

The Depot is the official publication of the Northeastern Region
of the Teen Association of Model Railroading.

Issue #20: Sept.-Dec. 1982

In this Issue: 1982 Convention, Division News, Conrail Roster Plan,
Prototype Practices, Halloween Mini-Convention and more!

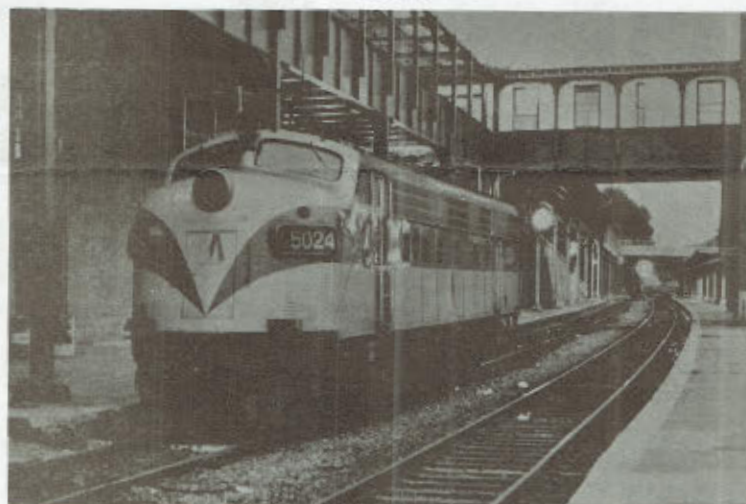


OUR 1982 CONVENTIONEERS AT ESSEX RAILROAD, CONN.

Lto R Bernie Stone, Kevin Lindstrom, Ted Bedell, John Dunn, Andy Taylor,
Ted Tait, Chris Brindamour, Peter Antoniou's next door neighbor(up top),
Chris Anderson, Steve Stone (up top), Peter Antoniou, Jesse Vallyely,
Mike Hecht.



LEFT: RS3 #138 at New Haven yard.
(Photo by Steve Stone)



RIGHT: MTA-CONRAIL FL-9 #5024
at Poughkeepie. (Photo by Bob Huron)



LEFT: Inside storage barn at
Branford Trolley Museum.
(Photo by Bob Huron)

OFFICERS:

President-Bernie Stone 70 Hillside Lane, Syosset, N.Y. 11791
 Sec./Tres.-Ted Tait P.O.Box 930 Univ. of Scranton, Scranton, Pa. 18510
 Regional Representative-Andy Taylor 5 Harris St. Marblehead, MA. 01945
 Editor-J.S.Ward RD#1 Box 217A Ruffsedale, Pa. 15679
 Printer-Ted Bedell 6 Oak Pl. Bayville, N.Y. 11709
 Associate Editor-Bob Huron 111 Valley Ave. Locust Valley. N.Y. 11560
 Associate Editor-Ted Bedell
 Typist-Anne Stone
 Division Coordinator-J.S.Ward
 Activities Director-Peter Antoniou 16 Bermuda Rd. Wetherfield, CT. 06109
 NEST Coordinator-Tom Matthews 3 Sylcox Road, Cornwall, N.Y. 12518

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FROM THE CAB

J.S. Ward

Since this is my first editorial, let me explain a few things about this issue. First of all, I am trying out a new format. Photos are not concentrated on photo pages, but are spread throughout the issue. I figured since we are using offset printing, we

FROM THE CAB---Continued

may as well get the most out of it.

Secondly, this issue was put together almost completely from articles in my file when I recieved it from Ted Tait. I did this so I could get the issue out on schedule and also because I wanted to get an issue out before I went into the Army.

Yes, "Your Esteemed Editor" (I liked that Bob!) is now officially a Private in the U.S. Army. This was not necessarily a career choice I wanted to make. But the economic conditions you probably have only heard of are everyday life in the "Laurel Highlands". Unemployment runs as high as 20% locally, so you see why I joined.

I still don't know what effect it will have on my Editorship, but I'm going to try to keep up with it. I should be able to do it unless I am assigned to Europe.

I guess you noticed the typos in the last issue. To set the record straight on these, our typist is not familiar with railroad terminology. I'm not knocking her, she does a good job. We're lucky to have somebody volunteer to do it like that. Just make sure you write railroad terms especially clearly in your articles. If you knew my scrawl, you could see why an MP15AC could become an MP1sAL.

Also in this issue you will find a membership survey. This will tell me your interests and let me know what you want to see in these hallowed pages. Unlike some other editors in this organization (TAMR & REGIONS). I, like Ted Tait before me, do care.

Finally, you will find the Conrail Day One Roster on Page 6. This is presented as a historical item of interest and to help you to identify that odd CR Unit in your pictures. For those of you who custom paint, this roster will keep you from misnumbering your units. Next issue will contain an updated roster as a lot of changes have taken place since 1976.

PRESIDENT'S LETTER

Yes, I am speaking to you once again. Looking at the material for this issue, I find it even bigger and better than ever. We have once again made a change for the better on our staff. Tom Matthews is our new N.E.S.T. Coordinator. After seeing how much interest he had in the NEST, the choice was simple to make. So far he has done an excellent job at his new position. If you noticed this issue is Sept.-Dec. This had to be done to get the DEPOT back on the right track. Soon we will be back on schedule for the first time in years. It was some thing I promised to do when I ran for President almost two years ago. Well, I can say that it has made me very happy that the DEPOT is finally going to be on time in your mailboxes.

In this issue you will also find reports for the two conventions. Both the Summer and our mini-Halloween get togethers were unforgettable. Our next convention is planned for Philadelphia. The Sec./Tres. Report explains most of it.

continued

PRESIDENT'S LETTER---Continued

Another event in the planning is a small get together at Tom Matthews' place for some serious railfanning. The tentative date is still unknown but it is in the near future. If you are interested, write to me, as I will write back as I get the info from Tom.

I hope to see many of the true railfaners of this organization soon!

DIVISION NEWS

J.S. Ward

It has finally happened! We have our first division. The Pennsylvania Division takes in all the state, puts out a bi-monthly newsletter, THE SIGNAL, and dues are \$2.00 per year. Send money to: Darren Phillips 226 Hemlock Dr., McMurray, Pa. 15317.

Unfortunately, outside of some work around New York City, this is the only place anybody has even done anything. Our division's members are scattered all over creation. Other areas(Long Island!) have the necessary members, who live close together and have mass transit, etc. Why don't you try to organize? If you're interested, drop me a line and I'll help out any way I can.

CONVENTION REPORT

Peter Antoniou

The convention was to start with everybody meeting at the Old Saybrook Amtrak station by 12:30. this taking into account that the latest train anyone was planning on arriving on would arrive at 11:47. It turned out that the Long Island delegation (the majority of the attendees) didn't know how to read a ferry schedule and arrived on the 12:47 train. This situation deteriorated further when that train arrived at 2:00. The entire group packed into two cars to go to Essex.

We arrived at the Essex Railroad with two minutes to purchase tickets for their train. We began the ride in the observation car, a gondola with benches in it. Soon, however, the less hardy ones were forced to go into a roofed car where the soot from the steam locomotive was not so bad. The train was delayed somewhat, so our tour of the facilities had to be eliminated. Later that night, after devouring sheets of sheet pizza, we traveled to East Hartford to visit the incredible layout of Al Kalbfleisch. It was so great that even Bob Huron ran out of superlatives to describe it.

The next morning, we started off with a trip to the Bradford trolley museum. After touring the collection of beautifully restored equipment and riding a trolley on the three mile round trip, we were able to get a private car for the convention.

Following that, we went to New Haven where we were given a tour of the yards by Jon Kimmach. What at first seemed like a

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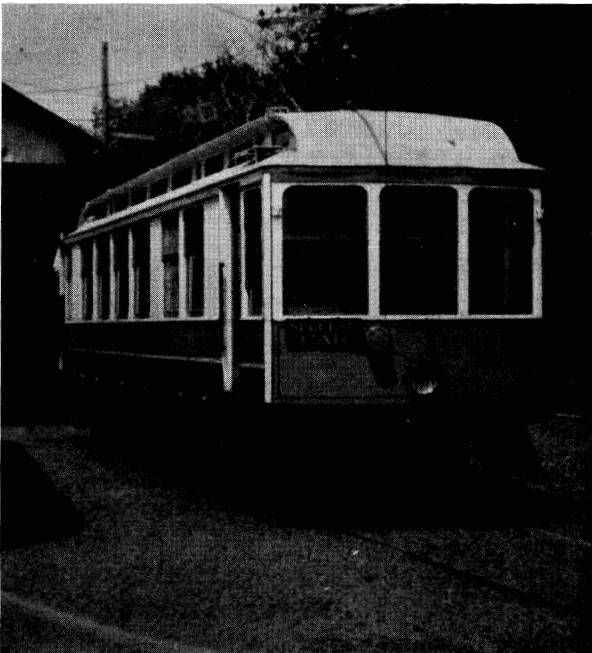
CONVENTION REPORT---Continued

potential problem with Amtrak officials resulted instead in a guided tour.

After that we went to Jon Kimmach's house for the traditional movie and slide show. The next morning, after returning to New Haven for a while, we went to Hartford to visit the Silk City Model Railroad Club. The club's layout was 40' x 100' and had over 8000' of track. The reproduction of Horseshoe Curve was so well done that pictures of the model and the prototype were hard to tell apart.

Then we journeyed to Don Clerke's pike and were again treated to a masterpiece of model work, this time featuring the Boston and Maine. The members then departed, with memories of a unique convention.

NOTE ALL ATTENDEES: Will whoever left the film canister with a roll of 36 exposure Ektachrome in it please contact me so I can send it to you.



LEFT: Our Private Car in which the NR was given an exclusive tour of the Branford Trolley Museum. (Photo by Ted Tait)

RIGHT: Essex railroad equipment. (Photo by Bob Huron)

INTERLOCKINGS AND JUNCTIONS

J.S. Ward

In this column, I will explain some of the terms used in conjunction with Interlockings and Junctions. Hopefully this will clear up any confusion you may have concerning these terms.

Switch- as most of you know, a switch (burnout to modelers) is a device to get a train to go on a different route.

Integral Parts are the points, which are simply rails shaved down to a point on one end. These rails (there are two connected by a throw

continued

INTERLOCKINGS AND JUNCTIONS---Continued

rod to a switchstand or machine on each switch) shift against or away from a stock rail to guide a train down a particular route.

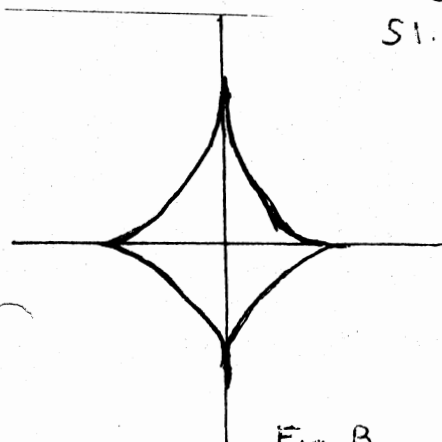
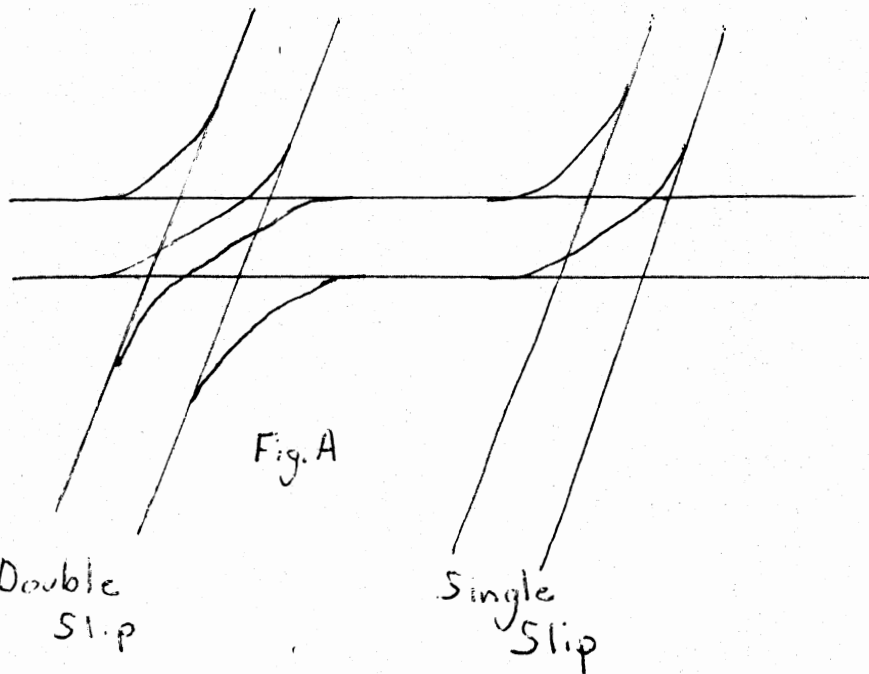
Frog- This is the part of a switch or a crossing where the rails cross each other. Frogs in crossings are measured by degrees while in switches they are given numbers. A number 6 frog (extremely sharp on the real railroads) spreads the rails 1 foot apart at a distance of 6 feet from the point of the frog. In my area high speed crossovers use #20 switches.

Slip Switch- This is in effect a combination of a crossing and switches (see Fig. A). They can be either double or single slips, the diagram (Fig. A) can explain this better than I can. Slip switches are generally used only at very busy junctions, passenger stations, etc.

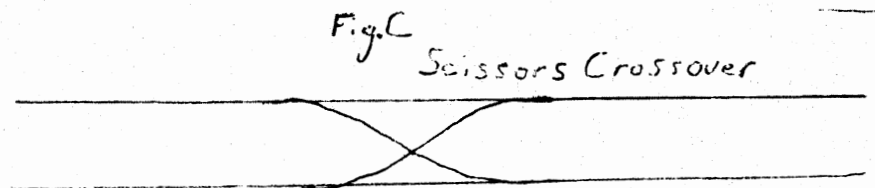
Grand Junction- This is similar to a slip switch, except that there is some distance from the crossings and switches. At a grand junction, two lines cross in such a way that a train approaching from any direction has 3 routes to choose from. (see Fig. B) This is the railroad equivalent of a cloverleaf.

Crossover- This is 2 switches arranged frog to frog in such a way that a train may change tracks.

Scissors Crossover- This uses 4 switches and a crossing in such a way as to place 2 crossovers in a place where there is only space for 1. (see Fig. C)



Grand Jct.



CONRAIL ROSTER PLAN - 1976

Contributed by:
Pat Yough & J.S. Ward

Units numbered CONRAIL 6000-6999 are six (6) axle.					Conrail Number	Former RR	Former Number	Model	Note
Conrail Number	Former RR	Former Number	Model	Note					
1639 - 1650	PC	1639 - 1650	F-7A		4000 - 4001	EL	809 - 810	E-8A	
1651	"	1482	"		4002 - 4012	"	812 - 822	"	
1652	"	1501	"		4013 - 4022	"	824 - 833	"	
1656 - 1879	"	1656 - 1879	"		4039	PC	4039	"	
1880	EL	6321	"		4042	"	4042	"	
1881	"	6331	"		4062	"	4062	"	
1882	"	6341	"		4063	"	4063	"	
1883	"	6351	"		4100 - 4112	CNJ	3671 - 3683	GP-40P	
1884	"	6361	"		4151 - 4182	EL	3351 - 3382	U-34CH	
1885	"	7091	"		4224	PC	4224	E-7A	
1886	"	7094	"		4233	"	4233	"	
1887	"	7101	"		4244	"	4244	"	
1888	"	7104	"		4246	"	4246	E-8A	
1889	"	7111	"		4248 - 4249	"	4248 - 4249	"	
1890	"	7114	"		4251	"	4251	"	
1891	"	7121	"		4253 - 4254	"	4253 - 4254	"	
1892	"	7124	"		4256 - 4258	"	4256 - 4258	"	
1893	"	7131	"		4261 - 4268	"	4261 - 4268	"	
1894	"	7134	"		4270	"	4270	"	
2021 - 2044	PC	2021 - 2044	RS-32		4272	"	4272	"	
2048 - 2049	RDG	5211 - 5212	C-430		4285	"	4285	"	
2050 - 2059	PC	2050 - 2059	"		4305	"	4305	"	
2060 - 2071	LV	404 - 415	C-420		4320 - 4328	"	4320 - 4328	"	
2072	L&HR	21	"		4332 - 4333	"	4332 - 4333	FP-7A	
2073 - 2074	"	23 - 24	"		4335 - 4337	"	4335 - 4337	"	
2075 - 2077	"	27 - 29	"		4340 - 4341	"	4340 - 4341	"	
2100 - 2112	PC	2100 - 2112	GP-20		4344 - 4346	"	4344 - 4346	"	
2168 - 2187	RDG	3600 - 3619	GP-30		4349	"	4349	"	
2188 - 2249	PC	2188 - 2249	"		4354	"	4354	"	
2250 - 2399	"	2250 - 2399	GP-35		4360	"	4360	"	
2400 - 2414	"	2400 - 2414	RS-27		4362	"	4362	"	
2416 - 2459	"	2416 - 2459	C-425		4365	"	4365	"	
2460 - 2462	EL	2460 - 2462	"		4368 - 4370	"	4368 - 4370	"	
2463 - 2471	"	2451 - 2459	"		4371 - 4373	RDG	900 - 903	"	
2474	PC	2415	C-424		4400 - 4437	PC	4400 - 4437	E-44	1
2475 - 2489	EL	2401 - 2415	"		4438 - 4459	"	4438 - 4459	E-44A	1
2490 - 2499	RDG	5201 - 5210	"		4460 - 4465	"	4460 - 4465	E-44	1
2500 - 2569	PC	2500 - 2569	U-25B		4601 - 4610	"	4601 - 4610	E-33	1
2570 - 2596	EL	2501 - 2527	"		4678	"	4678	T-3	1
2600 - 2685	PC	2600 - 2685	"		4710	"	4710	S-2E	1
2700 - 2776	"	2700 - 2776	U-23B		4715	"	4715	"	1
2777 - 2788	LV	501 - 512	"		4723	"	4723	"	1
2822 - 2823	PC	2822 - 2823	U-28B		4725	"	4725	"	1
2830 - 2889	"	2830 - 2889	U-30B		4731	"	4731	"	1
2890 - 2970	"	2890 - 2970	U-33B		4733	"	4733	"	1
3000 - 3274	"	3000 - 3274	GP-40		4800 - 4803	"	4800 - 4803	GG-1	1
3275 - 3279	RDG	3671 - 3675	GP-40-2		4806	"	4806	"	1
3400	"	3420	GP-39-2		4808 - 4809	"	4808 - 4809	"	1
3401 - 3412	"	3401 - 3419	"		4811	"	4811	"	1
3610 - 3612	AA	385 - 394	GP-35		4815	"	4815	"	1
3620 - 3656	RDG	3620 - 3656	"		4821 - 4822	"	4821 - 4822	"	1
3657 - 3692	EL	2551 - 2586	"		4824 - 4825	"	4824 - 4825	"	1
3800 - 3839	PC	3800 - 3839	GP-9	3	4828	"	4828	"	1
3850	EL	6112	F-7B	3	4835 - 4836	"	4835 - 4836	"	1
3851	"	6322	"	3	4838	"	4838	"	1
3852	"	6332	"	3	4840 - 4841	"	4840 - 4841	"	1
3853	"	6342	"	3	4844	"	4844	"	1
3854	"	6352	"	3	4848 - 4865	"	4848 - 4865	"	1
3855	"	6362	"	3	4867 - 4870	"	4867 - 4870	"	1
3856 - 3857	"	7092 - 7093	"	3	4872 - 4887	"	4872 - 4887	"	1
3858 - 3859	"	7102 - 7103	"	3	4889 - 4891	"	4889 - 4891	"	1
3860 - 3861	"	7112 - 7113	"	3	4893 - 4896	"	4893 - 4896	"	1
3862 - 3863	"	7122 - 7123	"	3	4898	"	4898	"	1
3864	"	7133	"	3	4930 - 4939	"	4930 - 4939	"	1
3865	PC	4153	"	3	4971	"	4971	E-40	1
3866	"	3453	"	3	4973 - 4977	"	4973 - 4977	"	1
3867	"	3460	"	3	5000 - 5010	"	5000 - 5010	FL-9	2
3868	"	3464	"	3	5012 - 5029	"	5012 - 5029	"	2
3869	"	3466	"	3	5030 - 5031	"	5030 - 5031	"	2
3870	"	3469	"	3	5033 - 5049	"	5033 - 5049	"	2
3871	"	3471	"	3	5052 - 5059	"	5052 - 5059	"	2
3872 - 3873	"	3478 - 3479	"	3	5200 - 5201	LV	213 - 214	RS-2	
3874	"	3437	"	3	5202 - 5203	"	217 - 218	"	
					5204 - 5208	EL	903 - 907	"	

continued

CONRAIL ROSTER PLAN---Continued

Conrail Number	Former RR	Former Number	Model	Note	Conrail Number	Former RR	Former Number	Model
5209 - 5210	EL	909 - 910	RS-2		5676 - 5677	CNJ	1520 - 1521	GP-7
5211 - 5212	"	912 - 913	"		5678 - 5679	"	1531 - 1532	"
5213 - 5214	"	953 - 954	"		5680 - 5681	"	1522 - 1523	"
5215 - 5217	"	1004 - 1006	"		5686 - 5712	PC	5686 - 5712	"
5229 - 5232	"	1007 - 1010	RS-3		5719	"	5719	"
5233 - 5246	"	1013 - 1026	"		5738 - 5757	"	5738 - 5757	"
5247 - 5248	"	1028 - 1029	"		5759 - 5770	"	5759 - 5770	"
5249 - 5273	"	1033 - 1057	"		5772 - 5773	"	5772 - 5773	"
5274	PC	5223	"		5775 - 5778	"	5775 - 5778	"
5275 - 5276	"	5232 - 5233	"		5780 - 5781	"	5780 - 5781	"
5277	"	5236	"		5783	"	5783	"
5279	"	5246	"		5786 - 5795	"	5786 - 5795	"
5280	"	5258	"		5798	RDG	620	"
5281	"	5263	"		5799 - 5805	PC	5799 - 5805	"
5282	"	5282	"		5806	RDG	622	"
5292	"	5292	"		5807 - 5812	PC	5807 - 5812	"
5294	"	5294	"		5813 - 5814	RDG	623 - 624	"
5297 - 5298	"	5297 - 5298	"		5815 - 5816	PC	5815 - 5816	"
5302	"	5302	"		5817	RDG	625	"
5306 - 5307	"	5306 - 5307	"		5818 - 5827	PC	5818 - 5827	"
5313	"	5313	"		5828 - 5838	RDG	626 - 636	"
5316	"	5316	"		5839	"	662	"
5320	"	5320	"		5840 - 5850	PC	5840 - 5850	"
5325 - 5326	"	5325 - 5326	"		5852 - 5899	"	5852 - 5899	"
5329	"	5329	"		5902	CNJ	1524	"
5332	"	5332	"		5903	PC	5903	"
5336	"	5336	"		5904 - 5908	CNJ	1525 - 1529	"
5339 - 5340	"	5339 - 5340	"		5909	PC	5909	"
5348 - 5352	"	5348 - 5352	"		5910	CNJ	1530	"
5365	"	5365	"		5912	PC	5912	"
5370 - 5380	CNJ	1540 - 1550	"		5914	"	5914	"
5381 - 5384	"	1552 - 1555	"		5916 - 5917	"	5916 - 5917	"
5387 - 5391	"	1562 - 1566	"		5920 - 5921	EL	1400 - 1401	"
5392 - 5397	"	1700 - 1705	"		5922	"	1403	"
5398	"	1707	"		5923	PC	5923	"
5399	"	1709	"		5924 - 5929	EL	1404 - 1409	"
5402	PC	5402	"		5930 - 5951	"	1200 - 1221	"
5404	"	5404	"		5952 - 5954	PC	5952 - 5954	"
5411	"	5411	"		5956 - 5959	"	5956 - 5959	"
5416	"	5416	"		5960 - 5984	EL	1222 - 1246	"
5428	"	5428	"		5985 - 5999	"	1270 - 1284	"
5441 - 5442	"	5441 - 5442	"		6000 - 6039	PC	6000 - 6039	SD-35
5452	"	5452	"		6040 - 6051	CNJ	2501 - 2512	"
5456	"	5456	"		6066 - 6099	EL	3601 - 3634	SD-45
5458	"	5458	"		6100 - 6104	RDG	7600 - 7604	"
5462	"	5462	"		6105 - 6239	PC	6105 - 6239	"
5465	"	5465	"		6240 - 6284	"	6240 - 6284	SD-40
5468	"	5468	"		6285 - 6292	CNJ	3061 - 3068	"
5473 - 5475	"	5473 - 5475	"		6293 - 6357	PC	6040 - 6104	"
5478 - 5481	"	5478 - 5481	"		6500 - 6519	"	6500 - 6519	U-25C
5483 - 5485	"	5483 - 5485	"		6520 - 6534	"	6520 - 6534	U-28C
5486 - 5488	LV	210 - 212	"		6535 - 6539	"	6535 - 6539	U-30C
5489 - 5490	"	215 - 216	"		6540 - 6563	"	6540 - 6563	U-33C
5491	"	219	"		6564 - 6578	EL	3301 - 3315	"
5500 - 5507	PC	5500 - 5507	"		6579 - 6583	RDG	6300 - 6304	U-30C
5509 - 5512	"	5509 - 5512	"		6587 - 6599	EL	3316 - 3328	U-36C
5514 - 5516	"	5514 - 5516	"		6654 - 6666	"	3669 - 3681	SD-45-2
5518	"	5518	"		6667 - 6668	"	3635 - 3636	SDP-45
5520 - 5521	"	5520 - 5521	"		6669 - 6699	"	3638 - 3668	"
5527	"	5527	"		6700 - 6718	PC	6700 - 6718	U-23C
5530	"	5530	"		6721 - 6737	LV	625 - 641	C-628
5533	"	5533	"		6738 - 6752	PC	6300 - 6314	C-628
5536	"	5536	"		6753 - 6764	RDG	5300 - 5311	C-630
5537 - 5541	EL	914 - 918	"		6765 - 6779	PC	6315 - 6329	"
5542 - 5550	"	920 - 928	"		6780 - 6794	"	6330 - 6344	C-636
5551 - 5554	"	930 - 933	"		6800	"	6800	RSD-5
5561 - 5562	PC	5561 - 5562	"		6802	"	6802	"
5566	"	5566	"		6804 - 6805	"	6804 - 6805	"
5579	"	5579	"		6812 - 6816	"	6812 - 6816	RSD-15
5592 - 5593	"	5592 - 5593	"		6849	"	9949	AEH-12
5600 - 5609	"	5600 - 5609	GP-7		6855 - 6879	"	6855 - 6879	RSD-12
5611	"	5611	"		6900 - 6924	"	6900 - 6924	SD-9
5612 - 5625	P&E	5612 - 5625	"		6925 - 6959	"	6925 - 6959	SD-38
5626 - 5675	PC	5626 - 5675	"		6998 - 6999	"	6998 - 6999	SD-7

continued

CONRAIL ROSTER PLAN---Continued

Conrail Number	Former RR	Former Number	Model	Note	Conrail Number	Former RR	Former Number	Model
7000 - 7070	PC	7000 - 7070	GP-9		8403	CR&I	8403	SW-1
7072 - 7094	"	7072 - 7094	"		8404	CNJ	1009	"
7096 - 7128	"	7096 - 7128	"		8405	PC	8405	"
7130 - 7224	"	7130 - 7224	"		8406	CR&I	8406	"
7226 - 7269	"	7226 - 7269	"		8407 - 8408	CNJ	1011 - 1012	"
7271 - 7272	"	7271 - 7272	"		8409 - 8414	PC	8409 - 8414	"
7277	"	7277	"		8415	CNJ	8415	"
7280 - 7281	"	7280 - 7281	"		8416 - 8417	PC	8416 - 8417	"
7284	"	7284	"		8419	LV	8419	"
7286	"	7286	"		8420	CR&I	8420	"
7290 - 7293	"	7290 - 7293	"		8421	LV	8421	"
7298	"	7298	"		8422	"	118	"
7300 - 7303	CUT	7300 - 7303	"		8423 - 8429	PC	8423 - 8429	"
7304 - 7314	PC	7304 - 7314	"		8430	CR&I	8430	"
7316 - 7320	"	7316 - 7320	"		8431 - 8436	PC	8431 - 8436	"
7322 - 7327	"	7322 - 7327	"		8437	CR&I	8437	"
7329 - 7332	"	7329 - 7332	"		8438 - 8442	PC	8438 - 8442	"
7335	"	7335	"		8444	CR&I	8444	"
7337 - 7339	"	7337 - 7339	"		8446 - 8447	PC	8446 - 8447	"
7343 - 7344	"	7343 - 7344	"		8449 - 8451	"	8449 - 8451	"
7346 - 7347	"	7346 - 7347	"		8453	CR&I	8453	"
7349 - 7359	"	7349 - 7359	"		8454	PC	8454	"
7361 - 7364	"	7361 - 7364	"		8457	"	8457	"
7366 - 7368	"	7366 - 7368	"		8459	CR&I	8459	"
7371 - 7379	"	7371 - 7379	"		8460 - 8466	PC	8460 - 8466	"
7381 - 7409	"	7381 - 7409	"		8468	"	8468	"
7411 - 7441	"	7411 - 7441	"		8470	"	8470	"
7443 - 7446	"	7443 - 7446	"		8472	"	8472	"
7448 - 7463	"	7448 - 7463	"		8475 - 8478	"	8475 - 8478	"
7465 - 7466	"	7465 - 7466	"		8480	"	8480	"
7468 - 7475	"	7468 - 7475	"		8483 - 8488	"	8483 - 8488	"
7476 - 7477	LV	300 - 301	"		8491 - 8493	"	8491 - 8493	"
7478 - 7483	EL	1260 - 1265	"		8496 - 8497	"	8496 - 8497	"
7496 - 7499	LV	302 - 305	GP-18		8498	CR&I	8498	"
7500	PC	7500	GP-9		8499 - 8505	PC	8499 - 8505	"
7506	"	7506	"		8507 - 8510	"	8507 - 8510	"
7508	"	7508	"		8512 - 8520	"	8512 - 8520	"
7512	"	7512	"		8522 - 8528	"	8522 - 8528	"
7514	"	7514	"		8530 - 8533	"	8530 - 8533	"
7517	"	7517	"		8534 - 8536	RDG	22 - 24	"
7530	"	7530	"		8537 - 8539	PC	8537 - 8539	"
7533 - 7536	"	7533 - 7536	"		8541 - 8545	"	8541 - 8545	"
7538 - 7539	"	7538 - 7539	"		8547 - 8548	"	8547 - 8548	"
7542 - 7543	"	7542 - 7543	"		8550 - 8554	"	8550 - 8554	"
7545	"	7545	"		8556 - 8571	"	8556 - 8571	"
7547 - 7549	"	7547 - 7549	"		8575 - 8576	"	8575 - 8576	"
7554 - 7557	"	7554 - 7557	"		8578 - 8580	"	8578 - 8580	"
7559	"	7559	"		8587 - 8599	"	8587 - 8599	"
7587 - 7589	"	7660 - 7662	RS-11		8600 - 8627	"	8600 - 8627	SW-8
7590 - 7596	"	7664 - 7670	"		8628 - 8630	CUT	8628 - 8630	SW-900
7597 - 7599	"	7672 - 7674	"		8632 - 8646	PC	8632 - 8646	"
7600 - 7608	"	7600 - 7608	"		8647 - 8657	LV	120 - 130	"
7609 - 7612	LV	400 - 403	"		8658 - 8663	RR	1 - 6	"
7617 - 7621	PC	7617 - 7621	"		8664 - 8690	LV	250 - 276	SW-8
7623 - 7639	"	7623 - 7639	"		8691 - 8700	EL	362 - 371	"
7640 - 7647	"	7640 - 7647	"		8701 - 8721	RDG	1501 - 1521	SW-900
7648	"	7648	"		8836	CR&I	8836	SW-7
7649 - 7654	"	7649 - 7654	"		8838	"	8838	"
7656 - 7659	LV	310 - 313	GP-38		8840 - 8841	"	8840 - 8841	"
7660 - 7669	PRSL	2000 - 2009	"		8842 - 8855	PC	8842 - 8855	"
7670 - 7674	PC	2010 - 2014	"		8860 - 8865	EL	428 - 433	"
7675 - 7939	"	7675 - 7939	"		8866	PC	8837	"
7940 - 8162	"	7940 - 8162	GP-38-2		8867	"	8339	"
8163 - 8174	LV	314 - 325	"		8868 - 8871	CNJ	1080 - 1083	"
8308	PC	8308	"		8872 - 8874	PC	8872 - 8874	"
8334	"	8334	"		8875 - 8879	LV	220 - 224	"
8343 - 8347	PRSL	6017 - 6021	S-12M		8880 - 8903	PC	8880 - 8903	"
8348 - 8352	"	6028 - 6032	"		8904 - 8910	P&E	8904 - 8910	"
8353	"	6006	S-8		8911 - 8921	PC	8911 - 8921	SW-9
8354	IRN	751	S-10		8922 - 8925	"	8922 - 8925	"
8397	PRSL	6016	AS-16		8927 - 8930	"	8927 - 8930	"
8398 - 8399	"	6024 - 6025	"		8931 - 8938	LV	280 - 287	"
8400	CR&I	8400	SW-1		8939	"	292	"
8401 - 8402	PC	8401 - 8402	"		8940	PC	8951	"

continued

CONRAIL ROSTER PLAN---Continued

Conrail Number	Former RR	Former Number	Model	Note	Conrail Number	Former RR	Former Number	Model
8941 - 8950	PC	8941 - 8950	SW-9		9660	PC	9660	S-2
8951 - 8961	CNJ	1084 - 1094	"		9695 - 9696	"	9695 - 9696	S-4
8962 - 9001	PC	8962 - 9001	"		9698 - 9699	"	9698 - 9699	"
9008	"	8631	"		9701	"	9701	"
9009	"	9153	"		9705	"	9705	S-2
9010 - 9016	EL	434 - 440	"		9729	"	9729	S-4
9017 - 9026	"	446 - 455	"		9731 - 9732	"	9731 - 9732	S-2
9035 - 9041	PC	9035 - 9041	SW-7		9733	"	9733	S-4
9042 - 9044	"	9042 - 9044	SW-9		9735	"	9735	"
9045 - 9049	"	9045 - 9049	SW-7		9737	"	9737	"
9059 - 9060	"	9059 - 9060	SW-9		9739 - 9740	"	9739 - 9740	"
9061 - 9074	"	9061 - 9074	SW-7		9744 - 9745	"	9744 - 9745	"
9076 - 9094	"	9076 - 9094	"		9752	"	9752	"
9095 - 9096	"	9095 - 9096	SW-9		9756	"	9756	"
9097 - 9098	"	9097 - 9098	SW-7		9763	"	9763	"
9113 - 9132	"	9113 - 9132	SW-9		9770	"	9770	"
9134 - 9141	"	9134 - 9141	"		9777	"	9777	"
9150	"	9150	SW-7		9780 - 9781	"	9780 - 9781	S-2
9151 - 9152	"	9151 - 9152	NW-2		9783	"	9783	"
9153	"	9153	"		9787	"	9787	"
9154 - 9179	"	9154 - 9179	"		9788	"	9788	S-4
9180	"	8926	"		9799	"	9799	"
9181	"	9075	"		9804	"	9804	S-2
9182	"	9099	"		9807	"	9807	"
9183 - 9194	"	9100 - 9111	"		9809	"	9809	"
9200	"	8701	"		9813 - 9814	"	9813 - 9814	"
9201 - 9204	"	8750 - 8753	"		9817	"	9817	S-4
9205 - 9206	"	8755 - 8756	"		9818 - 9819	EL	520 - 521	S-2
9207	"	8759	"		9820	"	532	"
9208	"	8761	"		9821	"	539	"
9209 - 9210	EL	401 - 402	"		9822	"	542	"
9211 - 9234	"	404 - 427	"		9823	"	526	S-4
9235 - 9239	"	441 - 445	"		9824	PC	9824	S-2
9240 - 9241	CNJ	1060 - 1061	"		9828	"	9828	"
9242 - 9247	LV	180 - 185	"		9830	"	9830	S-4
9248	PC	8648	"		9833	"	9833	"
9249	"	8650	"		9839	"	9839	S-2
9250 - 9251	"	8652 - 8653	"		9841 - 9842	"	9841 - 9842	"
9252	"	8656	"		9844 - 9849	"	9844 - 9849	T-6
9253 - 9254	"	8658 - 8659	"		9850 - 9851	"	9850 - 9851	S-2
9255 - 9257	"	8664 - 8666	"		9855	"	9855	"
9258 - 9259	"	8669 - 8670	"		9900 - 9901	AA	20 - 21	RS-1
9260 - 9261	"	8674 - 8675	"		9908	PC	9908	"
9262	"	8678	"		9915	"	9915	"
9263 - 9265	"	8683 - 8685	"		9920	"	9920	"
9266	"	8687	"		9924	"	9924	"
9267 - 9272	"	8689 - 8694	"		9930 - 9931	"	9930 - 9931	"
9273 - 9275	"	8697 - 8699	"		9933	"	9933	"
9276	"	8762	"		9937 - 9938	"	9937 - 9938	"
9277 - 9783	"	8765 - 8771	"		9950 - 9988	"	9950 - 9988	RS-3
9284	"	8773	"		9998	EL	1060	"
9285 - 9286	"	8795 - 8796	"		9999	PC	9999	GS-4
9287 - 9292	"	8798 - 8803	"		Note 1. Electric Units. Note 2. Electric Units 3rd Rail. Note 3. "B" Units.			
9293 - 9296	"	8805 - 8808	"					
9301 - 9319	RDG	2701 - 2719	SW-1200					
9320 - 9327	EL	456 - 463	"					
9328 - 9353	PC	9009 - 9034	"					
9354 - 9362	"	9050 - 9058	"					
9363 - 9382	"	9180 - 9199	"					
9400	RDG	2625	SW-1001					
9401 - 9424	"	2601 - 2624	"					
9497 - 9498	AA	6 - 7	S-3					
9409	"	10	"					
9500 - 9583	PC	9500 - 9583	SW-1500					
9584 - 9588	"	9223 - 9227	"					
9589 - 9599	RDG	2750 - 2760	"					
9600 - 9610	IU	22 - 23	"					
9611 - 9620	RDG	2761 - 2770	"					
9621 - 9630	"	2771 - 2780	MP-15					
9633	PC	9633	S-2					
9635	"	9635	"					
9640 - 9641	"	9640 - 9641	"					
9650 - 9651	"	9650 - 9651	"					
9658	"	9658	"					

continued

CONRAIL ROSTER PLAN---Continued

Additions to CR startup roster:

Unit series in brackets; Ann Arbor (AA) was not taken into CR unit so these units are still on the "Annie".

EL C425's were sold to British Columbia Ry. before Conrail.

LV C420, GP38-2, GP39-2 sold to D&H before Conrail.

Types no longer on CR roster include: S2, S4, T6, RS1, RS2, RS3, RS11, RS27, RS32, C420, C424, C425, RSD5, RSD12, RSD15, 628 S12, S12M, S10, S8, AS16, f7a, F7b, FP7, E7, AEH12, GS4(44 ton), T3, S2e, E40, GG1, U34CH(to NJDOT)

The following units were bought new 1976-1980:

1600-1699 GP15-1,	100	1900-2023 B23-7,	124
3280-3403 GP40-2,	124	2789-2798 U23B,	10
6358-6524 SD40-2,	167	2800-2816 B23-7,	17
8163-8281 GP38-2,	119	2971-2974 U36B,	4
-		6600-6609 C30-7,	10

510 EMD

+ 165 GE= 675 New units

The following classes have been rebuilt from existing units:

Nos.	Class Qty	Rblt. from
1000-1023	MT4 slug 24	RS11
1100-1128	MT6 slug 29	RSD12, RSD15
5400-5413	GP8 14	GP7
7513-7531	GP8 35	GP7
7533-7535	GP10 19	GP9
7537	GP10 3	GP9
7545-7597	GP10 1	GP9
9903-9949	GP10 53	GP9
9988-9997	RS3MOD 47	RS3
9999	RS3MOD 9	RS3
	RS3MOD 1	RS3

235 rebuilt units

The following old units on the roster were renumbered:

Nos.	Class Qty.	New Nos.
6500-6519	U25C 20	6800-6819
6520-6534	U28C 15	6820-6834
6535-6539	U30C 5	6835-6839
6540-6578	U33C 39	6845-6883
6579-6583	U30C 5	6840-6844
6587-6599	U36C 13	6884-6896

Other units were renumbered but have since been retired. Since 1976, Conrail has taken over Niagara Junction, Buffalo Creek and Detroit Terminal. Unit renumberings along with current CR roster in next issue.

The roster came from Conrail Central Region timetable No. 1, courtesy of Pat Yough, tallies by J.S. Ward.

continued

CONRAIL ROSTER PLAN---Continued

CR B23-7 1908
 (Conway) on wire
 train at Mamaroneck,
 New York.
 (Photo by Jesse Valley)

A RUSH HOUR ESSAY

George Fletcher

We are on the first rush hour train of the evening on the Ronkonkoma branch, train number 254, departing Hicksville at 4:49 PM to arrive in Ronkonkoma at 5:37. We will make all stops except for Pinelawn and Grumman. Let's board!

This is a crowded train, there are no seats available so we stand. The regulars of this train talk about the day at work; they complain about the service; others read the paper and still others sleep. There is a group behind us playing cards. We don't notice anyone else writing about their trip.

We get a seat at Farmingdale. People really like to live dangerously: they crowd and push and shove to stand in the vestibule a mile before their stop. They jump off before the train makes a complete stop. Why doesn't the conductor say something? People could get hurt!

We pass train 257, bound for Jamaica, then we pass a string of freight cars at Pinelawn. At Deerpark our seat partner gets off. We've got the whole seat, at least for part of the trip. Newspapers start to close as people drop off to sleep. It's getting pretty dark outside the windows now. Getting kind of hot too, so I guess I'll take off my jacket. Look at all those people behind the gates at the crossings. Everyone is so impatient. You wonder why.....

We pass another string of freight cars; tonight the local will

continued

A RUSH HOUR ESSAY---Continued

switch them into the sidings. It is a pretty smooth ride--welded rail, new ballast, a good roadbed. Good thing for the Lexan windows: a lot of stones are thrown. Looks like we've got the whole seat for the rest of the trip. Quite a few get off at Brentwood. The McDonalds over there looks good. We are a little hungry.....

Without these train rides school vacation would be boring. Wow' Central Islip already! Ronkonkoma is next. This ride is going so fast. The train is still nearly full. Getting out of the Ronkonkoma parking lot will be nasty! Well, we ought to sit back and enjoy what little is left of the ride.

So long, train 254. Hope to ride you again soon. Let's see, there is Easter vacation.....

PROTOTYPE PRACTICES

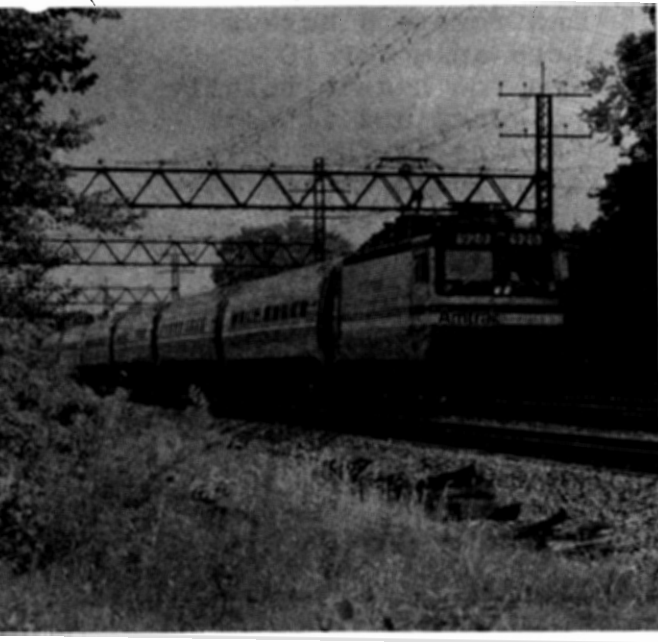
Bob Huron

Locomotive Classification, cont'd

By now you've probably digested Mr. Vallely's article on electric locomotive classification. This subject is again as varied as the railroads mechanical departments needs and whims and whatever the manufacturers can develop for specific uses on a railroad. General electric worked with American Locomotive Co. (better known as Alco) and Westinghouse did the same with Baldwin, so in many cases, locomotives, such as the Pacific Electric, Oregon and the Northern (a Sacramento Northern predecessor). These are western railroads who had a long way to go to get their engines built, so they fabricated their own to save costs. Of course, locomotive builders have their own classing systems. Some are seemingly very complicated, but actually very simple once you've got a handle on it.

GE's system was extremely simple and rather straight forward. An example: 0-4-4-0--382--22,000 Broken down, the classing is as follows: Whyte wheel arrangement, type of motor used, weight on drivers(trucks). Also on the builders plate would be found the order (sometimes) and the serial (builders) number of the engine. The serial number is used for parts ordering and mechanical department purposes. EMD's builders is set up on a similar pattern, except that the wheel arrangement and serial number are on the plate. JSW note: the date the unit was built and sometimes the unit's weight are also found on these plates.) This you can observe yourself, if you can get next to an engine, (JSW note: please do not chisel off these plates. This sort of pilfering gives the railfan community a bad name, and causes locomotive storage lines such as the Altoona Boneyard to be watched closely by railroad police. Some lines have even gone to the trouble of spot-welding the plates on, as in the case of B&O's gold GP40-2, #GM50.)

continued

PROTOTYPE PRACTICES---Continued

ACTION ON THE CORRIDOR!

LEFT: An Amfleet train behind an AEM7 electric, better known as "Swedish Meatballs."

RIGHT: The Danbury train. This is the first of two northbounds every afternoon, being pulled by a pair of FL9's. A classic consists: not an Amfleet car in sight. Both photos taken in the Industrial Villa section of Mamoroneck, N.Y. (Photo by Jesse Vallyely)

PRODUCT REVIEW: BACHMANN'S MODIFIED CONSOLIDATION

Kent Ross

Bachmann has had a 2-8-0 Consolidation for years, and about two years ago I wrote a reveiw about the orignal model, with hints on how to modify the electrical pick-up system. Well, fortunately Bachmann has redesigned and rebuilt their loco since then. Recently my loco needed a major overhaul and a new set of drivers, which I could have bought for an outrageous price, or I could mail the loco in to Bachmann with three dollars, and as the damage was not done thru abuse, they would repair it. So of course, that is what I did. Well, a month and a half later I got my loco back, and was I surprised! They had put a whole new loco under my cover! In other words, they replaced the whole loco except the plastic cover for three dollars! And even better, it was the new model. Ther are 4 major changes in the loco. The first is the smoke unit. The new one is about $\frac{1}{2}$ a square inch, and is filled directly thru the smoke-stack. It holds enough fuel for about 20 minutes of smoke running at full power. The old models smoke unit was much larger, and was filled thru a hole located in front of the sand dome, and was a piece of garbage. The original units leaked like mad, and burned out in about a half hour. The new smoke unit works very well. The second major change is the

continued

PRODUCT REVIEW: BACHMANN'S MODIFIED CONSOLIDATION---Continued

is the motor itself. It has been redesigned so all you have to do to remove the motor is take the cover off and remove 4 screws that hold the motor in place. It can be replaced in under 10 minutes. To remove the motor in the old version you had to totally disassemble the loco, and remove a force fitted gear, and it took and it took at least half an hour. The third change is that they have put rubber traction tires on the rear drivers, increasing the pulling power. They have also redesigned the leading truck so it is a power pick-up.

Of course, the loco does have it's problems. It has no fly-wheels, so dirty or bad track will cause jerky operation. The smoke unit spits oil, so the loco is always shiny looking from this oil. Also, the unit puts out too much heat, softening the plastic smoke stack to the point where you can pinch it shut. Fortunately though the plastic is "rubbery" so that it doesn't melt, even though it gets soft it holds its shape. I wouldn't pay over \$20 or so for it even though it runs reasonably well. Oh, one more thing, the smoke unit sets off our smoke alarms!!!

HALLOWEEN MINI-CONVENTION 9/29-31/82

Tom Matthews

Very often a few railfans get together, but do they actually fan rails? I had the opportunity to invite, on rather short notice, several members to spend the weekend fanning the rails in the Hudson Valley. Since this get together was self proclaimed to be a mini-convention I quickly drew up an itinerary.

Bernie Stone, Ted Bedell, and Mark Kanabrocki came up from Long Island via LIRR, Subway and Metro North(ex NYC Hudson Div.) My job driving the Grace L. Ferguson Airline & Stormdoor Co. courtesy car took me to central Pennsylvania(Locust Summit on the Reading.) From there it was a short drive to pick up Ted Tait at college in Scranton followed by a long drive to meet the others at Poughkeepsie station(which is being restored to its original condition, ie. New York Central). Since nothing was happening at railside we did a quick tour of Poughkeepsie. The sidewalks were rolled up so we went on with the itinerary crossing the Hudson River and viewing the ex NYNH&H bridge (built 1896 as Pennsylvania & New England and burned 1974 by Penn-Central).

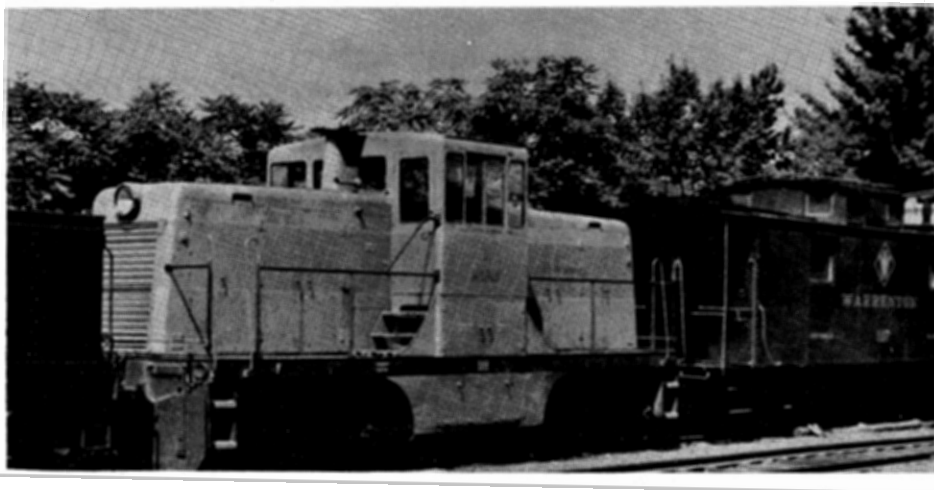
Next stop was the Moodna trestle on the old Erie(Graham line) to look at the new station(parking lot, platform and bus shelter) for the new passenger service(MTA) slated for an April 1st start up from Hoboken, N.J. to Port Jervis, N.Y. as we arrived at the platform the signal lit up Red indicating a northbound train would be along soon. Sure enough a rather short TOFC train passed in the night. Next stop was my home for some slide and movie watching and some much needed sleep.

Saturday morning consisted of a quick breakfast at the Greasy Spoon and a few flights around the Maybrook/Middletown area in a Piper Cub, you would be suprised how well old abandoned rail lines

continued

HALLOWEEN MINI-CONVENTION---Continued

show up from the air. That afternoon we followed the old NYO&W right of way up to the High View tunnel (abandoned 1957). After making a torch out of old rags soaked in break fluid on a rake we ventured into the cave like opening in the mountain. We were greeted by a lot of water and a few bats. Next time we try this stunt we will be equipped with boots and a lantern so that we will not have to abandon our trek when the rag is all used up, then we will be able to walk through the tunnel to the west end. Later in Middletown we saw what is left of the NYO&W yards (not much) and the nicely restored station and company offices of the NYO&W now used as a restaurant and private offices. Also in Middletown we saw the junction of the Middletown & N.J. (ex MDT & Unionville) at which were parked their GE44 ton and an ex Bath & Hammondsport 2-6-0 (builder and date unknown). That night it was more photo, slide and movie watching and lots of munchies. Sunday morning we started out slowly as we didn't get as much sleep as one would like. After another exciting breakfast we watched the action along the Hudson Division as we waited in beautiful downtown Beacon (ex Hobbies for Men) for the arrival of the southbound bullet (Budd SPV-2000) to take the Long Island crew home. The weekend ended as Ted Tait helped me drive the GLFA&SC courtesy car back to Scranton.



LEFT: GE 44 TON#1 of M&NJ AND CABOOSE#117
They have another 44 ton loco(not in service) but they don't have 116 caboose.
(Photo by Tom Matthews)

RIGHT: L to R; Ted Bedell, Mark Kanabrocki, Bernie Stone and Ted Tait wait for their airplane rides.
(Photo by Tom Matthews)



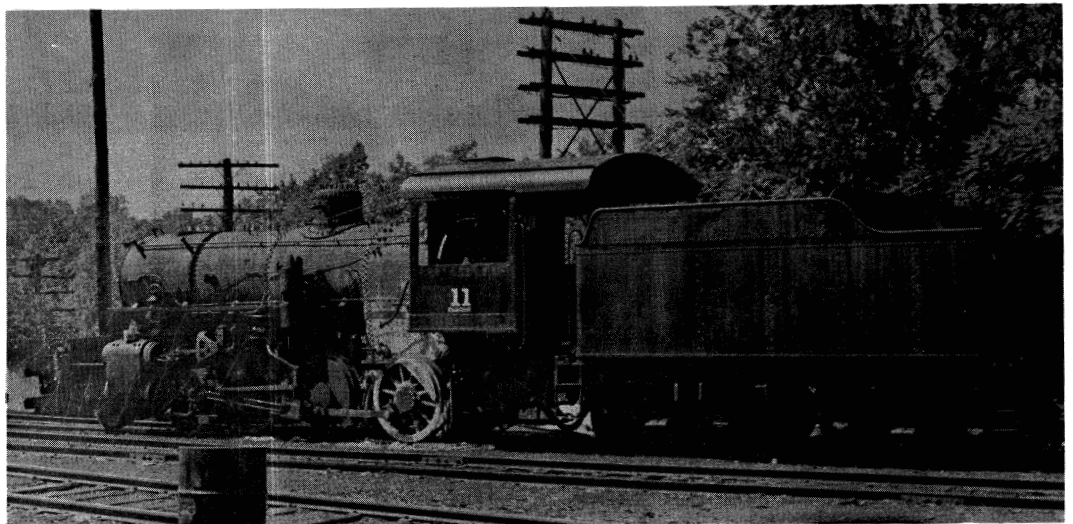
continued

HALLOWEEN MINI-CONVENTION ---Continued



LEFT: N.J. TRANSIT #4164 at
Middletown, N.Y.
(Photo by Mark Kanabrocki)

RIGHT: ex BATH &
HAMONDSPOORT 2 6 0
which will be re-
built by M&NJ
(Photo by Tom
Matthews)



LEFT: Tunnel which our group
attempted to walk thru.
(Photo by Mark Kanabrocki)

DIESEL SPOTTERS ANONYMOUS

Bob Huron

Having been requested by our esteemed new editor, Jeff Ward, to go into a new realm of exploration, we now go in Diesel identification. We are going to start with one of the oldest of the diesel builders, yet one of the newest, General Electric(GE). GE has been involved in railroad electrification and motive power since the 1880's in one or another. So when they decided it was time for them to build their own engine, they had quite a bot of expertise.

GE's first road diesel of the new generation was the UM-20, a test bed, that was worked on the Erie, and then sold to the Union Pacific. It was a cowboy type diesel, which quite frankly looked a bit like an Alco FA, FB, and had an affinity for the New Haven's EP-5's which were also built around the same time. This model UM-20 later UM-20B set the stage as GE tested out its new prime mover, the Cooper-Bessemer FDL, and its predessor.

The first application in mainline service was in the UD18, which only the NdeM bought. It quite honestly forecast the U25B. In the two years from 1954 to 1956 GE had made some rather startling changes.

Now for the subject of this essay, the U25B, and its changes. The GE 70 tonner is also shown for good reason. GE has a rather fived family look on all of its engines. You can tell an engine by its appearance, and like Alco, GE is distinctive. A certain chunky look is apparent, and yet it is offset by the clean line design of the components, they fit together. In the 70 tonner and U25B that we are showing, note the fact that the hood has no protruding fans, and a minimum of excess baggage, or against EMD, whose hoods look like they had a fan sale, and EMD bought everyone they had.

The General Electric diesel has some very easy spotting characteristics and these in general apply to all hood units:

- A. Single stack to the rear of the carbody
- B. A see through radiator, about half-way up the hood
- C. A cab with a rounded top, or squared ends
- D. A general clean lined design, and a chunky, but not overbearing
- E. A four cycle exhaust sound, once heard will never be forgotten
- F. Turbo charged engine, at certain loads or throttle settings turbo whine almost drowns out the 4 cycle "chug"
- G. Numbers indicate horsepower to next higher hundred or GEU, B and C series units ex U25B 2500HP U28C 2750HP
- H. Small windows on either side of opening cab windows standard, until recently, now an option. Some roads are blanking these windows out to cut costs of installing FRA glazing.

In every U-Boats, both B&C's a very prominent box was next to the radiator, this was eliminated in later production. A one piece windshield was fitted also later replaced by a two piece(cost less to replace) and that was also retrafitted to earlier units. The GE 70 tonner photos also show the failrly characteristics that go throughout all GE production. Note the windows and the configuration of the cabs. Study the photos and compare them, then take camera in hand, and photograph some more units. This will be a continuing series.

continued

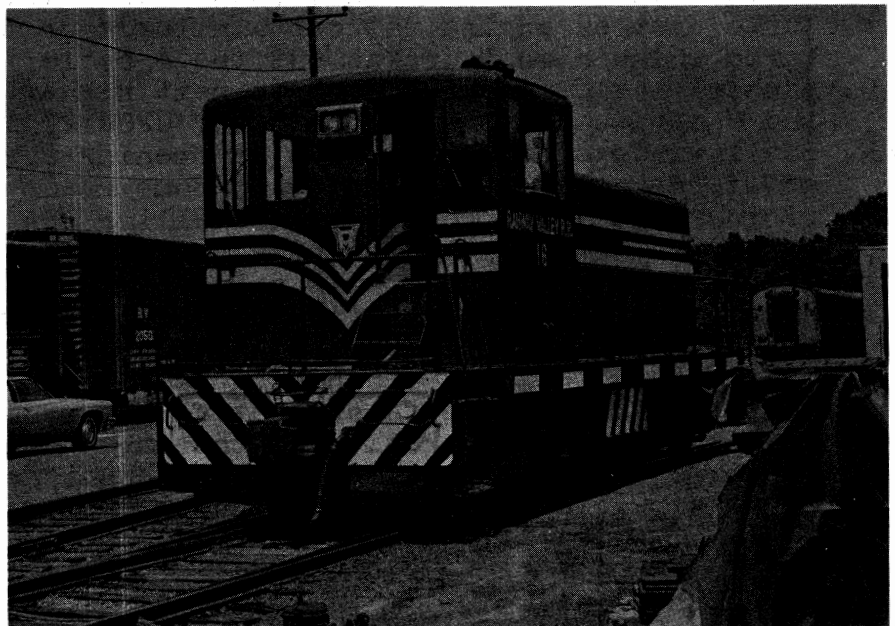
DIESEL SPOTTERS ANONYMOUS---Continued

For this series we will need the following units (photos). They should be sharp and very clear as they are for spotting use. The units are: U28B, U28C, U23B, U30B, U30c, U36B, U34CH*, U28C, U33B, U33C, B23-7(for comparisions). *4100's on NJ DOT, ex 3600's on E-L(either configuration will so) How many times have you guys seen these units, abd gave them nary a thought? As the old saying goes,"Uncle Sam Nees You"! The more articles the merrier and the more photos the better. Note: if you're only going to have slides or prints, copying services are available and all prints or slides will be returned unharmed. My address is in the mast head. Come on guys, let's get some contributions in this new year of 1983.



LEFT: PC2681 ex
NH2521 at
Waterbury, Conn.
(Photo by Bob Huron)

RIGHT: G.E. 70 tonner at
Kenilworth, N.J. (Rahway
Valley Railroad)
(Photo by Bob Huron)



ADDING PERSONALITY TO THE LAYOUT

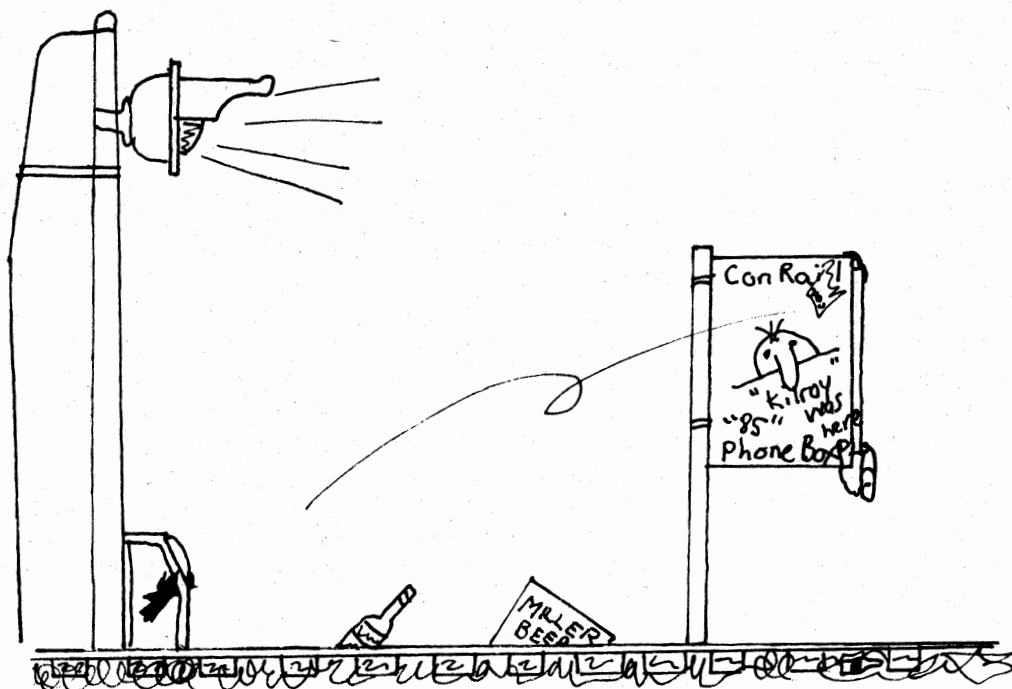
D.J. Dissinger

This article was written, basically, to inspire others(yes, you)! to send in ideas and contribute to the DEPOT. I know how hard it is to get up and write in. I have always wanted to but didn't until this time. I hope this inspires on of us to add in on the fun and not just appreciate the others' efforts.

From the title, you can probably deduce the purpose of my story. Do you feel that your layout lacks something? Does it just "run trains"? These are just some basic things you can do to add a little life to the layout. On my old layout I stopped when the trains started running. That ruined it all for me.

I first got this idea when I first saw the detail on John Olson's Jerome and Southwestern layout. How many of us use miniature figures, autos, and animals on our layouts? I know this was a weak spot on my old layout. I know you're probably thinking that you heard this a million times before. Well, It Must Be Stressed! How about trash and junk in the streets or between the rails? No, I don't mean piles and piles but some small pieces of accumulation here and there. We all know that tracks tend to gather those beer bottles and train order papers over time. That leads to vandalism. How many lines have spotless and undamaged cars, buildings, accesories(signals and phone boxes, etc.) or tracks? We all know that "Kilroy" gets around, don't we? He was here too. Signals. That reminds me. How many of us use real working ones? I love signals that light up. The operating ones are even better.

All this makes me think about the local yard. Why not go out and really study the real thing? I think I'll do that next summer. Sounds like fun, doesn't it? Isn't that what it's all about?



SEC./TRES. REPORT

Ted Tait

At present, a lot of things have been and are going on in the NR, even though the appearance may not show it. First off, by now you have been introduced to at least two new people on the NR staff. Our new Regional Representative as decided by the run-off election run by the TAMR is Andy Taylor. The man who has taken my old job as Editor I'm sure you have realized by now is J.S. Ward. In addition we find that the office of Activities Director has been filled by Peter Antoniou (who organized last year's convention), and our new NEST coordinator is Tom Matthews.

The last two changes had to be made because of the inadequacy of the effort shown by the last two officers. Bernie and I discussed the matter at length, and he finally took action. Those of you who wrote us with complaints can now see that although it may take some time, we do act upon your complaints/suggestions. This organization is meant for you, and both complements and constructive criticism here and there are very important, especially the new ideas you present.

We are not inactive at the moment, but things are going a bit slow with all of the changes. This issue will see J.S. Ward at the Throttle for the first time, and he'll need a little time to get into the swing of it. In the next issue will be your new, 1983 Directory. Its purpose is to allow you to know who lives near you, or see who you might be near when you travel this summer. Making friends with the same interests is what this group is all about, so take the initiative and write a letter to a fellow member you think you might have something to say to. This is how we get active groups of members in concentrated areas like Long Island has been. The only reason we have two conventions there is because of the limitations of a single member trying to run something like that all by himself! We are always trying to get more members, and not just on Long Island. Between Bernie, myself, J.S. Ward, and Chuck Pravlik, the NR has been represented at the Greenberg Train Shows on Long Island, in Pittsburgh, and Philadelphia! Mr. Bruce Greenberg has been kind enough to allow us to have tables for free at all of those shows to promote the NR and TAMR, in addition to the newly formed Pennsylvania Division of the NR. At the moment it looks like Andy Taylor will be representing us at the upcoming Greenberg show in Boston. So we are indeed an active region, and you should be active too. I've often covered the various ideas of writing articles, getting friends to join, dropping NR leaflets at stores and such, so I won't tell you again how you can help. Just remember that getting a DEPOT on a regular basis (when we have a reliable print source) is not what the NR is all about. It's making new friends with the same interests.

Someday, after writing to these people for so long, you might have the opportunity to MEET them in person as I did when I met J.S. Ward and Chuck Pravlik at a Greenberg show in Pittsburgh. The main opportunity to meet fellow members is our annual

continued

SEC./TRES. REPORT---Continued

summer convention. Yes folks, it is now time to start thinking about our summer bash once again!

This years convention is going to be held in Philadelphia, Pa. in conjunction with the Greenberg train show there this summer. Mr. Bruce Greenberg, President of the Greenberg Publishing Co. has agreed to help us in the planning of our convention this year, and hold it in conjunction with his annual summer show in that city. With Mr. Greenberg's help, we hope to be able to plan events that we as Teen model railroaders might not otherwise be able to have. The convention will be held in early August. So be sure to keep that week-end free. By the time our next issue is out, I hope to have a tentative schedule for you along with complete information on how to register for this year's events. To simplify the bookkeeping and because of my experience in this area, I will be handling membership registrations, so future questions should be directed to me. All of the details will be in our next issue, so stay tuned!

Lastly, though it may have seemed to be a short time to you as it has to me, two years have passed since our last Presidential election, and so Bernie has reached the end of his term of office. With this issue you will find an official nomination form. It is rather self explanatory, but remember that even you associate members are allowed to nominate regular members to office. Please send the nominations to me, and be sure that they go to my college address as listed on Page1. For the names and addresses of the other officers. particularly the new ones, that is also the place to look.

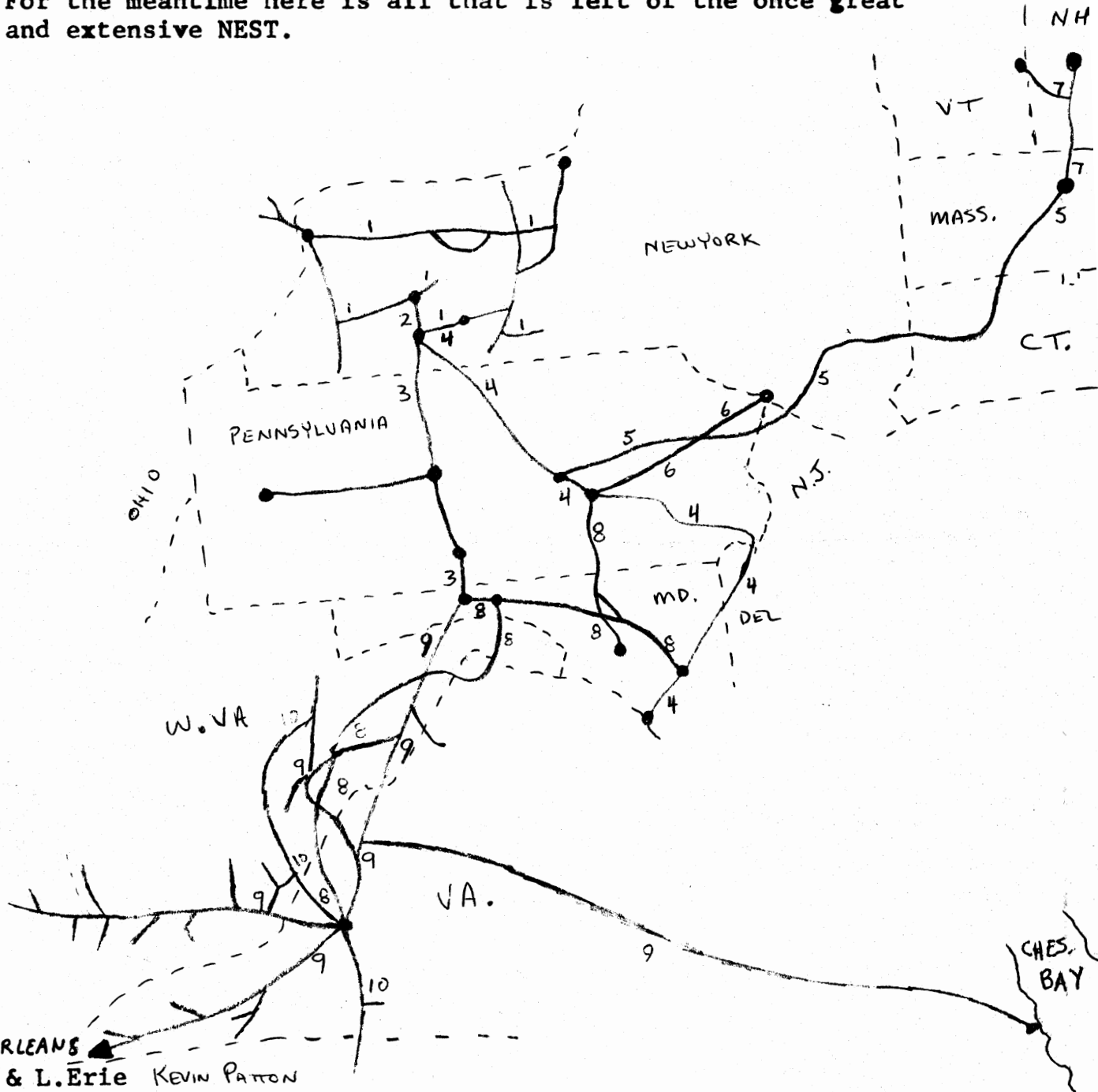
NEST REPORT

Tom Matthews

I have been asked to assume the duties of reorganizing the NEST. The NEST is a compilation of both actual model railroads and imagined empires which form a system of inter connected lines. I have taken the old information on the NEST and compiled an existing system from those still current members. Those of you who would like to join the system at this time please send me a description of your line. Include a map showing all points served and a list of shippers and their products and/ or the inbound materials (ie. wood pulp, to make paper or paper and glue to make containers, etc.). I have an extensive list of customers in the northeast requesting service and not yet served by the existing system, but to save space here it will not be included in this article, if you want a copy of it just write to me.

continued

It is not necessary to have an operating model railroad to participate in the NEST only a good imagination is needed. So let's hear from you. Tell me about that manufacturer of glass slippers who needs reliable, smooth bump-free service to the Garry Fodmother. I will be putting together a new system map when I get some input from you. For the meantime here is all that is left of the once great and extensive NEST.



- TO NEW ORLEANS
- 1=Auburn & L. Erie KEVIN PATTON
 - 2=Olean & Cadiz TED BEDELL
 - 3=Bedford & Olean TED TAIT
 - 4=Allegheny Lines MARK KANABROCKI
 - 5=Sunbury & New England TOM MATTHEWS
 - 6=Panther Vally Lines BERNIE STONE
 - 7=New England A. DARROW LATHAM
 - 8=Lancaster & Md. ED. LUZINE JR.
 - 9=Alleghany Rwy. J.S. WARD
 - 10= WEST VIRGINIAN " "

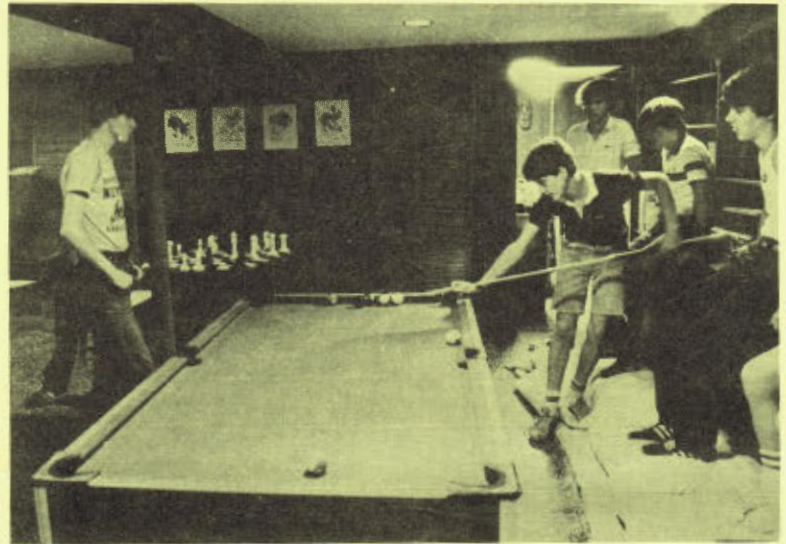
HAPPT RAILROADING,

TOM

SURPRISE BONUS!!!HI-LIGHTS OF 1982 CONVENTION



Photo at left taken by Steve Stone.



TOP LEFT: Bob Huron enjoys operating trolley at Branford, Conn.
TOP RIGHT: Relaxing after a hard day of rail fanning
BOTTOM: A FL-9 passes while (L to R) Chris Brindamour, Jon Kimmach,
and Peter Antoniou are talking.(Photos by Bob Huron)



NOTE!!! ALL FUTURE ARTICLES, PLEASE FOREWARD TO TED TAIT
UNTIL FURTHER NOTICE.

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

