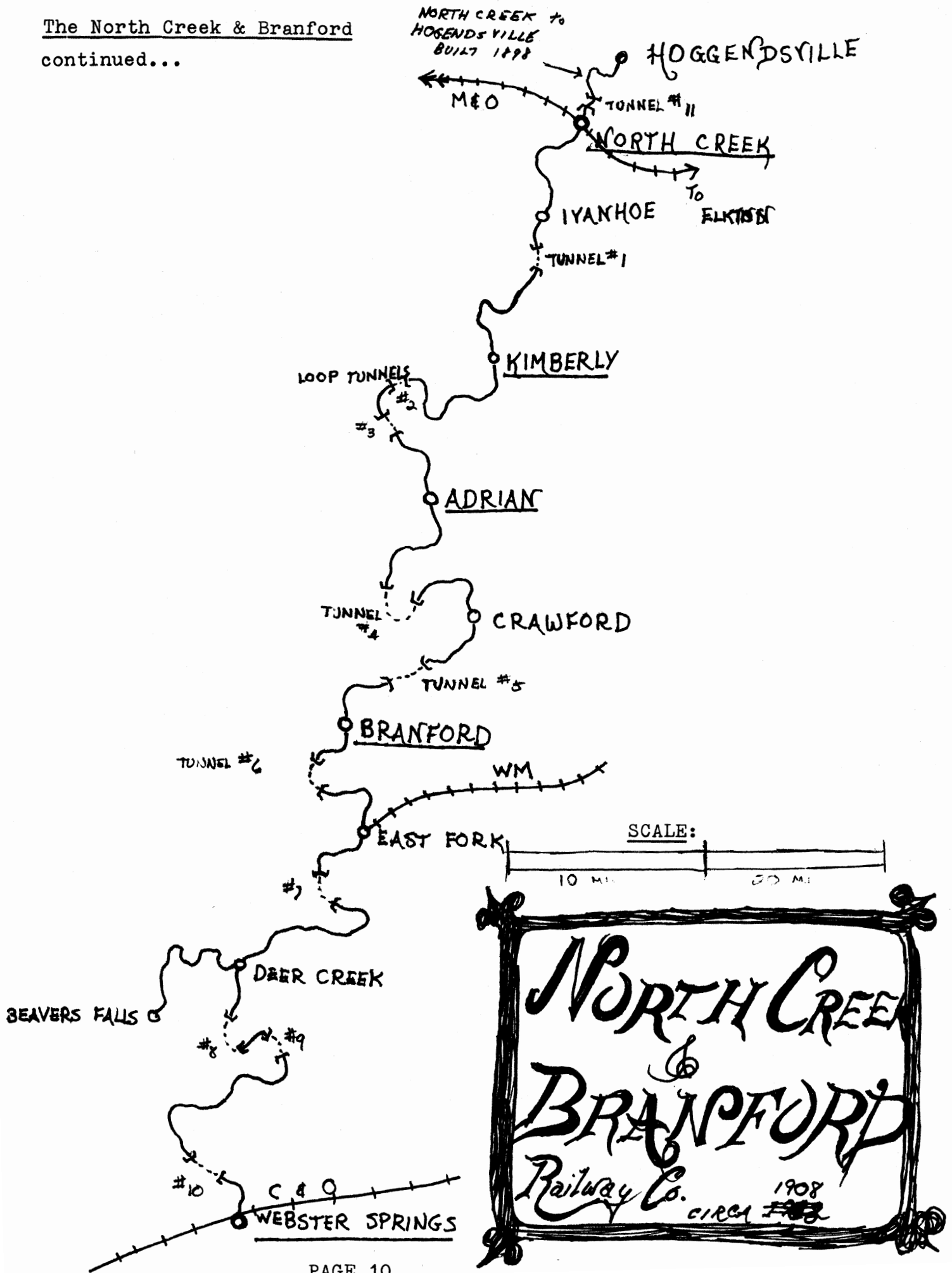
Kent Ross

This kit consists of pre-cut scribed siding, ridge poles, trim, studs, and corner posts. There are two metal rods, which are vent pipes, metal windows and doors, and a metal bell. Also included are a heavy cardboard utility room for the back of the school, and material for the roof.

The model is easy to assemble using white glue and contact cement. The model does take several hours to assemble, but the result is well worth it. The hardest part to assemble is the bellfry, because you have to cut all of the pieces yourself; but with a little filing, you can make it fit easily enough. There are some extra materials, so if you goof it up, try again. Fortunately, there is a paper listing parts so you can order any materials you lose or damage, and you will not have to pay anything. Any parts needed will be sent for free. I ended up ordering a new foundation because I improvised. I left the utility room off the rear, which meant I had to leave the chimney off or improvise. I got a  $\frac{1}{4}$  inch piece of balsa, and I covered it with brick building paper. I spray painted my model white, painted the windows and doors brown, and then did the final assembling.

The model is easy; even a beginner could do it, with a little care. The result is worth the time and effort. All in all, a kit well worth the money.

The North Creek & Branford  
continued...





SECRETARY/TREASURER'S REPORT

Ted Tait

At this point in time, there is not much to say. Our dues will be staying at \$3.00 for as long as possible. This means that they will stay this way unless the postal service raises their rates or becomes a problem in some other way, or if we have great problems with our printing source which has been in a kind of limbo for awhile. For the moment, we have offset for an unknown period of time at no cost. Another offset source is being looked for as this one will give out soon (nothing this good ever lasts very long!). As long as there is a print source available (and only when one is), you will continue to get your Depot. Because we have not been putting out our publication at our normal rate, the money situation has been good. Also, since Bernie Stone and myself have been promoting the NR at Greenberg Publishing Company train shows, our membership is not doing bad either. Lone Eagle started the ball rolling by writing to them, and I kept things going and was able to get a table for free.

After meeting Mr. Greenberg himself, and getting in good terms with him, we have had a free table at three of their shows. Two of them were here on Long Island, and one was in Philadelphia. They allowed us to operate an HO railroad to show off our equipment and lure crowds in order to then talk the teens in each crowd into possibly joining us! We even managed to get young Paul Greenberg, son of the owner of that company, to join the NR! I must take this space to thank them for their hospitality, and express my sincere wish that we can continue these good relations between us and the Greenberg Publishing Company. We were able to promote the NR and the TAMR, and were able to make some new friends in the hobby from the Greenberg staff. Mr. Greenberg and Mr. Bob Anderson were especially helpful to us. A special thank you from myself on behalf of the NR!

Now that you folks know what we have been doing, how about something from you? In the meantime, here are the figures on how we stand:

IN THE PIGGY BANK:

\$42.67	Previous Balance
+ \$37.00	Income
- \$21.25	Expenses
= \$58.42	New Balance

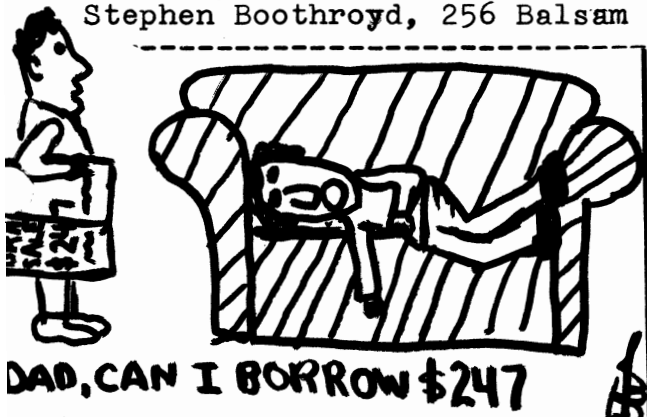
WE NOW HAVE **68** MEMBERS.

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MAIL CAR - A list of upcoming events as a service to our members.

Club Show: Nassau Model Railroad Club Spring Show. Fri: 4/23, 8-10 PM; Sat.: 4/24, 1-4 and 8-10 PM; Sun.: 4/25, 2-6 PM.  
174 Hillside Ave., Williston Park LI, NY.

NMRA Open House: Little Rhody Division of NMRA. Sunday, 4/18  
10 AM - 4 PM at the Frank A. Olean Regional Center, Airport Rd., Westerly, RI (across from airport). For more info please contact Stephen Boothroyd, 256 Balsam Rd., Wakefield RI 02879.

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BE SURE TO SEND IN YOUR NOMINATION FORM.  
DO IT NOW SO YOU DON'T FORGET!



Cartoon by George Fletcher

Jefferey S. Ward is interested in planning a railfan trip to Pennsylvania's famous Horseshoe curve along with the other sites of Altoona PA! The tentative date for the trip is the weekend of April 16. If you are interested or want more information, please contact J.S. Ward, RD#1 Box 217a, Ruffsedale, PA 15679.



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Syosset, N.Y.  
11791

