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 The Depot is the official publication of the Northeastern Region  
 of the Teen Association of Model Railroading. Issue #17: Jan.-Mar. 1982

In this Issue: Railfanning at Horseshoe Curve, Prototype Practices,  
 NR List of Hobby Dealers, Over 50 years of DL&W  
 operation, and more!

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A Port Jefferson (L.I.) train  
 departs the Bordem Ave. yard  
 in Long Island City, N.Y.  
 (Bob Huron)

A new GP40-2 (#4437) at the  
 top of a 17 mile grade in  
 Altamont, MD on 9/12/81.  
 (J.S. Ward)





Long Island RR MP-1500AC  
#167 backing up during  
switching chores near  
Port Jefferson.  
(Bernie Stone)



Chessie #614 enters  
Somerset Yard (Pa.)  
(J.S.Ward)



Long Island RR #618  
an FA-1 pauses at  
Port Jefferson Sta.  
(Bernie Stone)

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Please send in your ballot forms as soon as possible, every vote counts. Even if you don't vote fill out your choice on the proposed ammendment to the NR constitution.

All members have a say and choice in choosing whether or not the amendment is passed or is dropped. So, please exercise your membership rights.

FROM THE CAB

Ted Tait

As many of you know, part of the reason for me leaving my post as Editor is the fact that I will be moving. I will be going off to college, and my parents will be moving to the mountainous area of Altoona, Pa. Interestingly enough, this issue has an article on the Horseshoe Curve and the Altoona area which is famous in railroad circles (excuse the intended pun!). When the Executive Board has made the decision on who will be our next Editor, you will find out through these pages. The other administrative change in the NR is up to you. Election ballots for Sec/Treas. are enclosed for regular members only.

Please consider the options and mail your ballot today!

PRESIDENT'S LETTER

Yes, there is a letter from the President--once again. I know you haven't heard from me in a while, but, believe it or not I am here and alive and working away. Some of you may have a different opinion but I am doing my job.

As Ted mentioned in the last issue (and issues before) we need a new editor. Living near to Ted and knowing him quite well I can testify that he has done more than his share of "time in the pits" keeping this periodical newsletter going. Many people have ideas of getting a new Editor, I just hope they also are aware of the work load and time that is going to be required of whomever gets the job. If anyone out there is really serious about taking the job, and feels that they can make a tangible contribution to our organization, please don't hesitate to drop us a line and let us know.

It is very important to all of us that each and every regular member cast their vote, and that all members return their completed ballots. I don't believe in begging people to assume their responsibilities as members, but, please send in your ballots. The future of the NR depends on your participation. Only 7 members sent in nominating forms, I hope that a lot more will at least take the time to send in their ballots.

Another thing on my mind is a summer convention. I know that we missed one last time around, but we're hopeful this won't happen this year. If anyone has any ideas on this please don't keep them to yourself, let us know well in advance so plans can be made. Send in those ideas and hopefully we can get something rolling on them.

RAILFANNING IN THE AREA OF HORSESHOE CURVE

J.S. WARD

Many railfans know about Horseshoe Curve, but how many know just how great the area is for railfanning. The Curve's fame overshadows all the other places on the "Mountain", but there are actually many places nearby that are good for catching the action. And, the Juniata Shops is one place to see almost any kind of Conrail power imaginable!

First, I'll give a general orientation of the area. The Curve is about midway up the East slope of the Allegheny Mountain grade on Conrail's ex-Pennsy mainline. Although once 4-track, the no.2 track on the grade was removed in the Spring of 1981.

Altoona, about five miles East of the Curve, is the main town in the area, as well as the locomotive shop and helper base. The railroad effectively bisects the town and a branch to Hollidaysburg leaves the main in midtown. Gallitzen is the top of the hill, where the line ducks into three separate tunnels which emerge in two completely different places at their West portals. Two miles West is Cresson, where the helpers were based until last year. Cresson is also the junction point of two branches with the mainline and has a small yard and engine terminal.

I'll give directions to some points of interest from Horseshoe Curve itself, since it is the most famous point in the area. To get to the Curve, take U.S.22 to Cresson, take Pa. 53 North to Gallitzen, then make a right. Head thru town to the top of the hill, then turn left. At Forest Zoo, about two miles down the road, hang a right. The Curve is about three miles down the road, and you can't miss it. At the Curve there is ample parking, concession stands and a slight climb to get to track level. On the top is an old Pennsy K-4s Pacific and benches to make the short wait until the trains come more pleasant.

HORSESHOE CURVE---continued

On your way in from Cresson, you passed over a bridge over the main line on Pa. 53. By making a right turn just before the bridge, then a left onto a dirt road, you'll come to the tracks just past the bridge. This spot is a good spot to sit and eat lunch, besides being a good spot to catch Westbounds in the afternoon.

In Gallitzen, if you turn South on a certain street, you'll cross over the Westbound mains about 300 feet West of the tunnels. I don't know Gallitzen very well, so I can't tell you which street it is. But, if you bluff your way across town from this bridge, you'll end up on a bridge over the Eastbound main.

To get to the East portal of the tunnels, where all three lines come together, but on different levels, you backtrack out of the Curve past Forest Zoo. Where you'd turn off to go to Cresson, keep on going straight until the railroad pole line crosses the road in a dip. The pole line should be easily recognizable since it is the only line in town with so many wires. By making a left here, and descending the dirt road, you'll come out along the tracks just East of the tunnels. The road appears to be dangerously close to the tracks past this point, but, if you continue on, keeping right after the road leaves the tracks, you'll come out on top of a rock cut at a place called Bennington Curve. This is a good place to camp out along the line.

Back at Gallitzen, keep on going straight past the pole line, then turn left onto Sugar Run Road, then left again where the power lines leave the road, taking the dirt road to its' end, you'll be at MG Tower a little over halfway up the grade.

Another good spot is a mile below the Curve. To get there, take the first dirt road off to the left. At this point, if you park and cross the tracks, you can watch trains round the Curve before they get to you.

Turning left on to Beale Ave. will bring you to Pa. 36. If you turn right and head South on 36, you will soon arrive in Hollidaysburg. Turn left on to U.S. 22 and you'll ride along the storage yard for the car shops. Through town there is a street alongside the tracks, and you can see the engine terminal from this road. Hollidaysburg also seems to attract locomotives being shipped to the scrapyards. The last two times I was there, I saw Conrail's last three RS-11's, an RS-3, an NW-2, an ex-Reading V01000 which had been re-engined, and a Phoenix Steel S-1.

But, turning right can lead to even greater treasures, #36 North will bring you into downtown Altoona. By turning right after you pass under the Conrail main, then right again and over the bridge, then left at the light, you'll be at the Railroaders Memorial Museum, which boasts Amtrak GG1 #4913 and various older freight and passenger cars on display.

Heading straight instead of turning on to the bridge will take you down along the locomotive shops. If you turn right at the 7-11 store, you will find yourself at the shop yard, where you can find anything on the Conrail roster.

By turning right a block past the 7-11, you cross a bridge over the yards at Rose Tower. Rose is a good place to catch some action, besides being a point where helpers are placed on the rear of trains about to ascend the mountain.

continued



HORSESHOE CURVE---continued

From this bridge, you can see part of the Altoona Boneyard, where many of Conrail's retired locomotives are stored. There are some real goodies buried among the GP-7's, GP-9's, and assorted switchers. The last time I was there, there were several RS-3's, a C-628, two U-25B's, and a PC S-4. Across the bridge, making a left will take you down along the other side of the yard, and, if you keep as close to the tracks as you can, you will come to the footbridge at the other end of the Boneyard. This bridge is also a good spot to see some mainline action as well. At this point you are about  $\frac{1}{4}$  mile East of the museum.

Altoona is a good place to railfan in. It is definitely worth more than a passing glance. But watch out, the only cure for Altoona syndrome is to go back there, a temporary cure at best.

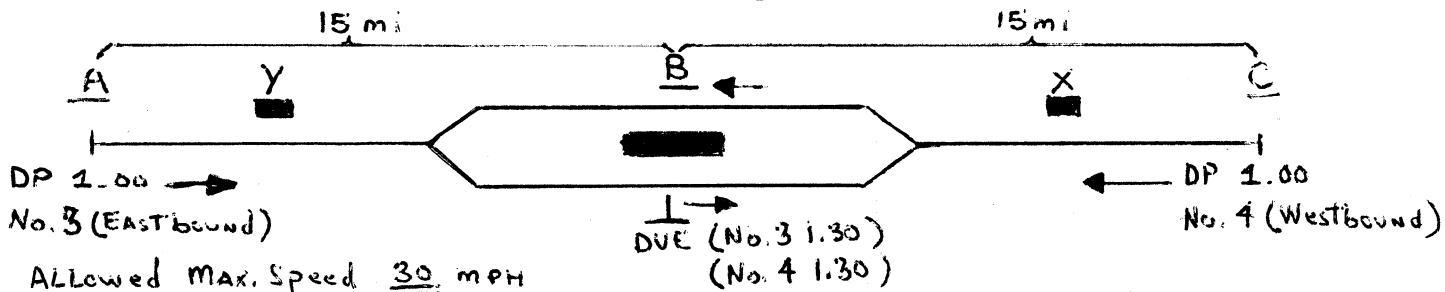
PROTOTYPE PRACTICES

Bob Huron

This is rather a more esoteric subject than has been in this column in quite a while. Scheduling can be simple or complex or even downright bewildering, but there is a definite relationship between the amount of trackage and how many trains you can run.

In British practice there is a basic minimum that you can reach, "one engine in steam", on a non-siding equipped single track line. In other words; one train in, one train out on the line. The amount of cars is the one factor that doesn't count. Siding or yard capacities determine the tonnage for the runs, and maybe grades, on a particularly steep operation.

In American practice a number of lines are run on this principle. Most of your short line operations run this way, an example, during the tourist season the Black River & Western basically runs on this line of operation. The steam train runs too and fro with no opposition movements, except itself. When you get into two train operation, the timing starts to get very important. A hypothetical example is shown below.



ODD No.(Eastward) train has superiority ( by direction ) over EVEN No.(Westward) trains, per Rule book and Timetable.

A basic rule is shown above. No. 4 cannot go past B without the dispatcher's permission. Why you ask? The reason is shown, the Eastbound train is superior by direction, and the Westbound therefore cannot interfere in its' schedule.

By the way, the equipment of the trains above is of no consequence. A handcar, equipped with markers and orders, and dispatched as No. 3, would still have superiority over No. 4 ( No. 4 being a full dress passenger train in this case ).

continued

PROTOTYPE PRACTICES---continued

An obvious question arises, suppose No.3, or No. 4 has to do station work of switching. The dispatcher would then be informed so he could alter the schedule, however though, if no information was forthcoming, the meet would go on as planned in the schedule at B.

This is the simplest form of dispatching, but the ramifications are rather vast, and from here all other forms are built. For those of you who want more information, one of the best books you could read is

Bruce Chubb's --"How to Operate Your Model Railroad"---Kalmbach. In this book dispatching is rather thoroughly explored, and dissected in a way that anyone could understand. There will be more on this subject in the future.

NR LIST OF HOBBY DEALERS---A service to our readers John Pierdonock

I have some addresses of companies that sell train slides, 8 x 10 pictures, and other railfan items. I have dealt at least once with each of these companies and found no problems. Here are the addresses to write for their catalogues:

Audio-Visual Designs

P.O.Box 24

Earlton, N.Y. 12058

This company offers calendars, postal cards, Xmas post cards, slide sets and books.

Rail Photos Unlimited

P.O. Box 277

Joliet, Illinois 60434

This company offers: slides and photos of over 200 railroads to choose from. They specialize in all major railroads, switching roads, terminals, industrials, freight cars, cabooses, and stations. No matter if you are a railfan, scratch builder, or modeler, their catalogue acts as a roster of equipment for all railroads and are put into classes according to the American Association of Railroads. They list over 1100 types of equipment. All slides and photos have: type of engine, date, month, year, and location. Catalogue price is \$2.00 with a free 5x7 sample color picture.

John E. Griffiths

4613 18th Ave.

S. E. Lacey, Washington 98503

This catalogue has 37 slide sets to choose, ranging from \$3.50 to \$6.50 per set with 7 to 11 slides per set.

Bertco Rubber Stamp & Engraving

410 Lebanon Ave.

Belleville, Illinois 62221

This catalogue has "The Great Trains" in rubber stamps.

HO Specialists

P.O. Box 242

Broomall, Pa. 19008

This catalogue deals with various items including track, books, trains, transformers, etc.

continued

NR LIST OF HOBBY DEALERS---continued

Stamps Galore  
2409 John Ave.  
Superior, Wisconsin 54880

This company deals with trains on stamps from foriegn countries.  
Write and ask to be put on the list for approvals.

Hi-Country Brass  
8000 E. Quincy Avenue  
Denver, Colorado 80237

This outfit deals with all types of brass train models. Write and ask for their lists.

Model Rectifier Corp.  
2500 Woodbridge Ave.  
P.O. Box 267  
Edison, New Jersey 08817

This company specializes in train control units from transformers to sophisticated multi-control units.

Bachman Bros.  
1400 E. Erie Ave.  
Philadelphia, Pa. 19124

This company deals with various model equipments in O,H0, and N scale.

Nostalgia Station  
901 W. Pratt St.  
Baltimore, Md. 21223

This catalogue is aimed at B&O rairoad buffs. A handy item to have if you are one of them.

Standard Hobby Supply  
P.O. Bqx 113  
Dept. MR  
MAHWAH, N.J. 07430

This hobby supplier carries just about anything you may need, catalogue is \$1.00 or free with order, adds appear regularly in MR, service is great and prices are hard to beat.

The Hobby Factory Inc.  
P.O. Box 321  
Kutztown, Pa. 19530

Write for their catalogue which contains various accessories for H0 and N including: strobe flashers, trackside signals, fibre optic kits, constant brightness lighting kits, etc.

Tri-Delt  
Sophisticated Electronics  
P.O. Box 11063  
San Diego, California 92111

Write for catalogue of electrical accessories including: two-signal units, Integrated Circuit Detection Unit, Capacitor Discharge Unit, & Diode router kit.

continued



NR LIST OF HOBBY DEALERS---continued

I.S.L.E. Laboratories  
 Scientific Hobby Supplies  
 P.O. Box 173  
 Sylvania, Ohio 43560

Catalogue contains HO and N scale items including: tunnel portals, Mountains in Minutes Kits, Landscape kits, rock castings, operating lakes, streams, and waterfall kits, etc.

Limited Budget Railroad  
 P.O. Box 336  
 Indian Rocks Beach, Fla. 33535

HO and N scale trackside signals in their catalogue.

Prototype Pix  
 8404 Gemini Drive West  
 Jacksonville, Fla. 32217

Offers slides (Ektachrome and Kodachrome) of prototype equipment taken by professional photographers.

Roller Bearing Models  
 P.O. Box 573  
 Livingston, N.J. 07039

Suppliers of HO replacement wheel sets.

Ted's Engine House  
 6307 Westfield Ave  
 Pensauken, N.J. 08110

Carries many brass train items and numerous other supplies including books, magazines etc. Write for list w/prices.

GSB Rail  
 P.O. Box 26794  
 Elkins Park, Pa. 08110

Send three 15¢ stamps for catalogue.

Model Railway Post Office  
 Box 426

Hewitt, N.J. 07421

Send \$1.00 for catalogue.

Worldwide Hobby Distributors  
 P.O. Box 122  
 Huntington Valley, Pa. 19006

This company handles all TYCO orders. Send for 1982 catalogue and price list.

Trainland  
 293 Sunrise Highway  
 Lynbrook, L.I., N.Y. 11563

One of Long Islands' older train supply centers, extensive stock at competitive prices.

continued

NR LIST OF HOBBY DEALERS---continued

Nelson's Model Railroad Supply Co.  
P.O. Box 629  
Flushing, N.Y. 11352

Send \$1.50 for catalogue-refundable with first order.

Hobby Surplus Sales  
P.O. Box 1319C  
New Britain, Ct. 06050

Send \$1.00-refundable- for 128 page catalogue of trains, planes, racing cars, boats, die-cast vehicles, war games etc.

World of Trains  
63-118 Woodhaven Blvd.  
Rego Park, N.Y. 11374

Send for catalogue w/price list.

Steve's Hobby Shop  
P.O. Box 610  
Beatrice, NE 68310

Carries a wide offering of Athearn, AHM, Roundhouse, Cal-Scale, Detail Asso., Kemtron, etc., and a good run of the standard supplies.

Athearn  
19010 Laurel Park Road  
Compton, California 90222

Engine and rolling stock kit manufacturer, write and ask for 1982 update price list.

Wayne Towntown  
163 E. Lancaster Ave.  
Wayne, Pa. 19087

Send LSSAE for latest MARKLIN catalogue and price list.

Stoneleigh Cycle & Hobby Inc.  
6717 Yord Rd.  
Baltimore, Md. 21212

Send LSSAE for Marklin price list w/catalogue.

MY HOBBY SHOP  
Rt. 209  
146 W. Patterson St.  
Lansford, Pa. 18232

Stop in and browse around when passing thru, some rare items at good prices.

Great Escapes  
Sunrise & Veterans Highway  
Holbrook, L.I., N.Y.

Stop in and browse around, 36 ft. operating layout, wide selection to offer, everything from beginner's needs to sophisticated buff's habit.

COMMEMORATING OVER 50 YEARS OF LACKAWANNA ELECTRIFICATION

Derek Van Deusen

This is the first in a series of articles to commemorate the 50th anniversary of the electrification of the Erie Lackawanna in New Jersey. The lines involved in the electrification include the Erie-Lackawanna's Morristown Line from Hoboken to Dover, plus the Montclair and Gladstone branches.

Part one will deal with the history of the lines and part two with present operations. The D.L. & W. Electric lines, now Conrail, have operated out of Hoboken Terminal for a full half century. The only other suburban lines that have operated longer are the Long Island, New York Central, and the New Haven; but they are not operated with the original passenger equipment. The lines operated by the D.L. & W. are part of the earliest railroads in New Jersey, and they were at one time partially wide guage (6'), so the Central Railroad of New Jersey could run coal trains over them. This was in the 1840's and 50's. And, at the Western end of the line (primarily in the Dover area) there were iron mines which contributed a rather large amount of traffic.

The Morris and Essex Railroad was chartered in 1835 and operated its first horse-drawn train between Newark and Orange on November 19, 1836. The railroad was designed to be a link across New Jersey between the rich coal fields of Pennsylvania and Eastern ports. The first commuter ticket sold on the M & E was sold in 1841. On March 31, 1841, Judge F.S. Lathrop of Madison, who commuted to Newark, purchased a commuter ticket. The grand total charge was \$100.00 for six (6) months of transportation. That's less than \$17/month. So in actuality commuter service has been around for 140 years. That, by any standard is quite a feat.

Construction continued through Madison and on September 14, 1837 the line's first steam locomotive ascended the four mile grade from Millburn up to Summit. The rails were extended through Morristown and reached Dover in 1848. By 1865, when the line reached from the Hudson to the Delaware, the M & E was carrying nearly one million passengers a year!

Three years later, in 1868, the Delaware, Lackawanna and Western acquired the M & E in order to expedite anthracite shipments to the seaboard. The history of the Gladstone Branch begins in 1865 when the Passaic Valley and Peapack Railroad was incorporated and chartered to build West across New Jersey into Pennsylvania. The charter was modified in 1870 to permit the line to use CNJ's Newark Terminal and the line's name was changed to the New Jersey West Line.

Construction began in 1870 and the line was completed from Summit to Bernardsville in 1871 with West Line cars, which were actually leased from the D L & W, being coupled to the rear of D L & W trains at Summit. In 1878, the West Line lost it's financial backers and fell into bankruptcy. The line was reorganized as the Passaic and Delaware Railroad and leased to the D L & W in 1882. The D L & W extended the line West to Peapack-Gladstone in 1890 and eight trains a day made the 42 mile run from Gladstone to Hoboken in 75 minutes. The D L & W completed its system by purchasing the Newark and Bloomfield Railroad, thus acquiring a line to Montclair.

In the early 1900's communities along the railroad's right-of-way urged the D L & W to electrify. They cited the advantages of speed, safety, money-saving and cleanliness that electrification would bring. Management was hesitant, but in March of 1928, a major electrification program was authorized. Specifications for bids were let out in February of 1929 and contracts made in August. When the first electric train was displayed in the Hoboken Terminal, 21,441 persons visited it in just two days.

continued

LACKAWANNA ELECTRIFICATION---continued

## Hoboken Terminal

Built in 1907 by D L & W

Currently being refurbished  
by the NJDOT.



The Montclair Branch was the first to be electrified, with service beginning in September, 1930. Electric service commenced from Morristown in December, 1930. The entire line to Dover and Gladstone was electrified by January 25, 1931. 3,000 volt direct current was chosen to be the best for both suburban service and long hauls ( the management still envisioned extending the electrification over the Pocono mountains). This installation was the first use of 3,000 volt D.C. in the U.S. The large rectifiers at Bergen Junction and Roseville (Newark) were the largest in the world to operate at this voltage in railroad service. Other substations were constructed at Summit, Denville, and Bernardsville. These stations rectify (change from A.C to D.C) and transform (reduce to 3,000 volts ) the voltage and current received from commercial installations.

Overhead power transmission was used due to serious power leakage with third rail operation. The 16 million dollar project also included the purchase of 903 miles of copper and bronze wire and cable. Eight million pounds of steel were used in constructing the catenary system. The project involved the electrification of 70 miles of roadbed carrying 160 miles of track.

Originally, 141 new steel motor cars, each seating 84 passengers, were ordered. A similar number of steam coaches seating 78 to 82 were converted for electric service, bringing the total fleet to 282 cars. Also included were six Osgood & Bradley parlor cars designated as "subscription cars". The major improvement obtained through electrification was train performance. The MU's can accelerate at a rate of  $1\frac{1}{2}$  mph/sec on level track( four times faster than steam locomotives). Should the engineer remove his hand from the power control lever while the train is in motion, the train will be brought to a halt. The MU's are also equipped with four-toned pneuphonic horns which can be heard equally well fore and aft.

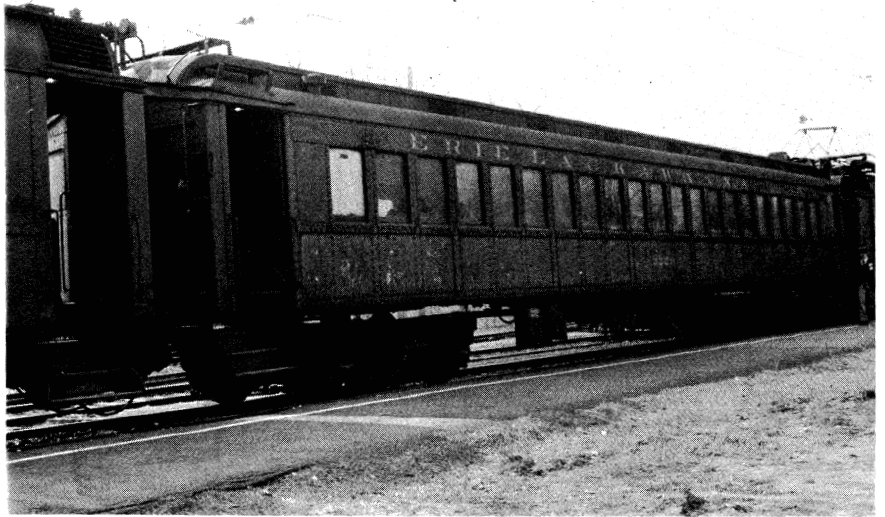
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LACKAWANNA ELECTRIFICATION---continued

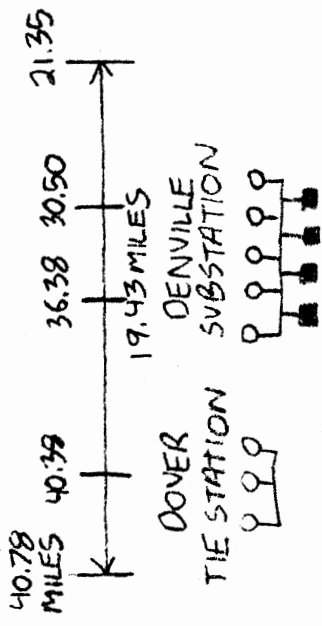
Despite the age of the system, the equipment has remained virtually unchanged since the time it was built 50 years ago. However, time is catching up with the line, and, in the next installment I'll discuss the modern-day problems facing New Jersey's last interurban.

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An "over-the-hill" 50 year old  
Erie Lackawanna electric at  
Gladstone



Front face forward at Hoboken Terminal.  
An end view of one of those old  
electrics of the Erie Lackawanna.  
"built like a tank"



SIMPLIFIED DIAGRAM ELECTRIFIED TRACKAGE  
NJ TRANSIT'S MORRISTOWN LINE

- LEGEND:
- High Speed Circuit Breaker
  - Mercury Arc Rectifier
  - Catenary
  - Non-electrified Track

13.22 MILES TO DENVERVILLE VIA BOONTON LINE

MONTCLAIR TERMINAL

DOVER YARD

TO WEST END VIA BOONTON LINE

SOUTH ORANGE YARD

GROVE STREET TIE STATION

DOVER YARD

MORRISTOWN YARD

MORRISTOWN TIE STATION

DENVILLE SUBSTATION

GLADSTONE

SUMMIT SUBSTATION

SOUTH ORANGE TIE STATION

ROSEVILLE SUBSTATION

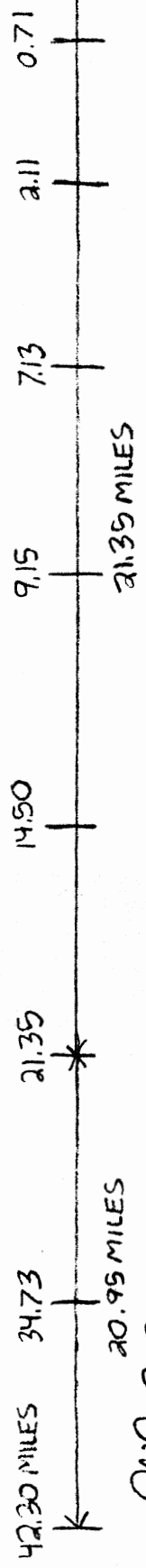
HARRISON TIE STATION

WEST END (BERGEN JCD) SUBSTATION

BERGEN TUNNELS

PASSAIC RIVER    HACKENSACK RIVER

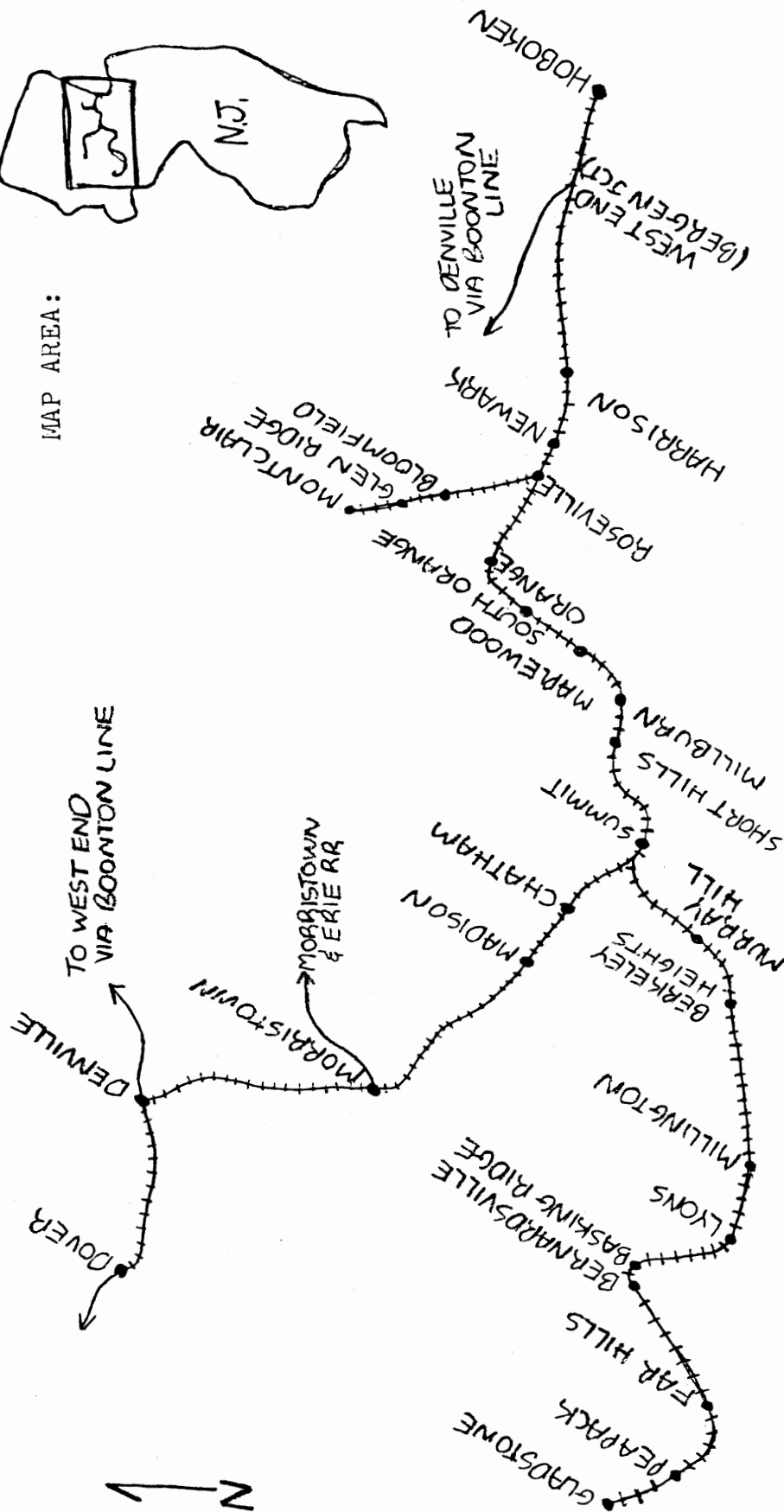
HOBOKEN TERMINAL



3-81



# ELECTRIFIED TRACKAGE-M&E DIVISION, LACKAWANNA RAILROAD

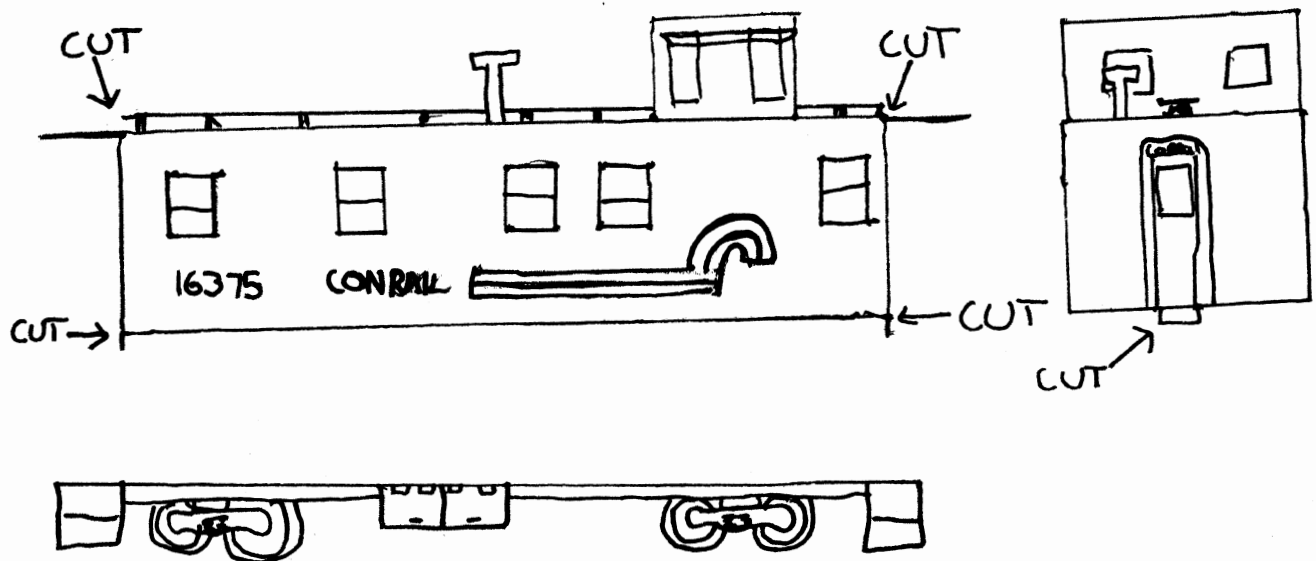


FUTURE CABOOSE

Doug Thompson

Having reveived some old cars and engines a while ago, I decided to see what I could do with them. Among them I found an old Athearn New Haven style caboose. Unfortunately it had been battered pretty badly. The two roof ends were broken, the couplers gone, and the underframe was in bad shape. Renovations started with cutting off the roof ends and painting the body shell Conrail blue. Next, I took Conrail Walthers N scale #325-76 decals and put them on in the fashion illustrated in the diagram below. After finishing the body I decided to tackle the underframe. Seeing no alternative but to start with a completely new underframe, I took out a TYCO streamline caboose and removed the underframe. I found it fitted closely and needed no work at all. I then took off the two tabs located under the doors of the shell and glued the shell to the underframe. Looking like the new Conrail cabooses, but this one with a cupola, I called it a "future caboose". Since this is not a real caboose other modifications could be made. I am now pleased to say that it now traverses my mainline, and is not stored in some reject car box.

HO Scale "FUTURE CABOOSE" Diagram



PRODUCT REVIEW-----Life-Like GP38-2

Eric B. Hagman

My family recently picked up two Life-Like GP38-2's at Hobbies-For-Men in New York, mainly as an experiment. One of the GP38's was a Lehigh Valley and the paint scheme is fairly accurate as is the handrail design. However, I would probably repaint the unit if I were modeling the Lehigh Valley. The drive system was a lot better than expected with the three pole motor and single drive truck; for after being "broken-in", it ran as low as 2 to 3 scale mph while pulling a train. Occasionally it will loose power over a bad switch, but, otherwise the single pick up truck was alright. The other unit was a P & LE and I don't know anything on that paint scheme so I won't comment on it. The only differences between units was that the P & LE had European flanges whereas the LV unit had good old NMRA RP 25 wheels. I gave the LV unit a "7", taking a point off for the following: paint scheme, handrail color, and one truck pick-up drive system.

SECRETARY/TREASURER'S REPORT

This may or may not be my last report as Secretary/Treasurer, depending upon how you vote in the election. However, even if you do not care to vote, there is another reason to send in your ballot. The ballot also contains a proposed amendment to the NR Constitution. Its basic purpose is to insure that the DEPOT continues to serve all teen railroaders by providing that, as long as the material is available, the DEPOT contain both model and prototype articles in every issue. In this way, although the Editor will be able to regulate the material in each issue, he cannot completely eliminate one area of the hobby and alienate some members just because he feels it should be that way.

In order for this amendment to pass, two-thirds of those voting on the issue must vote for or in favor of it. Otherwise, no change will be made in the Constitution. In accordance with the present Constitution, this amendm ent has been proposed by two members of the NR( J.S.Ward and Ted Tait ).

IN THE PIGGY BANK:	\$58.42	Previous balance
	+\$ 6.00	Income
	-\$15.00	Expenses
	<hr/>	
	=\$49.42	New Balance

\*\*\*\*\*Look for the updated directory in the next issue.

DIVISION NEWS

J.S. Ward

The Western PA Division sponsored its first trip on October 24 and 25, 1981 to Altoona, Pa. Also, we are trying to start our division with a newsletter, whose dues are \$2.00/yr. Anyone can join no matter where they live. Just send the \$2.00 with completed questionnaire supplied in the last issue of The Depot, to Darren Phillips , 226 Hemlock Dr., McMurray, Pa. 15317

Unfortunately, this is the only area even working toward division status. Where is everybody? There are about 3 to 5 people in the Region who help keep everything going, You know who they are. They always write articles for the Depot or organize trips, but Ted Tait holds us together.

This is grim, but if something were to happen to Ted, where would we be? This is a situation no organization should find itself in. Did you realize that if we were more organized locally, the region would perpetuate its growth and we'd slow our membership turnover rate?

Its probably just a waste of time to write this, but, if it motivates someone, it'll be worth it.

Classified Adds:

Brand new and available, 4 ea Atlas remote snap switches HO gauge brass, Atlas cat # L-50; and 4 ea. Atlas remote snap switches HO gauge brass, Atlas cat # R-51, plus 9 new pcs. 36" HO brass flex track. If anyone is interested \$46.00 takes the entire lot postpaid. Also have a splendid TYCO GG1 in PENNSY silver--will sacrifice--runs like new. \$10.00 postpaid.  
Contact: Bernie Stone, 70 Hillside Lane, Syosset, N.Y. 11791

COMING UP

Part Two of the commemorative series on the Erie Lackawanna electrification.

Informative series on the Pennsylvania anthracite regions industrial railroads, both standard and narrow gauge --above and below ground.

The Pennsylvania Power & Light Co. thermos bottle engine--a glimpse at a surviving museum piece. A H.K. Porter fireless steam engine which serviced the Hauto, Pa. power plant.

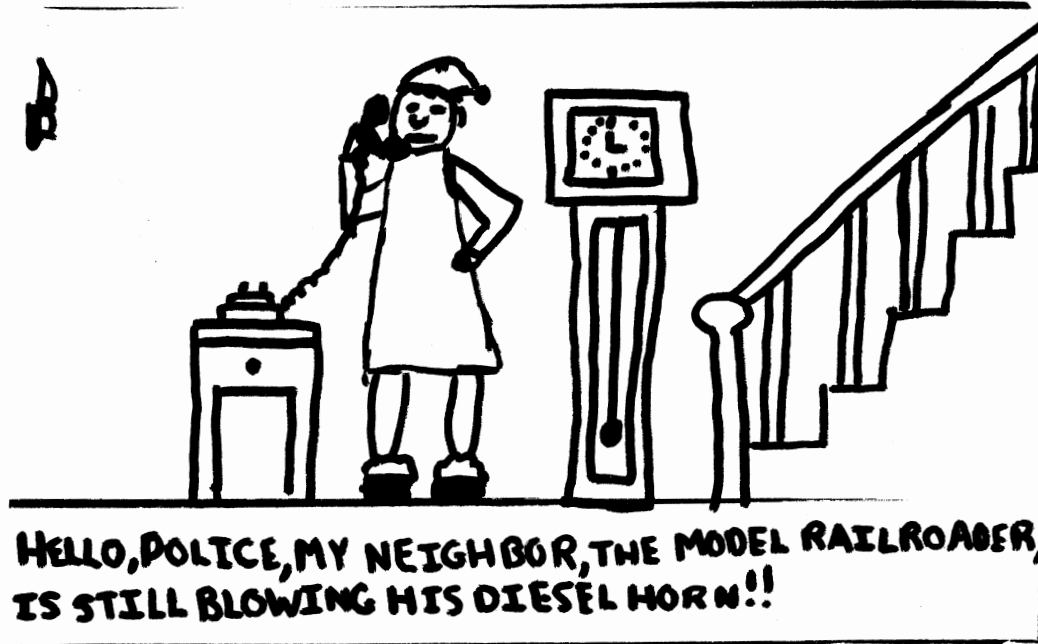
Panther Valley Railroad---a layout railroad contrived part from fact and part from imagination.

\*\*\*\*\*BE SURE TO SEND IN YOUR BALLOTS TODAY! ! ! ! ! \*\*\*\*\*

DON'T TRUST YOUR MEMORY---DO IT NOW!

TOMORROW MAY BE TOO LATE!!!

NR CULTURE CORNER---mind expanding cartoons and other trivia for railmaniacs



Cartoons by George Fletcher

\*\*\*\*\* Any members wishing to participate in sending in cartoons are welcome to do so. Try for neat copyable material as they are copied as received, botch jobs are immediately sent to the "round-file".



The Depot  
Ted Tait - Editor  
16 Evergreen Dr.  
Syosset, N.Y.  
11791

