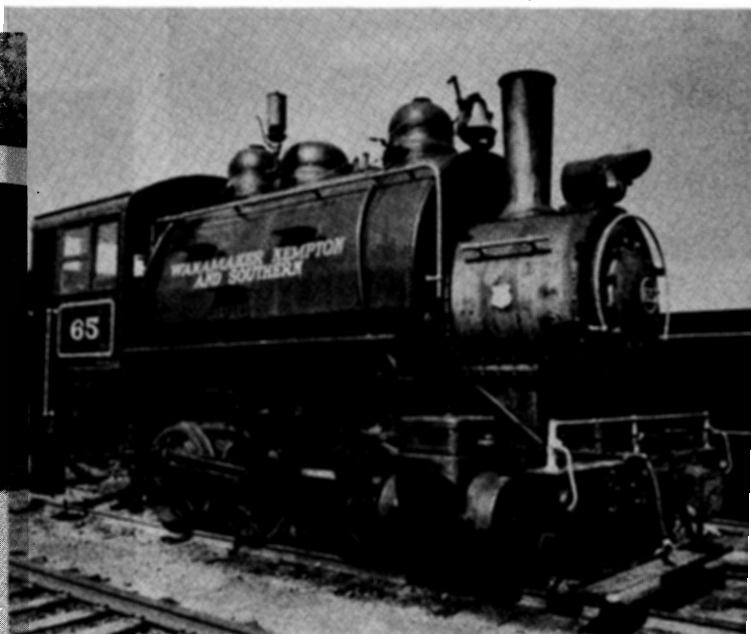


 The Depot is the official publication of the Northeastern Region
 of the Teen Association of Model Railroading. Issue #19: June-August 1982
In this Issue:

The History of the NR, Railfanning up the Hudson,
 Prototype Practices, Product Review and more!



Above:---Restored and in beautiful running condition CP #972 at Jim Thorpe, PA.
 (B.P.Stone) Below left: Readyng "Henry Clay" for "another day at the mines,
 Pioneer Mine, Ashland, Pa. (B.P.Stone) Below right: Beautiful & running O-6-OT.



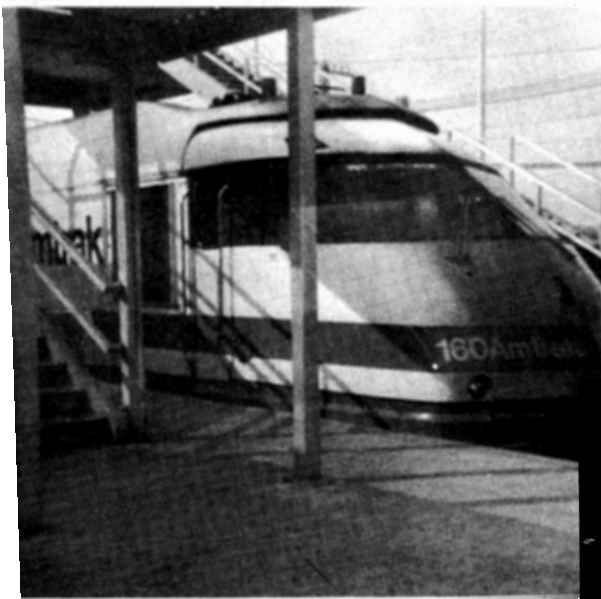


Above:
AMTRAK'S "Adirondak Express"
coming into Poughkeepsie
to pick up passengers bound
for Montreal.
(C.Anderson)

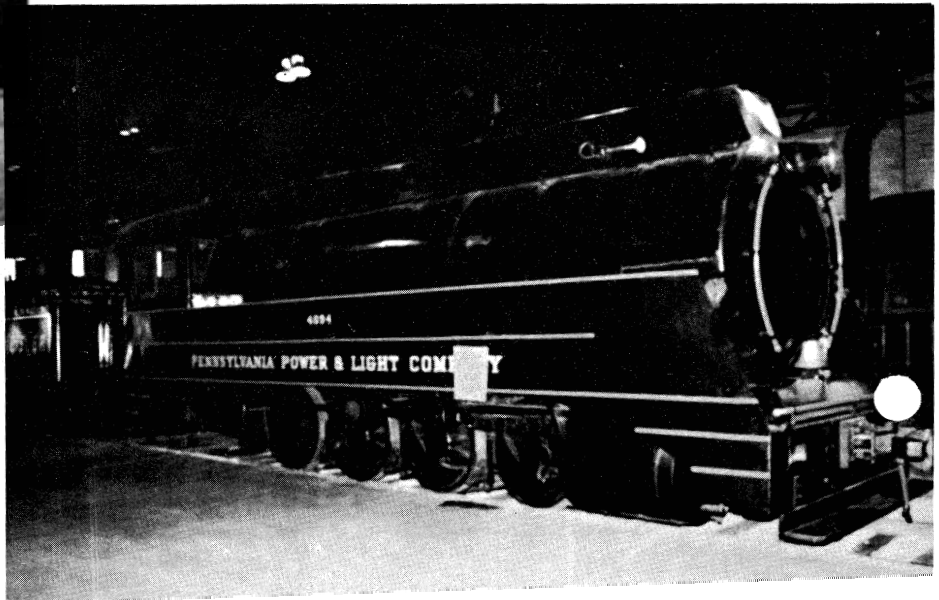
Below:
A relic of a bygone era discovered at
the Wanamaker Kempton & Southern RR.
at Kempton, Pennsylvania.
(B.Stone)



Below:
As promised in the last issue--
Former PP&L Hauto, Pa. power
plant streamlined "thermos-
bottle" engine rests in retirement
at the Pennsylvania State Railroad
Museum at Strasburg, Pa.



Above:
Streamliner "Empire Express"
heading Southbound toward
New York City after discharging
passengers.
(J.Anderson)



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EDITORIAL POLICY

J.S.Ward

I will be the new editor for the DEPOT and hope to achieve the following goals:

1. Get the DEPOT on time. I realize this will take some doing. If you don't have articles you can't put together an issue. So

continued

EDITORIAL POLICY---Continued

your contribution would help me out a lot. It is a sad fact that late issues cause disenchantment with the region, but no matter what anyone says, this is the case to some extent (hopefully not too much). Since the region serves a very definite need I am always surprised we don't have a membership of several hundred.

2. Strike a balance between modeling and prototype articles. Since my philosophy on the hobby is that you can improve your layout by taking examples from the real railroads, and the layout is good enough for the times you can't get to the tracks, I hope to be able to print both kinds of articles. No matter what anyone tells you traction fans the streetcar is a form of rail service, so your articles will always be welcome here.

3. Establish guidelines for articles. This is not as bad as it sounds. Basically, this means if you write an article on your layout, send the vitals on your line along with your track plan. The editor of another well-known news-letter seems (or seemed the last I knew) to love to publish "layout articles" where there is a track plan and the author tells about himself with no mention of the layout. I won't print this kind of article, so be sure you tell me about your layout, how you operate it, built your scenery, etc. Just be sure you at least tell me a little about your line.

If you send in a kitbashing article, be sure your instructions are complete. A friend of mine followed an article on how to kitbash an MPISAL published in a national magazine, only to find vague instructions for modifying the gear train. After several months, he is still doesn't have his engine running, a real shame and waste of money.

Prototype articles can be anything. If nothing else, send in a log of trains past the local station in an afternoon. (Be sure to get time, direction, engine nos. and caboose no., if possible).

4. I expect feedback from you people. I will bring back the letting off steam column, so if you like the region or DEPOT, or not, send in your comments and questions.

All in all, I don't expect you'll find too many changes in our format, as it has worked pretty well. Also, if you know of a place you would like to plan a trip to, let me know. One thing we really lack are trips.

FROM THE CAB

Ted Tait

This will most likely be my last chance to write under the esteemed title of Editor of this newsletter, as the new man in charge is soon to take the throttle. At this time, I would like to let you people find out just a little bit of what goes on behind the scenes and getting your DEPOT to you with the story of one of our more adventuresome projects.

Your last issue, #18 was surrounded by some rather interesting problems. It all started just like any other issue. I had some material in my files waiting patiently for my little red pen to

continued

FROM THE CAB---Continued

make some corrections, some had already been edited. Overall, I noticed that almost all of the material had been there for a while. I had gotten very little response after the mailing of #17. I saw the problem approaching but was not worried, as I had almost enough for #18. You see, generally starting about two or three weeks after an issue is sent out, people become motivated to write articles and send them to me. Issue #17 did not seem to spark the normal response that I often depend on to fill the next issue. ~~Indeed~~ some material is quickly placed in an issue at the very LAST moment in order to bring it up to our average issue size.

Luckily, I realized that I could get by with some left over for issue #19 if I combined the material at hand with the convention information and material from my hard working associate, Bob Huron. I gave him a call, and he sent me some new articles in a matter of days. Bob has always been great for me in pinches when I need article or photo material.

After all my editing work was done, the material was ready to type. In recent months, I have had this great task taken from me by Mr. and Mrs. Bernard P. Stone Sr. (our President's parents). I am very glad to not have to do this anymore as it is a tiring job which I have already done for three or four years since the start of the NER and then NR.

The DEPOT, now completely typed with a cover full of photos was sent to Tom Matthews for him to have printed. Those of you who read carefully will have noticed that there was a caption on the cover for a photo that was not there! That is because Bernie did not have it ready on time, and although it was to be omitted, the printer accidentally put it in! The photo is in this issue.

Now to the good part! The DEPOT was printed by almost mid June, but it had to be driven from the printer in far East LI to me in Syosset so that it could be collated by Bernie (another job I was happy to have taken off my hands after more than three years), and finally closed, addressed, and stamped and mailed by me. Although Tom Matthews is the one who usually delivers the DEPOT he had already moved to upstate New York by this time. He told us that he had to go back to that area to tie up some loose ends on his home deal anyway, so he would pick up the DEPOT from the printer and deliver it to us as usual. Unfortunately for us, he did pick it up but he forgot to deliver it. So it went to upstate NY!!!!

Now I was really getting annoyed. The convention was approaching and I wanted that issue out as fast as possible so that convention attendees could have as much time as possible to make plans. It was already the start of July, one month from the convention, and the DEPOT was in CORNWALL NEW YORK still in its individual page form...how to get out of this predicament FAST was the question at hand!!! From Bernie's we called Tom at the airport where he is now working (he is an Air Traffic Controller) to see what could be done.

continued

FROM THE CAB---Continued

Tom suddenly realized that there was a plane leaving for Farmingdale (just a few minutes from my house) in a few minutes. He ran down and put the DEPOT on the plane. Only thirty minutes later, I pulled into the parking lot of the airport and we picked up DEPOT issue #18 at 5:05 PM on Thursday, the eighth of July. By Friday at 4:30 it was in the mail.

Although this is not the norm, it gives you an idea of what kind of a SNAFU we can get into!

Indeed there have been some trying times, some exciting times, and some that have been all around fun. But, at the same time even the difficulties were fun in their own way. They add a bit of spice to life and make us able to appreciate the times when things go right. I have had many experiences since my starting this region, but in all they have added up to a lot of fun and pleasure.

I am now leaving my post as editor because I know that with college will come some new and difficult times for me, but I do not want my new responsibilities to interfere with the workings of the NR, so I am letting go. However, I still intend to be active when possible. I am holding my Sec./Tres. responsibilities because they are not as demanding as those of the editor. I will also continue to keep a continuous archive of the NR for posterity(?).

I have really enjoyed ALL of my more than four years of work from the start of this organization; and working with people like Bob Huron, Ted Bedell, John McGreevy (who gave me the help I needed to start this whole mess), Gerry Dobey, Tom Bass, The Stones, Ed Luzine, Peter Antoniou, Lone Eagle Payne (who is always there), meeting some of new friends through the conventions like Pat Lewandowski, Steve Bovin, Chris Anderson, The Greenberg family (who gave us a free table at their train shows), and still others who I may have forgotten to mention for the moment has been great! They and the wonderful times we spent together are imbedded in my memory. Not just conventions but even plain get-togethers and railfan trips with the folks here on Long Island have been what has helped to keep my interest in this hobby. The friendship and good times are just as important as the fun of building a model railroad. This is why I am so dedicated to our convention. All you need to do to understand is to go to the. That's what Pat Lewandowski did, and by the end of our first convention, he had promised us that there was NO WAY he would miss the next one. Needless to say, he was at #2. So I do hope that by the time this is printed, I have met and made some new friends at #3 before I go off to college.

I have had wonderful times, and I'm sure J.S.Ward will have as much fun as I have had. Thank you all! Your help and participation have been what has made this region WORK!

PRESIDENT'S LETTER

Hello my fellow railfanners! This is an issue to be proud of. A lot of new things and people are to be seen. I wish luck to all the new people who entered on the staff of the NR.

continued

I know from past work by these people that their job will be well done. Let's all give them our support.

Another major change is a new printer. As I said in the last issue (it seems so long ago), it was life or death for the DEPOT. Well the DEPOT lives on! Thanks to a deal I worked out with Ted Bedell who now works in a printing shop. It will be off-set as always and the cost will be little. This is one of the reasons we are a little late plus the fact that the typist (my Mom) says a woman's work is never done. Hopefully this new source will solve most of our problems. The DEPOT is alive and well!

concerning the convention, we'll save our comments for the following issue. Just let me say that all that attended had an experience that will not be forgotten.

THE HISTORY OF THE NR-TAMR

Ted Tait

It all began in November of 1977. After having joined the Teen Association of Model Railroading, a young boy of 13 named Ted Tait (yours truly) was told that it would be a good idea if he joined his Region of the national TAMR known as the New England Region (NER) now under the direction of Bill Bishop in Albany. I wrote to Bill, and his reply on 12/27/77 was that the NER was no longer an active organization. Bill suggested that I might want to try to revive the NER. I decided that it was worth a shot and told Bill to send me all of the old NER material so that I would have something to start with.

The material took a long time to arrive and was in my hands soon after the 20th of March, 1978. Work now began as I wrote to former NER members and TAMR members to ask them to join and help me with the NER. In a letter dated April 29, I was introduced to Ted J. Bedell of nearby Bayville, who had seen my listing in the TAMR Directory and had decided to write in the hopes of gaining a new friend. I replied with information on my work with the NER and myself in general. Through Ted I learned of an interesting SNAFU. Because they knew that the NER was dying, some years before, the Long Island area was annexed into the Allegheny Region and taken from the New England Region. Ted was very interested in what I was doing, and I had no desire to stop what I was doing even though I did not OFFICIALLY live in the NER. I kept on working, hoping that things would work out.

The NER was brought back to life very slowly, and when the first new issue of our newsletter THE NORTHERN came out, we had nine members. One of these was John McGreevy from California. John was the TAMR Auditor at the time, and he had given me a lot of help in solving the problems of getting the NER going. I owe him a lot for his help and friendship over such a great distance. I never did get to meet him even though he once lived in my hometown of Syosset and almost took a plane out to see me once.

With issue #2 of THE NORTHERN came one new member. I was the only person in the New region with a title, that of Editor of THE NORTHERN. The only people with articles in THE NORTHERN

continued

THE HISTORY OF THE NR-TAMR---Continued

were Ted Bedell and myself. Not very much enthusiasm, but then again, we were just starting and had high hopes. We really had to beg for help in those first issues.

It was also at this time (July-August 1978) that we cleared up the boundary dispute and Long Island became an official part of the NER (the TAMR had to do that with the consent of the AR). It was about this time that I found out that the Allegheny Region was in trouble and that its membership was declining, its officers ready to hand their work onto new people. The Allegheny Region had been a very active area with many enthusiastic members. Ted Bedell and I discussed the matter by phone and realized that the best thing for both regions would be the combination of the two. The NER was on its way up with only ten members, and the AR was falling with about 30. The combination of the two would make for a great new region capable of things the other two could never dream of separately.

On a warm summer afternoon, I went to Ted's house near the beach to discuss our plans for the region. Ted had been the only other real contributor to THE NORTHERN (other than myself), so it was natural that he be in on the formation of the new region. I knew that he was going to be a crucial part of the new region.

First, a name. We wanted something that would obviously describe what we were. We were not the Allegheny states alone, nor the New England states alone either. We were ALL of the NORTHEASTERN states together. The name of the newsletter had to be new also. After all, if we used DISPATCHER or NORTHERN from one of the old regions, some people might get upset. It had to be railroad, and DEPOT had a nice, short sound to it. What about officers? Well, we had to set something up to get things rolling. I was the one with access to printing facilities, so I was the Editor of the new DEPOT. I also felt that I wanted to keep the records of names and addresses. Besides, since I was publishing the newsletter, I was the one who need the money and the names to mail it to anyway, so I became the Sec./Treas. Ted Bedell then became President, which didn't upset him at all!

Issue #1 of the new DEPOT was Sept./Oct. 1978 and went to all members of both of the old regions to inform everyone of the change. At the time, I had not yet gotten the old AR records, so I did not know who was up to date in paying their dues. I just sent the DEPOT out in good faith hoping that people would renew if they had to or if they liked the new region. That first issue was ditto printed with a photocopied cover and was only five pages long.

With issue #2, we introduced the DEPOT logo with the drawing of a Depot with the name on top, which had been submitted by Ed Luzine Jr. That issue was twice the size of number one, but all of the articles were still being written by the three NR staff members (Ted B., myself, and Associate Editor Bruce Wolfeld) even though we had 40 MEMBERS.

It was not until issue number 3 that we received articles from the general membership. At last the burden was starting to lift from the staff (remember that counting the two NORTHERN's

THE HISTORY OF THE NE-TAMR---Continued

I had put out, this made five newsletters I had put out with coming only with Ted and Bruce.

Issue #3 contained an announcement of the formation of the NEST by Ed Luzine Jr. NEST stands for North Eastern Shortlines and Terminals, and is a network of model railroads set up to promote trades and friendships between members. The NEST is still an active part of the NR today.

With issue #4 (Mar/April 1979) we began to see names that would be with us for a long time. People like Bob Huron and Tom Bass helped with this 15 page issue which contained the plans for our first convention!

Issue #5 stayed the same size, and saw the appearance of such names as J.S. Ward and Ed Luzine at the tops of articles. Issue #6, put out about a week before our first convention was 22 pages long and recorded our membership as being 64. This was the last issue of our first year as the NR.

Issue #7 had a cover showing all of the convention attendees and contained full details on what happened that summer weekend. It was 23 pages long.

Up until now, we were always printing with ditto, a method that can be very tempermental at best. Our issue content may have been nice, but at times it was downright tough to read! Issue#8, our holiday issue looked great, they took Ted too long to produce, and the DEPOT fell drastically behind schedule for the first time ever.

Issue #10 saw us going back to ditto because offset was no longer available. Issue #12 marked another year gone by with the story of yet another NR summer convention. This one however, was also the national TAMR convention for 1980. We had a total of 15 attendees.

Although the DEPOT was still plagued with the problem of falling behind schedule at times (for various reasons), it was still supported by its members. Dues went from \$2.50 to \$3 in September of 1981, but the 60 odd members did not complain. But then they had no great reason to. All of the other regions had dues of from \$3 to \$3.50 long before the NR made the change. They continued to support their region both financially and with their contributions. With so many members, the leaders of the region were able to devote themselves to each of their own jobs as well as the improvement of the DEPOT as regular members began to really help with the article writing during the second half of the first year.

On its way up, the NR had over 80 members and then settled to an average number of members in the 70's. At the time this is written, the NR has been in existence for four full years. It started in the summer of 1978 and this is the summer '82. Just four months before that, I had begun my work by reviving the old New England Region.

Four years ago I would not have dreamed that this organization would ever become so large and so much fun to be a part of. It is strange to think that I could have decided to do nothing when Bill Bishop first asked if I wanted to start things up again, and the NR as we know it, would never have existed!

FANTRIP 81: HUDSON DIVISION OF CONRAIL

Chris Anerson

At 8:05, one August morning at Ardeley Station on the Hudson Division of Conrail, two railfans: Bernard DuCros and myself prepared to spend the day riding and taking photo of the famous "Water Level Route".

We boarded a 20 year old M.U. (Multiple Unit) commuter going northbound enroute to Croton-Harmon. The ride was quite breezy because all the windows were open and there were literally no doors!!! About fifteen minutes later we arrived at the yard. For this is the terminal for all trains, for electric commuters and some freight. Croton-Harmon is also known for its shops (site of some miracles: repairs-wise) and classification yard. During a 10 minute layover in a distance we saw an odd combo of a Geep and RDC(Rail Desiel Car) moving about the sidings. A couple minutes later on Amtrak Turbo-liner heading north stopped to pick up some passengers whereas our RDC which was a Double-Unit had just pulled up. As our northbound to Poughkeepsie train went past the yards we got a couple of shots of some pretty varied motive power just taking up space. As our train ran around a turn below the Bear Mountain Bridge, just above Peekskill, we spied some Conrail-M.T.A. working men actually working on the welded rail.

After walking the streets of that part of the city in search for a McDonalds or any kind of fast food joint, but we found nothing so we headed back for the station. From the parking lot Bernard managed to get a so-so shot of the Poughkeepsie Bridge. The bridge caught fire some years ago and has been abandoned, but Conrail has been in the searching for contracts phase. Without the "Vital Connection" as it is sometimes called, trains must run north bound as far as Selkirk, N.Y. then crossover the Hudson and then head back south to New York City along the other shore. When rebuilt it will eliminate many gallons of unnecessary used fuel.

Obviously the area where the station resides is under some type of Urban-Renewal project because contractors were looking over plans and masons doing some resurfacing on the outside. From what we could see at that time they had a long way to go! After eating at the lunch counter we bought a ticket for our trip home.

Before our train left, Amtrak's Adirondack pulled into the station to pick up some passengers bound northward to Montreal. On the way back we hit speeds as fast as 65 m.p.h. (that's good for the condition the RDC's were in). Because of the trackwork going on our train had to literally zig-zag through a whole lot of crossovers that dominate the line. With one false signal we could of collided with the many speeding trains that passes us. Finally we pulled into the Croton-Harmon and waited for our next ride. In that time we got a couple of more shots of the yards and shops and one from the ~~hwy~~ bridge that spans the yard.

continued

FANTRIP 81: HUDSON DIVISION OF CONRAIL-----Continued

A few minutes later we boarded our M.U. and was bound back to Ardsley. Luckily we had a pretty nice day and got one heck of an eyeful of scenery to go along with it. We hoped you enjoyed our fantrip along the Hudson Division and a little taste of what Conrail is like in this part of the Northeast Corridor.

PROTOTYPE PRACTICES

Jesse Vallely

In this installment I will describe the classification of electric locomotives on some railroads, both past and present.

First, the New York Central. This road operated electrics in both passenger and freight service. Its first electric ran in 1904. Their electrics were simply classed among the steam locomotives. The first were S-Class motors which were later used and switchers in Grand Central (the last of them were taken out of service in 1981). The Q and R class motors were used in freight service until the late 1950's.

The Pennsylvania Railroad also classed their locomotives with their steamers, but the designation was also determined by the wheel arrangement. For instance, when the PRR's electric operation commenced out of New York in 1910, the locomotives were of class DD1 (EDITOR'S NOTE: There was also a DD-odd class, which was a prototype, not a production model.B.H.). Steamers on the PRR with a 4-40 wheel arrangement were class D. The DD1 was two 4-40's back to back. The "1" meant that this was the first of the 2-B+B-2 motors owned by the road. Had there been a second order of this wheel arrangement, they would be "DD2's". If there was no steam engine with the wheel arrangement as the electric, the electric was given its own designation. The PS and L6 are examples.

The New Haven had a system that was quite different. All electric locomotives were classed by their utilization. Freight locomotives were classed EF, passenger EP, and switchers were EY. A number after the "E" designation stood for the number of the locomotive used. EP4 was the fourth model electric passenger locomotive the road used. The Virginia and the Norfolk & Western railroads had similar systems, and the New Haven system was later used to classify diesel power.

None of these systems are used today. The EP5's of the New Haven that survived into the 1970's were classified by the Penn Central as E-40's. A few were designated the same way like the former Virginian, ex New Haven engines which became E33 and E33a's. The GG-1 is the most notable exception.

Today, most electrics are given type designations much like diesel locomotives. The first of these were the E44's for the Pennsylvania Railroad built by GE. Most, if not all of GE's locomotives have been designated with "E" plus the horsepower, such as the E60C. The "C" refers to wheel arrangement. EMD, a newcomer in the electric traction field, except that "GM" is used where GE uses "E".

continued

PROTOTYPE PRACTICES---Continued

The current high speed electrics used on Amtrak are classed AEM-7. These engines are based on the Swedish Railways' class Rc-4, a B-B type engine. The GE E60CH and E60CP are now used by New Jersey Transit and Amtrak on secondary trains and Bay Head trains.

EDITOR'S NOTE: New Jersey Transit has electrified five more miles of track to Matawon New Jersey from Bay Head. This is to let you pro-traction buffs know that somebody is listening, a little bit. B.H.

EDITORIAL SUPPLEMENT

Bob Huron

Jesse Vallely's article is extremely good for a first time effort, and he is to be commended. My editorial insertions were made to clarify some more technical details, of which Jesse was probably not aware. Anyone else who wants to submit material may do so with the knowledge that it will be gratefully received. You too can be an author, and dirt cheap too! Just expend a bit of postage, and a little of your knowledge and time. If you get hung up on terms or nomenclature, feel free to ask all sorts of dumb questions. They will be answered, even if it's negative, for that is a valid answer also.

On the Pennsy's electrics, the following table is shown to help you cope with the intricacies of it, as it does get rather complicated.

<u>PRR Class</u>	<u>Electrification Type</u>	<u>Wheel Arrangement</u>
B1	AC/DC*	-C-, 0-6-0
B3	AC	-C-, 0-6-0
Odd D	AC	2-B, 4-4-0
E2b	AC**	B-B, 0-4-4-0
E2c	AC**	C-C, 0-6-6-0
E3b	AC**	B-B-B, 0-4-4-4-0
E44, E44a	AC	C-C, 0-6-6-0
***L5, L5a	AC/DC	1-B-B-1, 2-4-4-2
***L5pdw	DC	" "
***L5pdb	DC	" "
***L5pdg	DC	" "
L6	AC	1-D-1, 2-8-2
L6a	AC	" "
O1,a,b,c	AC	2-B-2, 4-4-4
P5, P5a	AC	2-C-2, 4-6-4
P5a Modified	AC	2-C-2, 4-6-4
R1	AC	2-D-2, 4-8-4
AA1	DC	B-B, 0-4-4-0
DD1	DC	2-B+B-2, 4-4-0+0-4-4
DD2	AC	" "
FF1	AC	1-C-C-1, 2-6-6-2
****FF2	AC	1-C-C-1, 2-6-6-2
GG1	AC	2-C-C-2, 4-6-6-4

CONTINUED

EDITORIAL SUPPLEMENT---ContinuedNOTES:

*Some units were DC, others AC, depending on assignment. They were also run as two unit pairs, BB1, BB3 classes.

** Experimental classes, rectifier equipped. First use on U.S. railroads.

*** Experimental heavy electrics, replacements for DD1's, also used when Penn Station, Washington electrification AC/DC conversion was in progress.

**** Former Great Northern Railroad Y-1 class. Used as pushers on Trenton cut-off to augment P5, P5a's.

THE ALLEGHANY RAILWAY-PART 1

J.S.Ward

FOREWORD--Rather than write the typical layout story in which the author includes a track plan and tells more about himself than the layout, this series of articles is designed as a comprehensive look into the building of a model railroad. I hope that some of the information contained in these articles will help you to improve your line.

The Alleghany Railway is a small class 1 line of around 1000 miles which is currently along with sister road West Va. on the verge of merging into CSX, of which its parent road C&O is a part. But the line wasn't always this way.

During the 1870's, the sharp witted merchants of Narrows, Va. began construction of a railroad to connect the coal-rich country near Bluefield, W.V. with the N&W mainline at Radford, Va. The little line prospered and soon was building a subsidiary north under the name of Narrows & Osceola Railway, which reached Moss Run in 1882 and Durbia in 1887.

But around this time, the N&W started building into ARY territory in an invasion of the Bluefield coal fields. The ARY, by this time under PRR control began a serious effort to follow the N&W wherever it went and built lines to Paintsville, and Middlesboro, Ky. aside from extending its Radford line south. A line from Middlesboro to Roanoke, Va. was also built.

In 1930, a subsidiary by the name of Potomac Southern had completed its line south from a semi-PRR connection at Patterson Creek, W.V. (PRR access was gained by trackage rights over WM and B&O) to a connection with the N&O at Bartow, WV. The motive power situation changed during the teens and '20's with the advent of the mallet. Here was an engine with power enough to wrestle coal and ore trains over 2% grades with a minimum of locomotives! The road bought several different wheel arrangements before the end of steam, including 2-6-6-6, 4-6-6-4 and the mammoth 2-10-10-2's.

Dieselization came in the 50's along with a mass abandonment of ARY lines which paralleled the N&W, by now also under

continued

THE ALLEGHANY RAILWAY---Continued

PRR control. The idea of this was to use the better line where possible, and the N&W didn't like the idea of abandoning its own tracks to use those of its old rival.

Eventually, the N&W split with the PRR, but the ARY stayed under PRR control. As a consolation for cutting back the ARY trackage, the PRR helped finance the Lantz Cutoff, a line designed to eliminate 2 mountains which required helpers on both sides(actually, the same mountain crossed twice), but the project stalled around halfway to completion.

The last steam locomotive was retired in 1960.

The line lasted under PRR then Penn Central control until March 1976 when management succeeded in their drive to get C&O to buy a controlling interest. The main selling points were:

1. Well maintained track or mountain grades.
2. The line was not a direct C&O competitor, rather, it would extend C&O into new territory.
3. The line has substantial coal traffic which uses the C&O and is a cutoff between Newport News and the Clinchfield.

In 1977, the ARY and West Virginian merged to form the Wolf Creek&Cumberland R.R.

The work resumed on the Lantz Cutoff in 1978 and was completed in May, 1980.

Operationally, physically, Wolf Creek Yard near Narrows, is the hub of both the ARY and the West Virginian. The WV has taken over the ARY line to Twin Oaks, NC. doubling its North South line's length 3 ARY divisions enter Wolfcreek.

The Paintsville division extends from the C&O connection in Paintsville, Ky. to the west end of Wolf Creek yard, and is the main coal route. Most coal on the railroad originates on one of the various branches on this division. Yards are located at Paintsville and Williamson, WV. and helper bases in Paintsville, Williamson, and Welsh, WV.

The Clinch division, which takes its name from the Clinch River that it parallels, is the racetrack of the line. Its railing grades of slightly over 1% make it a place where minimal horsepower can be used to move maximum tonnage. It runs from St. Paul, Va. to WolfCreek with the yard, Castleyard, just west of St. Paul. Coal originated at Norton, Dante and Carbo.

The former Narrows and Osceola RY. now comprises the N&O division, along with a part of the Lantz cutoff. The division is the toughest and busiest with 46 trains daily leaving Narrows and no less than 3 mountains requiring helpers. The main extends from Narrows. Va. to Moss Run, where the Lantz cutoff takes C&O trackage to Covington, Va. then north to Lantz. The old mainline crosses Alleghany Mountain on its way to Thornwood. At Beefbow, the Iron Mountain runs west to Durbin, then on WM trackage to Slaty Fork, where it heads south on its own line to Marlinton, WV.

Yards are located at Thornwood and Moss Run, although the Moss Run yard is just a pickup setout point for C&O traffic. These are mainly coal for Newport News with one merchandise freight a day.

continued

THE ALLEGHANY RAILWAY---Continued

Helper terminals are at WolfCreek, Paint Bank, MossRun, and Columbia Sulfur Springs. Each set varies in number of units according to the train's tonnage to horsepower ratio. Naturally a train with 1 hp per ton would not get as large a helper as one with a $\frac{1}{2}$ hp per ton ratio.

The Potomac Southern division is the northern end of the railroad. It extends from Thornwood to Harpermill, and Lantz, Va. through Harper Mill to Patterson Creek, WV and a B&O connection. Various branches add to the mileage and produce some coal and limestone traffic.

Yards are located at Patterson Creek, Thornwood, and Forks of Cacapon, WV. Lantz is merely a crew change point where U.S. 250 crosses the cutoff. There is a helper base at Harper Mill for a 2% grade on the old main and a 1.5% grade on the Lantz cutoff. These are the only grades of over 1% on the division.

The main line is now in excellent condition for the most part, line improvements have straightened out the really sharp curves and the practice of following the mountainside on a constant grade instead of the valley's varying gradient has cut down most mountains to a manageable size, as well as making for a spectacular series of bridges and tunnels in some spots.

C&C has been installed on all mainlines and out to Forks of Cacapon as well. The only manned towers on the line are the entrances to Wolf Creek yard and Moss Run. Some of the original double track has been abandoned, but instead of passing sidings which would stop trains, sections of double track have been retained. This keeps the trains moving on a line which prides itself on an on-time performance.

Freight, except coal trains, is heaviest between St. Paul and Patterson Creek. Most coal comes off the Paintsville Division or the West Virginian and moves to Moss Run, where the trains use the C&O to Newport News.

There is currently no passenger traffic on the line outside of excursions. The last passenger train ran in 1978, killed by Amtrack's cutbacks and lack of ridership.

The locomotive fleet is varied, with a preference for Alco diesels. The line is prone to experiment with various builders' units of like horsepower. The C430 and C636 units were to become the backbone of the fleet, but Alco's exit from the new locomotive market made that impossible.

Old locomotives are not traded in on new ones; rather they are sold to other railroads, scrape yards etc. As of 1981, the road stands very close to retiring its last 1st generation unit. Early this year, the locomotives underwent a renumbering into the chessie system number series.

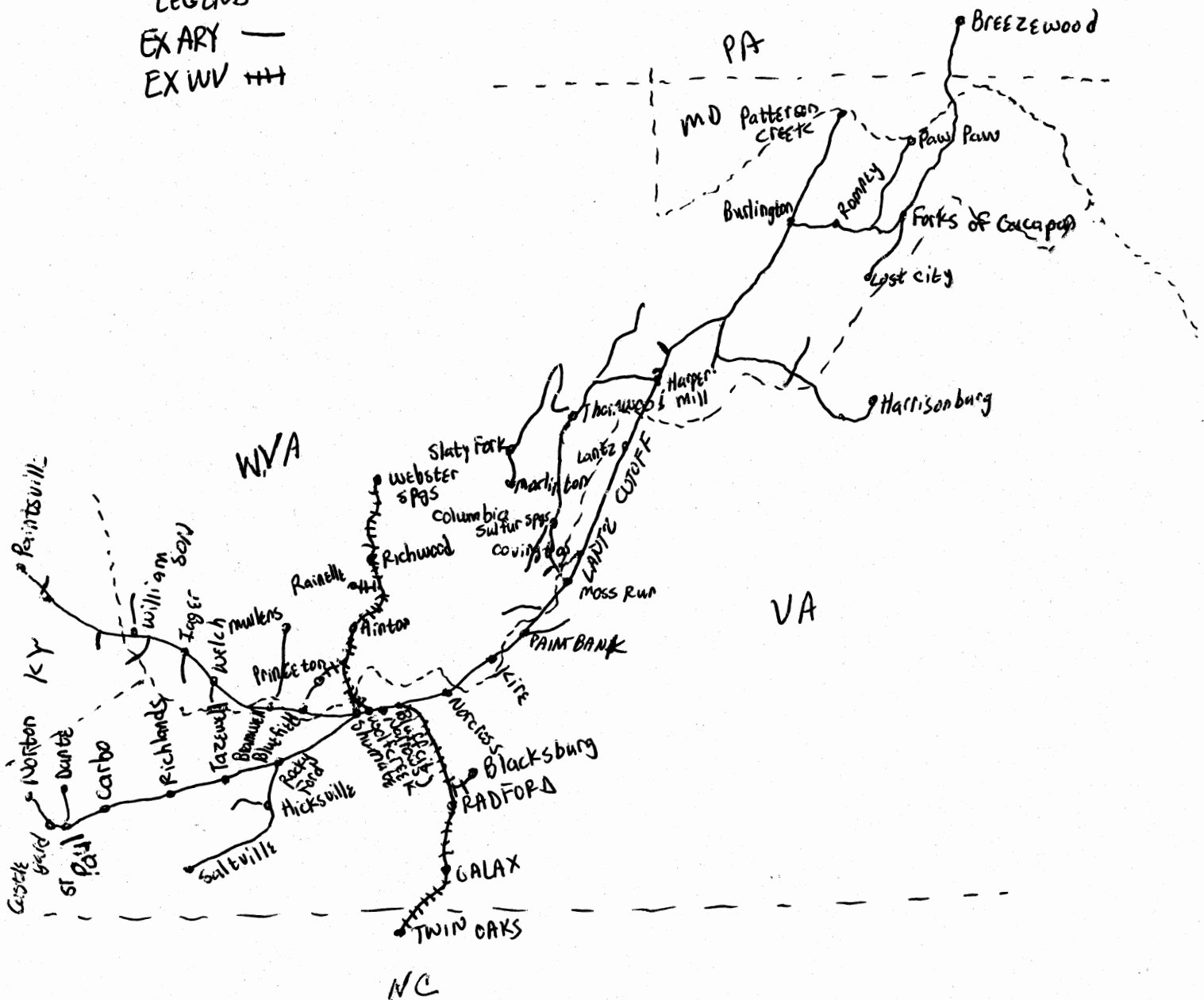
continued

THE ALLEGHANY RAILWAY---Continued

WC&C RAILROAD SYSTEM MAP

LEGEND

EX ARY —
EX WV +++

PRODUCT REVIEW: ATLAS TRACKSIDE SHANTY

Steve Boivin

This product is an excellent model for the maintenance area of your layout. It sells for about \$2.00 and is approximately 2 1/4 x 3 1/8 x 5 inches. This model may be small, but when you paint the figures and the shovel it seems to look bigger.

continued

PRODUCT REVIEW:ATLAS TRACKSIDE SHANTY---Continued

I painted the shanty with dust, even the windows. The roof was painted dust and a little rust was painted on the seams. Atlas figures go well with this model as do Bachman people.

I'd rate this model a "10" in the trackside scenery.

Sec./Tres. Report

Ted Tait

Balance report up to date

DATE	PREVIOUS BALANCE	INCOME	EXPENSE	DESCRIPTION	NEW BALANCE
7-3	85.42		.20	Letter to P. Antoniou - Convention	85.22
7-10	85.22		11.00	DEPOT #18 Postage	74.22
7-11	74.22		.20	Return pix to B.H. (DEPOT)	74.02
7-11	74.02		.20	Free #17 & note to P. Massman	73.82
7-11	73.82		.20	Letter to M. McGuirk (NEST)	73.62
7-11	73.62		.20	Letter to P. Antoniou (Convention)	73.42
7-13	73.42		.50	Photocopy J. Vallely art (for BH, DEPOT)	72.92
7-13	72.92		.88	Mail 2 DEPOT's, copy & letter to J.V.	72.04
7-15	72.04	3.00		C. Brindamour RENEWAL	75.04

NUMBER BOOK ARTICLE

J.S.Ward

I can't really afford to take pictures. So I have developed another sidelight to the hobby of railfanning; I collect numbers.

A number book is much cheaper than taking pictures. Not only are books cheaper than film, but they last longer also.

At first, I used a paper-bound composition book acquired in school, but it soon became very dog-eared. Once I filled it up, I switched to a somewhat smaller "Black Book" such as can be found in any K-Mart type store. They cost a couple of bucks but being hardbound, they hold up much better.

I record each locomotive as I see it. Using a six column page, I record such information as Road Number, Road, Paint-scheme, Place, Date, Train number (starting at 1 each day), and Symbol and Direction. See figure 1 for ex. of a typical page.

Paint scheme information is recorded under the following system. Conrail units in full blue paint are "CR", units still in their former road's scheme but stenciled "CR" have both road's initials down, ex. CR-PC is former PennCentral unit

continued

NUMBER BOOK ARTICLE-----Continued

with PC markings painted out and "CR" stenciled on.

For units sublettered for different railroads, as is the practice on chessie and family lines, a somewhat different system is used. CS-Chessie's initials precedes the owning road- CS-B&O for a B&O unit in chessie paint. Straight blue B&O units are marked "B&O".

I have a totally new outlook on "boring old EMD"5" since I began the number book. I am now willing to write each unit as it comes instead of crossing out the railroad for sending GP40's my way.

Fig. 1

Page 3 132

August 2, 1980 to August 8, 1980

<u>ROAD NO</u>	<u>ROAD</u>	<u>MODEL</u>	<u>PLACE</u>	<u>DATE</u>	<u>REMARKS</u>
4221	CS B&O	GP40-2	Smithton	8-280	#1
4352	CSWM	GP40-2	Smithton	8-2-80	East
6169	CRPC	SD45	Rade	8-2-80	Train
6819	CR	VZ5C	Rade	8-2-80	#2 West
7658	CRLV	GP38	Rade	8-2-80	(PIPY9)

ETC.

SHORT LINE SHORTS

John Dunn

ADIRONDACK RAILWAY- abandoned for 7 years, it was restored for the 1980 Olymoics. It went bankrupt and here are the results of the auction which made less than \$200,000. The restoration cost \$2 million.

DELEWARE OTSAGO SYSTEM- #25 ALCO RSC-2, #29 ALCO RS-3, #6 8 Chair car, GEX Flat car #40001 (#29-ex D&H)

BOB BARRY- Coaches for parts: #1701, #1701, #1697, #1713, #1703 #1728 also -C16 -Camp Train Cook Car, C17 Camp Car with office, C18 Camp Car with bunks.

JAMES PHILIPPONE- Coaches- #1731, #1726, #1699, #1684, Pullman "The Shenandoah" #7350, #84 Diner

NEW YORK&LAKE ERIE RR- 6EX Flat car #40000

JUNIE MEYERS&DON JILLSON- #7650 baggage car

WINTERS RR SERVICES FOR BUFFALO R SOUTHERN RR- #28 Alco RS-3 (ex. D&H)

MIDWEST CHAPTER, NRHS- #73-coach

LOOSE CABOOSE RESTAURANT- #1729 Snack bar car, #92 "Rustic Club" The two cars were purchased for \$13,5000. These two and a pullman will be operated on the Ontario Midland RR as a "Dinner on the Railroad" train. The 2 hour trip features meals prepared in the restaurant and served on the train. 172 diners can be seated. The \$29 price includes both train and dining fare. Power is furnished by the Ontario Midland of Webster, N.Y.

continued

SHORT LINE SHORTS---Continued

SOUTHEAST MASSACHUSETTS FREIGHT LINES- New companies which have submitted proposals for leasing and operating in SEMass. are: Southern New England-N.Alteboro, Plymouth-W. Hanover Shippers Assn.-N.Plymouth, Spurtrack-Northampton. Also there is the Bay Colony RR of S.Carver which consists of 100+miles of Conrail trackage south of Braintree and east of Alteboro. President of the BCRR is George Bartholomew of the Edaville RR.

MORRISTOWN&ERIE RAILWAY-Morristown, N.J. This is a good railroad to model either as a branch line or as the main railroad. It has 3 engines-#14 S-4 new 4/52, #15 RS-1 (ex U.S.Navy #6) blt8/44 acquired 1963, #1005, an Alco acquired from N.Y.State Cement, (ex McKeesport Conn. #1005, which was sent to N.Y. State Cement to replace a ex Y&N 52#213, which was destroyed in an enginehouse fire.)

The M&E owns one caboose, ex N.Y. S&W #0112. 30 cars on line are stenciled for the M&E and are owned by the Great Western Railway of Loveland, Colorado, which are restenciled and returned as needed. The best reason to model the M&E is this: It's 10.5 miles long, 4 major customers and it's yard at Morristown is a 3 track U-shaped layout with the shop tracks located inside the U. The M&E operates Mon.-Fri. and sometimes Sat. depending on Sat. depending on Conrail deliveries. (More information on the M&E will follow.

NEW YORK SUSQUEHANNA & WESTERN- The NYS&W recently acquired track from Binghamton to Utica. 2 Alco-420's were acquired for this #2000 (ex VAMD#50, exx L&N#5031 and #2002(ex VAMD Nee-LIRR#202. Former Bi-Centennial RS-1 #252 now is yellow and black.

EXPLAINING YOUR EQUIPMENT

Ted Bedell

If any of you recall DEPOT #13, Tom Bass had an article on page 3 concerning equipment planning. He complained that his locomotive roster was not unified and pointed out several other "unprototypical" aspects of his model railroad. He told of his plans to rectify the situation, and I would like to suggest a few other ideas that he, or anybody, can use to help explain unusual pieces of equipment.

In the general motive power area, foreign-road paint schemes provide a number of possible excuses for unusual makes and models of locomotives. Perhaps the unit(s) in question are on a lease arrangement from a neighboring road which maintains a parts inventory for their small fleet of Baldwins or Alcos. Those SantaFe cowl units are on a run-through TOFC train or a hotshot merchandiser. A connecting shortline, the 30-mile AB&C, is having your shops repaint their VO-1000 or GE 70-tonner.

Another idea is to modify an existing model. For instance, put EMD-style exhaust stacks on an odd Alco S-2 and say it is a re-engined hump switcher. Paint it for the homeroad and number it in with a series of EMD switchers. If you want

continued

EXPLAINING YOUR EQUIPMENT---Continued

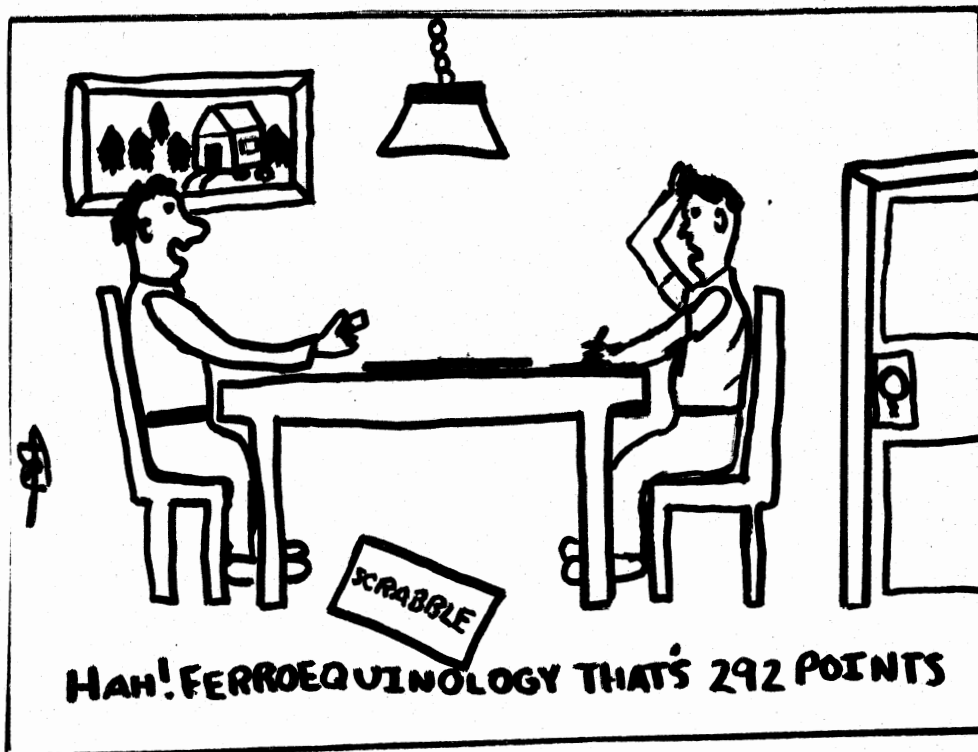
to carry the idea a bit further, modeling a slug unit or two from odd units on hand would be most interesting. Basically, a slug is a locomotive chassis with no prime mover and no cab. It cannot move by itself and its traction motors must be fed electrically by M.v. wires from a normal locomotive. Slugs vary according to each home-road, which lends itself to kit-bashing and freelancing nicely. The railfan magazines are good sources of slug photos.

In the caboose department Tom plans to standardize with bay window cabooses. His extended vision, transfer, and cupola cabooses, in the livery of neighboring shortlines with no shops, can become cash revenue for the home-road's shop forces. Railroads have had run-through agreements, trackage rights, and equipment pools for decades. Many strange things are seen in the real world. Why not model one or two for conversation starters?

There are always variations on any theme, and a little imagination goes a long way. If anyone decides to go ahead and built a slug, I would like to hear about it (hopefully) through an article in the Car Shop column.) How about some more ideas from all you intellectual giants out there?

NR CULTURE CORNER: CARTOONS

NRMembers



Cartoon by George Fletcher

PRINTER'S POINTERS or PRINT HINTS

by Ted Bedell

Welcome to "page 19". Page 19 is not listed in the table of contents, but I thought I might use this empty page to some small benefit. I would like to provide a few hints on how to prepare a full-size article for the DEPOT.

Proper research is the first prerequisite for an article which will contain useful, valid information. Even if most of your information is from one source, look around for books, articles, or news items which can update and/or expand your article's coverage. After completing your rough draft, read it over as though you had never seen it before. Are there any parts that seem vague or unclear? Would a map or diagram be helpful in understanding the information? How about a photo or two?

For best reproduction, diagrams should be drawn clearly in black ink without any crowding of words. Crowding leads to unclarity, as you can see with the map on page 14 of this issue. Each diagram should be on a separate sheet of paper, drawn to the size you want them to appear in the DEPOT.

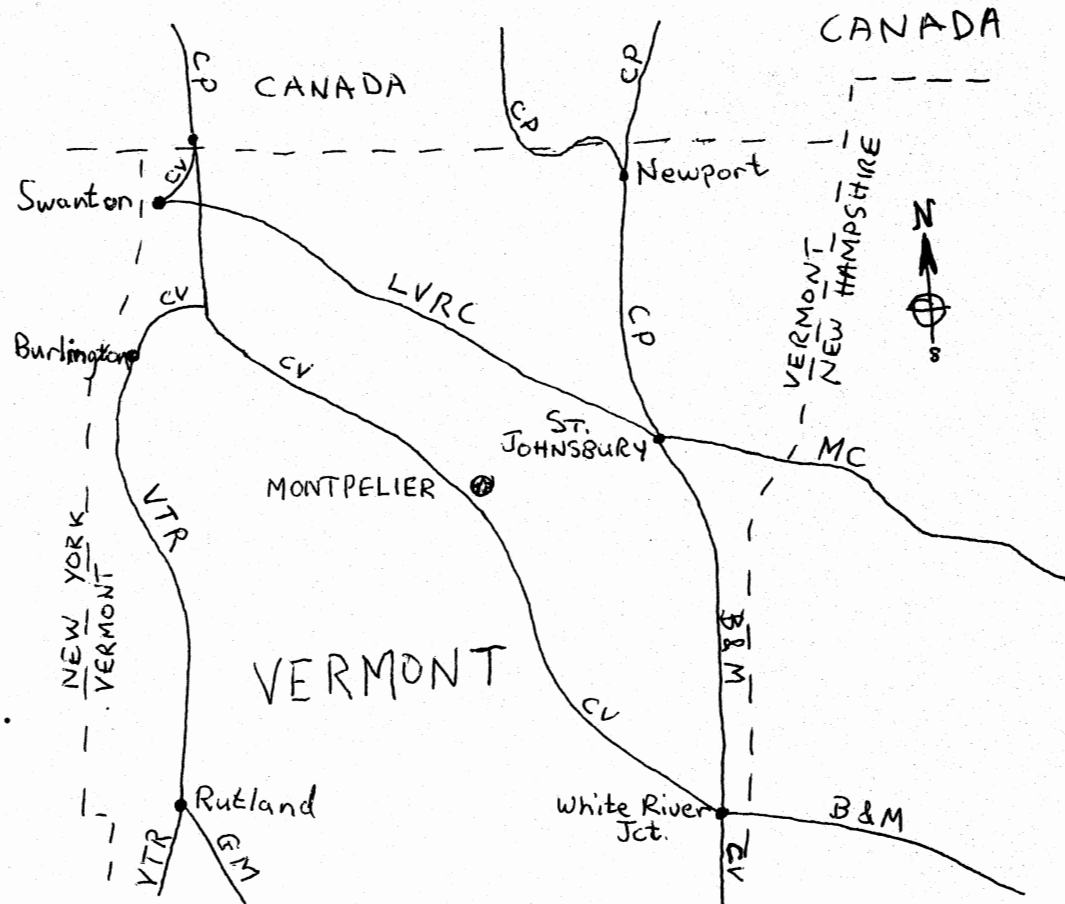
Photos have two main priorities for good reproduction. The subject should be clear and well-lighted, and the subject should be of sufficient size to see it. A photo of a train a mile down the track just doesn't look like much on printed paper. Have an enlargement made, and I can crop out the excess, (without damaging the original, of course). Color prints reproduce OK, but black and white pix are better. Larger prints are easily reduced in size and provide much better detail (5" x 7" or 8" x 10" are optimum sizes).

**MAGIC MARKER
DOES NOT
REPRODUCE
IN DETAIL**

**BLACK PEN
IS BETTER**

Key:

BM-Boston & Maine
CP-Canadian Pacific
CV-Central Vermont Rwy.
GM-Green Mountain RR
LV-Lamoille Valley RR
MC-Maine Central RR
VT-Vermont Rwy.



SEASON'S



GREETINGS

The Depot
Bernie Stone-Pres.
70 Hillside Lane
Syosset, N.Y.
11791



Tiepolo: National Gallery of Art