

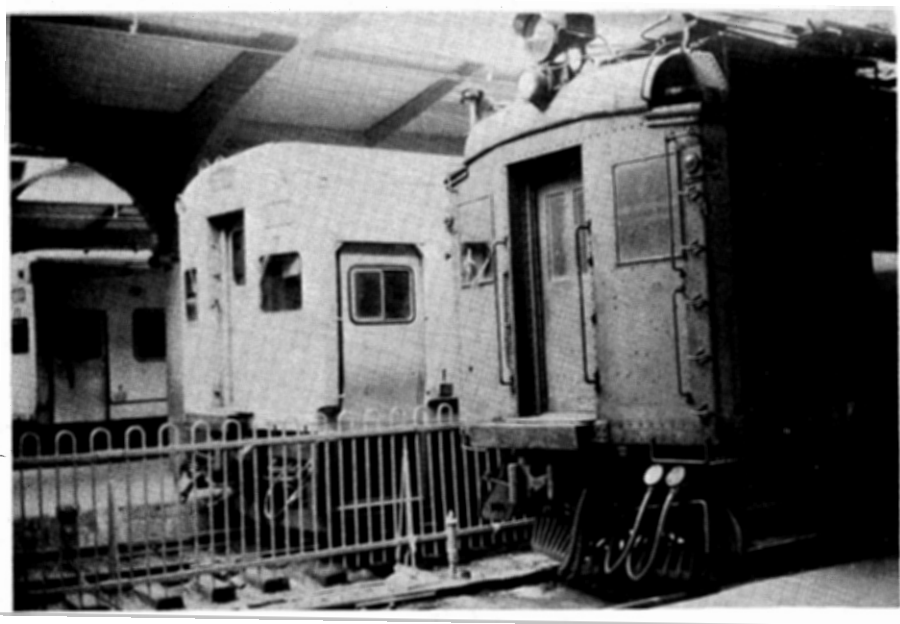
 The Depot is the official publication of the Northeastern Region
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IN THIS ISSUE:

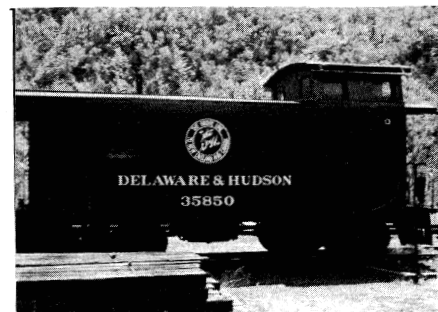
Part II of our article on celebrating over 50 years of Erie Lackawanna electrification. This photo shows electrics from Dover sitting beside Boonton Line Push-Pulls at Hoboken Terminal. (Derek Van Deusen) Article starts on page 2.

Another installment of our newest column "Corridor News". To find out what the government is doing with our railroads, turn to page 10. This photo is of an Amtrak E60CP running on the Southbound Express track of Linden, N.J. (Bob Huron)

Shown here is one of two H.K. Porter fireless boilers in existence. For more information on this fascinating machine, see page 8. (B. Stone)



An 1888 Delaware & Hudson caboose which is being restored for running use. Photo taken in Jim. Thorpe, Pa. (Bernie Stone)





TOP LEFT GP-7 at Elmhurst, N.Y. (Bernie Stone)

TOP RIGHT Bernardsville Substation on the Gladstone branch

BOTTOM LEFT Steve Stone hitches a ride in an Erie Lackawanna caboose. (Bernie Stone)

BOTTOM RIGHT Chessie #614 passes a new GP40-2 (#4437) at Altamont, MD. (J.S. Ward)

WHICH WAY DID THE TRAIN GO?", asked B.P. Stone, Sr. (40 Yrs.

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Attention Members: Send in your convention forms as soon as possible!!!!
 Lets make this convention one to remember!!!

****SEE UPDATED DIRECTORY IN THIS ISSUE****

FROM THE CAB

Ted Tait

As things progress on schedule, the decision on my successor to the Editorship of this newsletter will soon be made. The transition will be made over the summer.

Depending on how negotiations go with the printer, this may or may not be our last offset Depot for awhile. We are trying to keep it as ditto is no longer as readily available as it once was. For now, that is my problem and my responsibility. However, your responsibility is to

continued

FROM THE CAB---Continued

keep me supplied with material to print in the first place. Since the start of this year, I have received a minimun of material. The infrequency of our recent publication schedule (due to other problems) and the help of a select few are what kept the Depot from being half its normal size!!

If nothing else, please don't make me send the new Editor a file labelled "articles to be published" which is completely empty! I know well how you people have rallied after my cries for articles in the past, and I know you can do it again.

PRESIDENT'S LETTER

Yes, I am talking to you again, but you are not talking back. It's like talking to a brick wall. Ted and I are always asking for articles but we never get them. I must give credit to the people who do send us material, which is only a handful. So, I will say it for the last time. We need material to print! So get off your duff and start writing!

Another thing that has crossed my mind is a printing source for the Depot. Like Ted said, this may or may not be our last offset copy of the Depot. We are now having some problems keeping the source. Hopefully this will be resolved. If anyone knows of a printing source let us know. It is a matter of life or death for the Depot.

I also want to congratulate Ted Tait on being re-elected as Sec./Tres. of the N.R. I hope his work will stay at the top quality standards it has always been.

One last thing, is the convention. Yes, we will be having one! It will be in Connecticut this year. It is explained in the Sec./Tres. report. I hope a good number of you are able to attend. I am looking foreward to seeing a lot of you. Well, all I can say is that if we don't get another Depot out before the convention, I hope to see you in Connecticut!

COMMEMORATING OVER 50 YEARS OF LACKAWANNA ELECTRIFICATION: Part 2

by Derek Van Deusen

At noon on January 25, 1981, a group of NJ Transit officials and assorted railfans gathered in the waiting room of Hoboken Terminal. Present were Jerome C. Prema, executive director of NJ Transit; Louis Gambaccinni, comissioner, NJDDT; and Frank T. Reilly, chairman of the Tri-State Railroad Historical Society. This was all part of a ceremony celebrating the Golden Anniversary of Lackawanna electrification in the state over fifty years ago. Thomas Alva Edison ran the first electric train on the line at Hoboken, to celebrate the replacement of 61 steam locomotives with 141 new MUs, bringing an end to the steam era on the line.

The Morristown Line, as it is now called, has remained virtually unchanged despite a varied history of ownership. The line was operated by the DL&W until the Erie Lackawanna merger in 1960. The word ERIE was added to the left of LACKAWANNA on the MUs and many of these cars still retain this off-center lettering. Few changes were brought about with the Conrail take-over in 1976. Today, the Morristown Line is owned and subsidized by NJ Transit and operated by Conrail under contract for the statewide public transportation agency formed in 1979.

LACKAWANNA ELECTRIFICATION---continued

The Morristown Line is a vital part of New Jersey's transit network. The line carries 30% of New Jersey's 75,000 rail commuters (average daily one-way ridership-1980) over its 70 miles of roadbed.

The line's main terminus is Hoboken, NJ. The massive, copper-green terminal building here was built in 1907 by the DL&W, 18 years before electrification. Many of the commuters passing through Hoboken are bound for New York, across the Hudson River. The Erie Lackawanna ferries once used for this purpose are long gone and New York-bound commuters must now use PATH (Port Authority Trans-Hudson) trains which operate on 3-5 minute headways during rush hours. In addition to the Morristown Line, Hoboken also serves as the terminus for the non-electrified Boonton and Bergen County Lines, served by push-pulls. The traffic generated by these three lines amounts to something like 250 arriving and departing trains daily from Hoboken, with about 2/3 of them being Morristown Line electrics.

Hoboken is also the location fo the Morristown Line's general shops and MU shed.

Just west of Hoboken are the four track Bergen Tunnels, and West End is located two miles out of Hoboken. Here, the non-electrified Boonton Line cuts off to the north to eventually rejoin the Morristown line at Denville.

After crossing the Hackensack and Passaic Rivers, the line passes through Newark, Roseville Ave., Newark, is the location of the junction of the Morristown Line mainline and the Montclair Branch. Ridership out of Montclair has dropped over the years and large interlocking plant and six track terminal there have been abandoned and a new shelter built to handle the branch's 24 daily weekday runs. There is no service on the branch weekends or holidays.

21 miles out of Hoboken is Summit Interlocking. Summit, being the junction of the Gladstone Branch and the line to Dover, is an important station. 14 week-day trains originate or terminate at Summit. Weekend and non-rush hour trains are split at Summit; the first four cars go to Gladstone and the last four to Dover. The procedure is reversed with eastbound trains. The practice of combining sections at Summit was started way back in 1872 with West Line/DL&W trains.

The Gladstone branch, or P&D (for Passaic and Delaware), consists of some of the most scenic portions of rail line in the State, and is the only single track, electrified section of the Morristown Line. This 22 mile branch hosts 39 daily weekday trains and features 12 meets on its 7 sidings between Summit and Gladstone. The branch is characterized by its wooden catenary poles and the variety of stations found along the right-of-way; everything from stone and concrete structures to tin sheds.

The Morristown Line turns north from Summit and runs 20 miles to Denville and Dover, the end of the line for Morristown Line electrics. Boonton Line push-pulls use Morristown Line tracks between Denville and Dover en route to Netcong.

There are a total of 163 Morristown Line trains operated on weekdays; 53 on Saturdays and Washington's Birthday; and 43 on Sundays and major holidays. Ridership on the lines has been dropping despite attempts by Conrail and NJ Transit to improve service. Between Oct.1 and Dec.31, 1980, ridership on the Morristown Line mainline decreased 5.9% and there was an 11.6% drop on the Gladstone Branch. On the Montclair Branch, however, there was a 4.5% increase in ridership during that period.

LACKAWANNA ELECTRIFICATION---continued

Conrail has been involved in several recent upgrading projects on the Morristown Line such as the replacement of deteriorating ties, the installation of welded rail on the Gladstone Branch, and the rehabilitation of several stations, notably Summit and Hoboken. An intercom system has also been installed at all stations to inform commuters of changes in train schedules.

The single largest drawback to the system are the trains themselves. Some of the trailer coaches date back to the early 1920s. Many of these cars are in disrepair and in need of paint. Cars have been known to leak and the heating systems are not in the best condition. Off-peak trains which used to operate with one motor and one trailer now tow around another motor and trailer in case of breakdowns. The state of these cars, combined with the rough track, is such, that when the MUs start to reach their top speed of 55 m.p.h., the result is downright frightening!

Despite these poor conditions, the trains manage to keep on or on near schedule most of the time. When breakdowns do occur, NJ transit is quick to get buses on the scene.

The Morristown Line offers some unique and interesting opportunities for railfans. The best photo locations can be found on the Gladstone Branch, although there are also some good spots between Summit and Dover. During the summer, you can catch 102 daylight weekday runs between Roseville Ave. and Summit, 66 between Summit and Dover, 32 on the Gladstone Branch, and 24 on the Montclair Branch. An interesting operation is train 629, the Tom Taber Express, named by the Erie-Lackawanna for its most famous railfan which operates between Hoboken and Chatham.

The concern shown by railfans and NJ officials for this historic and vital rail line can now be seen by the presence of a plaque near the ticket windows of Hoboken Terminal, 50 years after the arrival of a new era for rail commuters in New Jersey.

PROTOTYPE PRACTICES: Scheduling & Trackage II

Bob Huron

In our last discussion you were sort of left gasping; this was done deliberately. Scheduling and dispatching are not as easy as they seem. Many of you have probably seen bus systems or trolley lines (Boston and Philadelphia areas) near you. The same problems we discussed with the railroads apply to them as well. Road space in this case, is the governing factor, along with equipment turnaround and availability.

Most railroad fans look down their noses at streetcar fanatics, but consider this: there are very few railroads that dispatch on a thirty seconds or less headway. Many streetcar companies could and did operate on fifteen second headways. At one time the New York Subway (IRT) was down to 70 second headway express operations, so don't let any straight railroad guy get you streetcar fans down. Actually, this proves the efficiency of steel wheels and steel rail, in very trying conditions.

Now that my preface is over, on to the meat of the discussion. In our last article, we were showing how a single track line operated with one passing siding placed midway. We also discussed the fact that trains can be superior by direction or by class. In this case class refers to priority of movement, as determined by the schedule, the rulebook, and the dispatcher. A sample of train classification follows:

First Class: Through passenger, connecting passenger and mail trains.
Perishable shipments (moving under passenger train orders),

continued

PROTOTYPE PRACTICES*--continued

and other trains so designated such as wreck trains proceeding to a wreck, or emergency service trains.

2nd Class: Accommodation trains, motor trains (RDC & gas electric), livestock, mixed trains (mainline and branch), and others so designated.

3rd Class: Freight trains, work trains, and other trains so designated.

By the priority system, a first class passenger train has rights by class over a third class freight, at all times, unless the dispatcher changes the rights shown on the timetable. Our sample railroad could show a timetable as follows:

STATION	#101	#103	#005	#405	Dist.MP	Bet.Station	Siding	Cap.
Bedell Yd	12:55	6:00	----	5:00	0.00	0.00		YARD
Bedell Sta	1:05	6:05	6:20	----	1.00	1.00		20
Tait Cross.	1:10	6:10	----	5:20	4.00	3.00		7
Luzine St.	----	6:15	----	----	6.00	2.00		15
Russo city	1:20	6:20	6:40	5:50	10.00	4.00		YARD
Anderson yd.	----	----	----	6:30	15.00	5.00		YARD
Byerly Ave.	1:35	6:35	7:05	----	19.00	4.00		10
55th ST.	----	----	----	7:05	23.00	4.00		YARD
Dobey City	1:45	6:45	7:15	7:30	27.00	4.00		20
Ward Stati	1:50	6:50	7:20	8:15	30.00	3.00		20
STATION	LOCAL	LOCAL	XPRESS	FRT.	MP			CAP

This is a westbound timetable due to the fact that the last station is in Jeff Ward's backyard. All kidding aside however, in the AAR Rule Book the custom usage is that all West or South bound trains are odd numbered; all East or North bound trains are even numbered. There are always exceptions to the rules, but they are determined by the railroads themselves.

Now back to our hypothetical example of a timetable. We have shown a number of stations with yards. This operation could be likened to a terminal district, with a large number of runs operating to and from industrial trackage and interchanges. It might be compared to the Central Railroad of New Jersey or the Indiana Harbor Belt (Chicago).

For the trains shown (all Westbound) the classes are first, first, first, and third, from left to right. Notice that trains #103 and #005 operate within 20 minutes of each other, and if #103 got hung up, the dispatcher could put #005 ahead of it, if the need arose. Both the space interval and time interval apply here. A through train generally has a ten minute cushion in its schedule to allow other trains to get in the clear.

continued

PROTOTYPE PRACTICES---continued

Now notice #405. At Tait's Crossing this train does not stop, but it is a timing point, so a time is shown. When there are junctions, controlled crossings, and division posts, times are shown to give train crews an idea of whether they are on schedule or not. Also note how the mileposts run. Milepost 0.00 is in the yard at Bedell, and MP 30.00 at Ward is in the station. The distances between stations is simplified and self explanatory. Generally, siding capacity was forty 40 foot cars, but now most have been upgraded to the same number of 50 to 70 foot cars.

There are a number of places you can get employee timetables, and their perusal is of much value. Also, getting a railroad rule book is a good idea to get a handle on why railroads operate the way that they do.

SECRETARY/TREASURER'S REPORT

First off, let me thank you all for having the confidence in me to have re-elected me as Secretary/Treasurer. It tells me that my that my record of past performance is one to be proud of.

Although we are running rather late, this year the NR summer convention will not DIE. This year's planning was delayed, but the convention will be held. Our Convention Chairman is Peter Antoniou and the convention is being held in Wethersfield Connecticut. I have spoken to Peter on the phone, and although the plans are not yet finalized, we should have a number of activities to please most any member. Please refer to the tentative itinerary that follows for more information.

The convention will be August 6,7, and 8 (Fri.-Sun.) and there should be enough free lodging to allow every attendee to spend the nights in fellow NR member homes rather than having to pay for motel accomodations.

If you can or may be able to attend this year's festivities, please mail the enclosed form to Peter as soon as possible! If you know you are coming, be sure to include a check or money order made out to Peter in the amount of FIVE DOLLARS to cover convention expenses. THERE IS NOT A LOT OF TIME SO PLEASE MAKE PLANS NOW!!! Be sure to give all pertinent information, such as your method of transportation and arrival time. If you cannot give some information yet because you are not sure, just be sure to let him know as soon as possible. We want to avoid possible confusion due to lack of communication.

If you send in your application late, you might want to include your phone number and times that you will be home in case questions arise just a few days before the convention.

OFFICIAL ELECTION RESULTS:

(as reported by Bernie
Stone Jr. Elections Chairman)

SECRETARY/TREASURER*

Ballots Received: 11
Ted Tait: 9
Jefferey S. Ward; 2

continued

Secretary/ Treasurer Report continued

PROPOSED AMENDMENT*

Ballots Received: 11
 Votes for : 11
 Votes Against : 0

A majority vote was needed to choose the Secretary/Treasurer, so Ted Tait remains in that office.

A 2/3 majority vote was needed to pass the proposed amendment. Since it was unanimous, the proposal passed and will be added to the NR Constitution.

IN THE PIGGY BANK:

\$49.42	Previous Balance
+\$43.00	Income
-\$ 4.80	Expenses
<hr/> =\$87.62	New Balance

WE NOW HAVE 65 MEMBERS....

TENTATIVE 1982 SUMMER CONVENTION ITINERARY

- FRI. 8/6 -Our convention starts with the prototype. Arrangements are being made to tour the New Haven Yard (see Hotbox #159).
 -After seeing railroading present, our traction buffs will be interested in our trek to the past at the Branford Trolley Museum. The museum has many beautifully restored trolleys now operating on their 1½ mile long stretch of track.
 -Friday night will be spent in more relaxing activities. A Bull session, Rail Baron, Operation of member layouts, or anything else we can think of will occur.
- SAT. 8/7 -Our second day of fun will progress just as the events progressed in real life. Yesterday there were trains, today we have models of them. We will visit the homes of our fellow teens in Connecticut to see what they have done, visit a club or two, and possibly see some of those Hartford Workshop layouts that have been featured in Model Railroader magazine.
 -No NR convention is complete without a banquet, and although this one may not be held at the Groung Round, it will be something to remember. This year we are considering everyone's favorite pasttime: A COOKOUT!
 -With filled bellies and smiling faces, Saturday night will be spent looking at slides and some NMRA tape-slide clinics on modeling techniques.

continued

Secretary/Treasurer Report continued

SUN 8/8 - Our last day will be one of nostalgia. For some it will bring back memories of the steam age; for others it will provide happy memories of the NR summer convention of 1982 before they leave. We will be given a tour of the shops and antique equipment of the Valley Railroad in Essex, Ct. The Valley Railroad has operational steam trains. From here, anyone leaving by train can take a shuttle to Saybrook where the rail riders can board their trains home.

H.K. PORTER "THERMOS" BOTTLE ENGINES

Bernard P. Stone, Sr.

Who ever heard of a fireless steam locomotive? Well, it's not a practical joke-they actually existed. Several types were built by the H.K. Porter Company to meet the needs of specific industries. As a youth growing up in the anthracite coal region of Pennsylvania, I was, at that time, unknowingly fortunate to actually see a H.K. Porter 0-6-0 "thermos bottle" engine in operation. This particular engine was known as Locomotive "F" and it was a 75 ton H.K. Porter fireless steam locomotive. Here are some interesting bits of data:

Class CHI. No. 7442--56 $\frac{1}{2}$ " track gauge.
 6---44" driving wheels.
 Weight on drivers: 150,000 lbs.
 Cylinders: 30" X 24" .
 Wheel Base: 11' 0"
 Height: 14' 6" .
 Width: 10' 0" .
 Length over the bumpers: 31' 6" .
 Tractive Force: 29,400 lbs. at 60 lbs. pressure.
 Reservoir capacity: 1,000 cu. ft.
 Inside diameter: 84"
 Length: 23' 8" with 2 $\frac{1}{2}$ " of radiation shielding.
 Working Pressure: 160 psi.

One of the operating chores of this locomotive was to haul out the cinder ash from the furnaces of the coal-fired Pennsylvania Power and Light Company plant which was located in Hauto, Pennsylvania. The engine operated with side-dump mill type gondolas which were loaded with cinder ash and hauled from the power plant to the ash dump on the Hauto side of Nesquehoning Mountain which was directly behind the power plant. The round trip was relatively short by most railroad standards, thus this type of locomotive suited the situation ideally. The steam which ran the locomotive was taken from the stationary boilers in the power plant, by means of a hose and valve arrangement. The hose was connected to the steam source at the power plant, then the intake valve on the locomotive's reservoir was opened, next the steam source valve was opened and the steam released would enter the reservoir. When the water temperature and steam pressure in the reservoir equalled that of the plant boiler the steam reservoir was fully charged. The valves were then closed and the hose removed. This operation took about 15 to 20 minutes, and the engine was ready to tackle some more work. In between ash dump runs the reservoir was charged as needed. This particular locomotive is still in existence, although the power plant has been torn down and is long gone.

H.K. PORTER "THERMOS BOTTLE" ENGINES ---continued

If anyone is interested in getting a glimpse of the past, in particular one of the steam era and a museum piece, you can still have a chance at it if you travel through Jim Thorpe, Pa. on Route 209. You can't miss it, because it is right at the side of the road near the old train station, which has been turned into a museum of the past glories of the anthracite industry which once flourished in the area. Jim Thorpe was once known as Mauch Chunk and is the seat of Carbon County. If you stop you will be in for a few pleasant surprises when you see the other restored railroad cabooses, passenger cars, etc. that are located there. We had intended to have a few good photos of locomotive "F" to go with this article, but we could not get any really good "shots" of it because of where it was parked. Also, a large tarpulin was covering it to give protection from the elements while restoration is achieved. The only decent view we had was from the rear end. Another beautiful locomotive on display and in running condition is former Canadian Pacific #972 a 4-6-0. We'll save our comments on this beauty for a later article when we can get some really good pictures to show. Any of you diehards that visit the area may want to top off the trip with a hike up the Lehigh Gorge which is nearby and offers some glimpses of the past and the challenges the railroads in the area had to overcome in order to survive.

CENTRAL NEW JERSEY MOTIVE POWER

John M. Pierdinock

The Central Railroad of New Jersey operated over 600 miles of track in New Jersey at its peak. Over the decades the revenue and survival of the Jersey Central depended on the moving of anthracite. About 400 locomotives were on the roster in the days of steam.

The CNJ was conservative in selecting motive power. In early years, they used modest sized locomotives until 1918 when the first Mikados and Pacifics joined the roster. The last new steam locomotive built for CNJ were fove Pacific's from Baldwin in 1930. During the age of Super Power more efficient locomotives were never bought somewhat due to the financial problems from the decline of the coal business.

If one locomotive design could be associated with the Central Railroad of New Jersey, it would be the Camelback. The road had over a hundred in no fewer than eight wheel arrangements. The characteristic wide firebox with cab positioned foreward and astride the boiler was typical power for trains for over sixty years. The last CNJ engine to be called in regular service; and the final steam fantrip would be handled by a hand-fired Camelback.

The first American Railroad to use a diesel electric locomotive back in 1925 was the CNJ Company. In 1940, there were only 15 diesel switchers on an otherwise all ateam roster. Maintenance costs were soaring and the higher horsepower diesels seemed the better choice for motive power replacement.

Only two Jersey Central steam locomotives remain today. Camelback 4-4-2 No. 592 is preserved in the B&O Transportation Museum in Baltimore, Maryland; and Switcher 0-6-0 No. 113 remains stripped and unpreserved at the Philadelphia Reading Coal & Anthracite Company's yard at Locustdale, Pennsylvania.

continued

CENTRAL NEW JERSEY MOTIVE POWER---continued

STEAM ROSTER

Road #	Type	Builder	Date
3-33	0-6-OC	Brooks	1901-06
34-49	0-6-OC	E'port	1912-15
76-93	0-6-0	Baldwin	1904
101-110	0-6-0	Cooke	1918
111-115	0-6-0	Schenectady	1923
135-140	0-6-0	Baldwin	1918
151-165	4-6-OC	Brooks	1910-11
169-184	4-6-OC	Baldwin	1905-06
201-224	2-6-2T	Baldwin	1902-04
225-230	4-6-4T	Baldwin	1923
270-294	0-8-0	E'port	1912-18
295-304	0-8-0	Schenectady	1923
305-314	0-8-0	Baldwin	1927
315-324	0-8-0	Baldwin	1929
431-480	4-8-OC	Brooks	1899-1901
590-595	4-4-2	Brooks	1901
609-630	4-6-OC	Brooks	1902-04
631-635	4-6-OC	Baldwin	1902-03
653-659	2-8-OC	Brooks	1903
675-684	2-8-OC	Brooks	1906
750-779	4-6-OC	Baldwin	1910-14

CORRIDOR NEWS: CONRAIL UPDATE 2

Derek Van Deusen

After six long years of grueling indecision, the federal government has finally taken action on the future of deficit-ridden Conrail. What has come to pass is legislation providing for the liquidation of the resource-bankrupt railroad within the next two years.

The first indications that the federal government wanted to get out of the railroad business came on January 15, 1981, when the Carter Administration released its proposed FY 1982 budget. In its plans, the Administration called for the elimination of federal subsidies to Conrail, already totalling \$3.3 billion since 1976. The USRA, created by Congress in 1974 to oversee Conrail, Congress, and the Federal Railroad Administration were given until April 1 of that year to submit recommendations for Conrail's future.

These events were in reaction to a December, 1980 USRA report indicating that even with a 30 percent reduction of trackage, Conrail would need an additional \$1.5-\$2.1 billion in subsidies to continue operating through 1985. Reductions would include the abandonment of 6500 miles of Conrail's 17,700 miles of trackage, and the elimination of passenger service in five states which costs Conrail \$50-\$100 million annually. Conrail officials were not overly upset at Carter's exclusion of Conrail from the 1982 budget, due to their belief that Congress would continue their past generosity to the struggling railroad.

When the new Administration took over, the debates raged on

continued

CORRIDOR NEWS: CONRAIL UPDATE 2---continued

in Congress. A proposed sale of Conrail lines was endorsed by the Regan Administration, as well as fourteen of Conrail's biggest customers, including the Big Three auto makers (Ford, GM, Chrysler). Transportation Secretary Drew Lewis claimed that selling Conrail to profitable railroads would add competition, improve service, preserve jobs, and provide for a restructuring of freight terminal operations along the Northeast Corridor. Any lines not sold would either be abandoned or operated on a limited basis by the government. Although no private railroads had expressed interest in purchasing any portion of Conrail trackage, the Administration was optimistic.

On the con side were L. Stanley Crane, Conrail's newly appointed chairman and formerly of Southern Railways, along with various state representatives, who feared extensive abandonments and loss of jobs. They predicted that no profitable railroad would touch Conrail until major changes were made in the system; the same changes that the USRA had been clamoring for since 1976 and which it claimed would make Conrail profitable. No one wanted a failing railroad, least of all the federal government.

The fate of Conrail remained in limbo until August of 1981. After four months of collaboration between Congress and the Reagan Administration, legislation was hammered out which outlined a plan to sell Conrail within three years. The purpose of this legislation was to debug the system and make it more attractive to potential buyers.

This action by Congress will give Conrail \$800 million in operating subsidies through 1984, allow the system to abandon hundreds of miles of unprofitable trackage, fire thousands of employees, and drop passenger service in five states. During this period, Conrail will also be exempt from all state taxes.

If Conrail is still unable to turn a profit by November 30, 1983, then the railroad will be sold in pieces to willing buyers. Should the railroad fall back into black by that time, then it will still be sold as an entity starting June 1, 1984.

The impending Conrail sale has many state governments wary as to what this will do to the economy of the Northeast. While most of Conrail's more lucrative lines will most probably be saved, abandonments in other areas may result in a loss of thousands of jobs and the closing of many industries. A rise in gas consumption will be brought about due to increased truck volume. Likewise, highway maintenance costs will be greater.

Provisions under the new law are as follows:

1. Conrail will be provided with \$400 million to terminate the employment of several thousand union and management workers. This money will be used to replace the Title V program, which guaranteed laid-off employees full wages until age 65. Without this concession, the Title V program would have cost taxpayers over \$1 billion. Labor unions will undoubtedly appeal the abolishment of this job protection pact.

continued

CORRIDOR NEWS: CONRAIL UPDATE 2---continued

2. Rail commuter services in five states will be abandoned by December 30, 1982. The state governments which currently operate these trains under a contract with Conrail will have the choice of taking full control of the operations or handing them over to an Amtrak commuter subsidiary to be created on January 1, 1983 under the Northeast Rail Services Act of 1981.

3. Conrail will be exempt from paying nearly \$22.5 million in state taxes, although it will still have to pay local taxes.

4. 2800 miles of Conrail has trackage in 13 states will be abandoned in the next two years. Conrail has already filed with the ICC to abandon this trackage, and unless another interested party offers financial aid to continue operation over these lines, they will be closed down.

Conrail will now face a five month test period in 1983 to determine whether it can make a profit. If it can, a buyer will be sought for the entire Conrail system. Quite frankly, it is doubtful that anyone would want to purchase Conrail as an entity, its value being estimated at \$500-900 million. Even if the price were lowered, Conrail is burdened with an overkill of tracks and routes which make it nearly impossible to streamline operations.

Even so, within two more years, the Northeast could start seeing the likes of CSX, N&W, Union Pacific, or Burlington Northern controlling lines currently operated by Conrail. Change is imminent, and in words of Robert Blanchette, Federal RR Administrator, "It's not a function of government to be an entrepreneur".

BOOK REVIEW

Bob Huron

The MA&PA (2nd Edition) by George W. Hilton, Howell-North Books. 11175 Flintkote Ave., San Diego, Cal. 92121, available through dealers and direct from publishers. (Cost \$12.95).

This is one of the model railroaders dream railroads. Short trains were mandatory, and small motive power is a GP9(ex-Reading). The bulk of the power were small 4-4-0's, 2-8--0's, and 4-6-0's while the operation was still steam operated. But the roster was by no means mundane, as the history would explain. Consider a railroad that started as two separate narrow gauge systems running basically North and South, connecting at Baltimore which is the origin of the Ma&Pa. How it got to be an East-West railroad based on York, Pa. is in a way very interesting and surprising part of the history. Conrail also has its part in this, so even contemporary rail lines can be left out.

Much information has been put into this book, and I have said, as a model railroader goes, so did the Ma&Pa at 12" to the foot.

This is highly recommended book, Easily read, and well thought out.

TRANSIT TOPICS: Electrifying News!

Bob Huron

In England this past November, an event of great importance took place. A Tyne & Wear Passenger Transport executive reopened a streetcar (trams to them) operation in Newcastle, England. This is the first new streetcar operation in England in the last 50 years (other than museums). Basically it is like the operation in Edmonton, Canada, as it is a grade seperated, light railway type operation.

Who says streetcars don't make money?! The San Diego trolley is now making 88% of its costs right out of the farebox. That is, for every dollar put in, the line is subsidized only 12¢ by the city of San Diego. Can any bus line make that claim? Keep in mind that they don't pay for road maintenance.

The climate is changing on the traction scene. A lot of people are realizing that you cannot run a decent transit system with only buses. Dayton, Ohio has a very good trolley coach based system, and it is one of the best maintained in the country, and it has expanded.

So anyone who says that streetcars and buses are passe had better watch out. To a certain extent, that was said of steam engines. Surprisingly enough, there are still steam engines in operation in 1982, even on mainlines which are supposedly all diesel. What of the ACE 2000 project? Can anyone predict the future that well?

NO COST SCENERY:

Nocost scenery? Not exactly, but almost. This method, although better for hilly terrain, can be used for rough mountains. The following materials are needed:

- Old newspapers
- Ground texturing material (dried sawdust, grass, ect.)
- Glue
- Water
- Scraps of wood for support
- Cardboard (such as shirt cardboard)
- Screen wire

The glue can be white glue or any other glue that can be diluted. I once used a vinal wallpaper adhesive with excellent results. Use whatever you can obtain at the lowest cost.

For grass i died sawdust with food coloring. (The sawdust was free, the food coloring cost very little and goes a long way).

The dirt is dried coffee grounds, also free.

Start by erecting a support of scraps of wood. Cover that with either screen wire or cardboard. To use cardboard, cut it into strips and attach to the supports in a criss-cross manner with masking tape. On that can be put crumpled up wads of newspapers to get the exact shape you want. (Don't overdo the newspapers).

continued

NO COST SCENERY---continued

Get all your materiald together because once you start its almost impossible to stop. Now make a diluted mixture of glue, dilute it just enough so that you can dip the newspapers in it,(about the consistency of plaster used for hard shell scenery). Tear up a large stack of newspapers pieces about the size of your hand.

Dip the newspaper in the glue so it is covered with glue on both sides. Put 6-12 layers on the mock-up. When you are done with that, apply the ground texturing. The easiest and quickest way to do this is to apply dirt on a few places and then sift grass over the entire area. Since you used glue which should not have dried, the grass and dirt will stick easily. If not, you used to little glue. If you want to model rocks instead of grass, let it dry and treat it as a hard shell base.

Try this method on a small area next time you decide to build scenery. You might like it, and you will like the cost.

MAIL CAR---A club willing to help out teens.

Central West Virginia Model RR Club

Club layout above Milies Hobby Store, Clarksburg, W.Va.

Mailing address: 347 North Center St., Bridgeport, W.Va. 26330

Meetings: Mon. nites 6:00 - 8:00 P.M.

Dues: \$25 per year, payable in Jan.

Conditions: Genuine interest in hobby, bring your own rolling stock (HO) and help others with their projects.

*-----

Classified Adds:

WANTED: Back issues of PASSENGER TRAIN JOURNAL.

MUST be in good condition. Please send lists, prices to:
George Fletcher, 80 Greenport Ave., Medford, New York, 11763

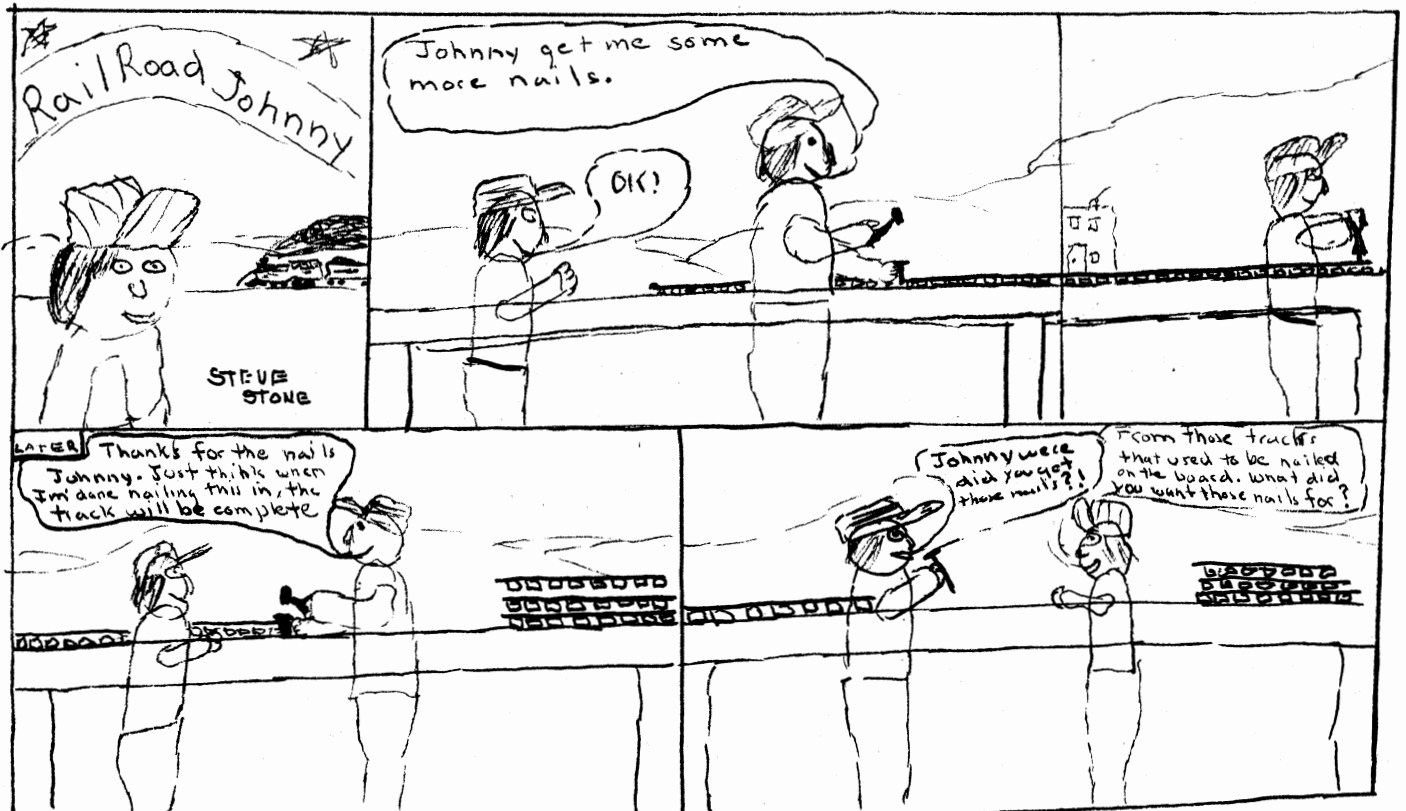
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****LOOK FOR THE UPDATED DIRECTORY IN THIS ISSUE****

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



FORM
D

NORTHEASTERN REGION 1982 SUMMER CONVENTION APPLICATION

FORM
D

NAME: _____

ADDRESS: _____

CITY, STATE: _____ ZIP CODE: _____

PHONE #: _____
+area code+

BEST TIMES TO CALL during week preceeding convention (the LATER the better due to long distance phone rates):

MODE OF TRANSPORTATION TO CONVENTION: _____

DAY & TIME OF ARRIVAL: _____

WILL YOU NEED DIRECTIONS? _____

If YES, give general route of travel & how far you will get on your own:

WILL YOU NEED A RIDE TO & FROM A TRAIN STATION, BUS DEPOT, ETC.? _____
If YES, please give POINT OF ARRIVAL:

WILL YOU BE PRESENT FOR ENTIRE CONVENTION OR JUST CERTAIN DAYS?
WHICH DAYS?

WILL ANYONE ELSE BE TRAVELLING WITH YOU?

WILL YOU NEED LODGING IN THE HOME OF AN NR MEMBER? _____

PLEASE CHECK ONE:

- () YES, I will definately be attending the convention and have enclosed a check or Money order made out to PETER ANTONIOU in the amount of \$5 as required.**
- () I may or MAY NOT attend the convention. Please keep me informed in case I decide to come.

Your SIGNATURE: _____

**REMEMBER, EACH ATTENDEE IS TO PAY THEIR OWN WAY. THE \$5.00 REGISTRATION FEE COVERS ONLY THE COST OF ORGANIZING THE ACTIVITIES. IT DOES NOT PAY FOR ANY MEALS OR ADMISSION FEES TO RAILROAD MUSEUMS OR OTHER PLACES THAT MAY MAKE SUCH CHARGES.

THE NR IS NOT RESPONSIBLE FOR THE ACTIONS OF OR WHAT HAPPENS TO ATTENDEES

NORTHEASTERN REGION MODEL CONTEST RULES

adapted from TAMR
model contest rules
by Ted Tait.

GENERAL INFORMATION: Any NR member holding a non-associate membership is eligible to compete. Only photos of models that are the product of the owner or builder will be considered. The actual models are not to be judged in person. They are to be judged through description of the work done and photographs.

Each entry must include an official entry blank, properly filled out and signed by the applicant.

Models winning first place in a prior national or regional contest may not be re-entered.

- ENTRY INSTRUCTIONS:
1. Carefully fill out the entry blank.
 2. If your model was from a kit, give the name of the kit.
 3. If your model uses parts from several kits, list the kit parts and the kits they came from.
 4. Tell how the model was finished, giving names of decals, paint, etc.
 5. Be sure to list all modifications. The more information you give, the better.
 6. Include no more than two photos of the model. They don't have to be professional, just get them as clear as possible.
 7. All scales will be combined in the various categories.

- CATEGORIES:
1. Locomotives (ALL locomotives)
 2. Passenger Cars (ALL passenger, mail, and baggage cars)
 3. Freight cars (Including cabooses)
 4. Maintenance of Way
 5. Buildings and Displays

JUDGING: There shall be two judges, they being the hosts of the convention. If there is only one host, he/she shall appoint another person to judge. Judges are not permitted to enter the contest. Judging shall be conducted on a date prior to the start of the convention. All entries must be received by the judges no later than TWO days before the start of the convention.

FORM
H

OFFICIAL 1982 NR MODEL CONTEST ENTRY BLANK

FORM
H

NAME: _____ DATE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

CATEGORIE HEADING: _____ NUMBER: _____

KIT(S) USED:

MODIFICATIONS:

MATERIALS:

TYPE OF FINISHING:

SIGNATURE: _____

Be sure to include as much information as possible and to point out all details of your work. The more information you give, the better your chances of you getting credit for your work. If you need more room, write on another piece of paper. After completing this form properly, mail it and your photos (not more than two) to the convention chairman. It must be received by August 4, 1982.

1982 NR MODEL CONTEST
c/o Peter Antoniou
16 Bermuda Road
Wethersfield, CT
06109



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

