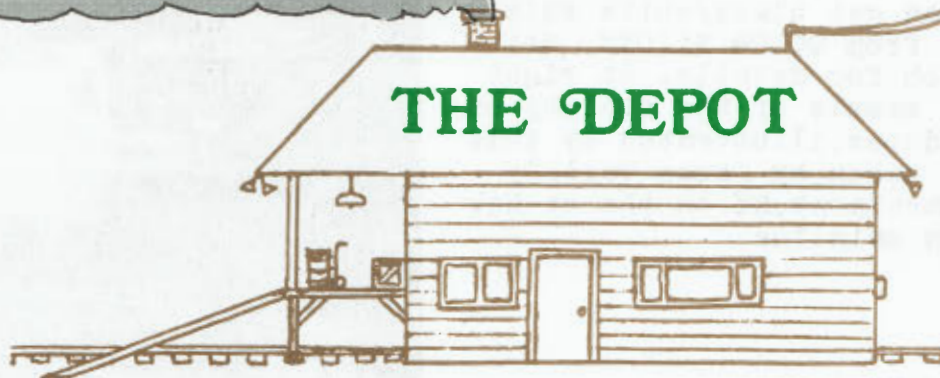


OUR 5th ANNIVERSARY!



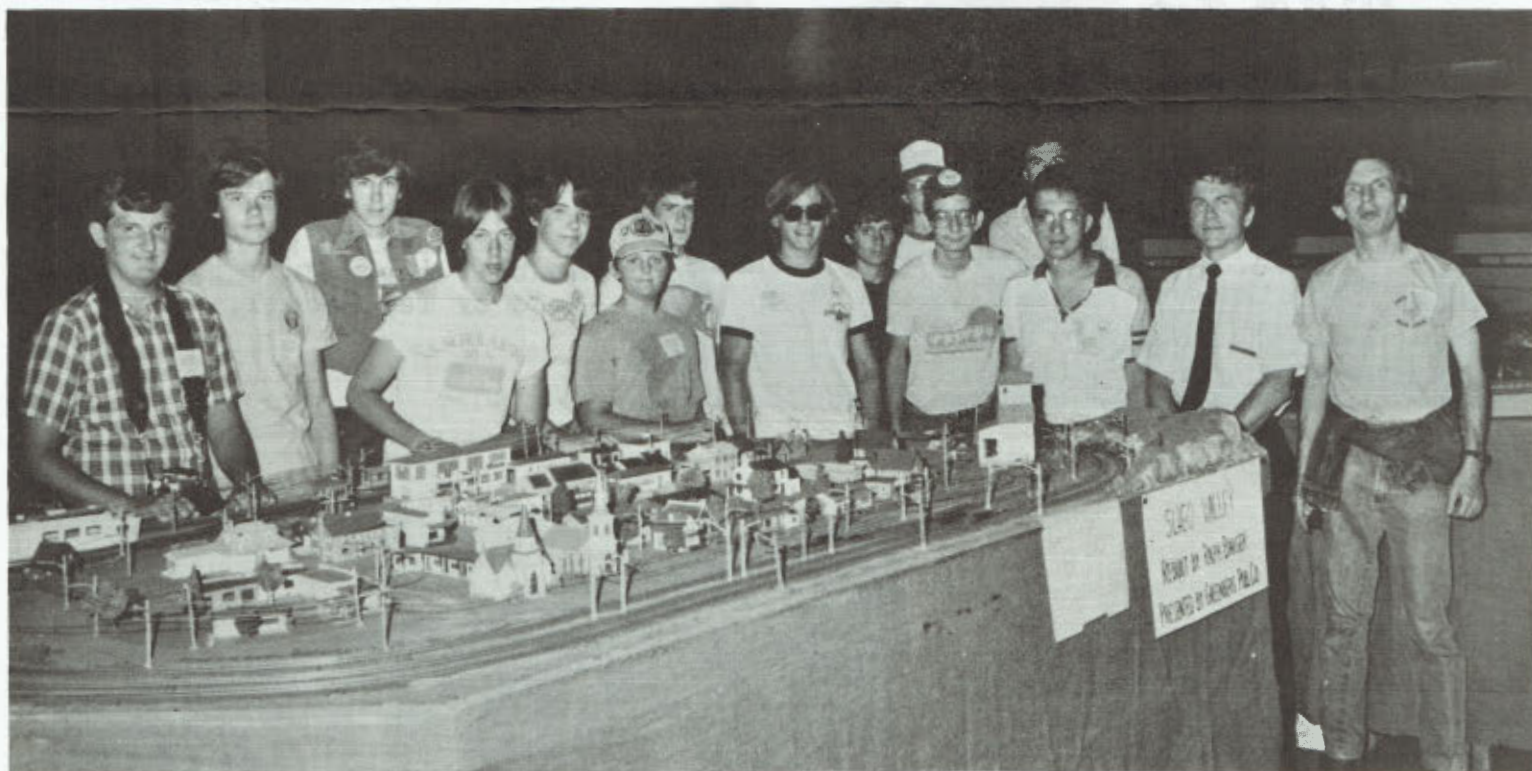
THE DEPOT



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

ISSUE NO. 24: Sept. - Oct. 1983

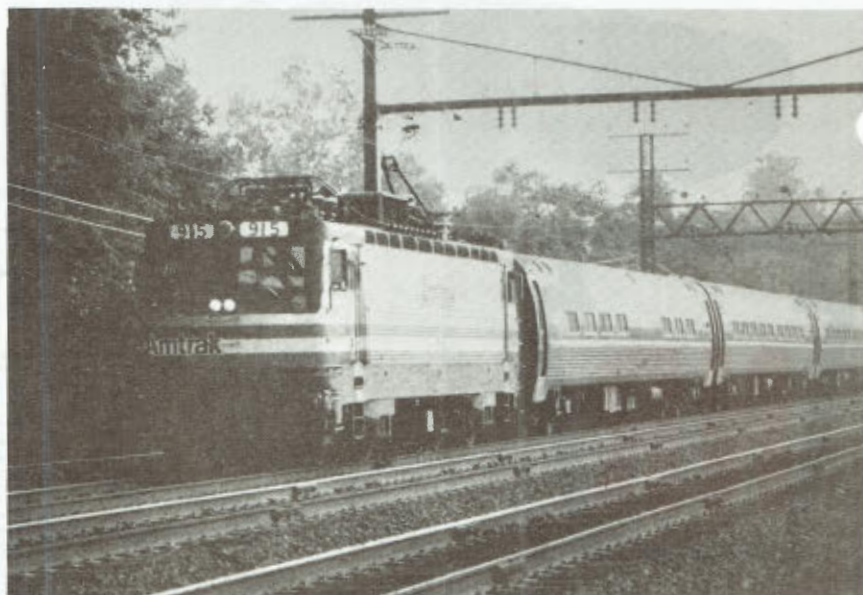
IN THIS ISSUE: 1983 Summer Convention Report, Prototype Practices, Railfanning by Bug Part II...and more!



Our official convention photo shows nearly half of the Sligo Valley Railroad which is owned by Mr. Greenberg and was operated by the NR crew during his Great Train & Toy Show in Philadelphia. Above are pictured, from left to right, John Krattinger, Steve Stone, Bernie Stone, Kevin Lindstrom, Ted Tait, Dave Valentine's brother, Jesse Vallely, Ted Bedell Bill Bokeko, Dave Valentine (in rear), John Dunn, Andy Taylor (also in rear), Peter Antoniou, Mr. Bruce Greenberg himself, and last but not least, Bob Huron.



Bob Huron announces that he can get black/white PRINTS made from COLOR SLIDES. Write to Bob for details. At right is a sample of the quality of the dupes, illustrated by this shot taken by Jesse Vallyely at Larchmont, NY on the ex-New Haven mainline.



There is alot of action to be seen behind the Civic Center in Philadelphia. The conventioners spent as much time out by Arsenal Tower as they did indoors. We had excellent weather for the weekend and there was plenty of freight action to keep us happy. We never did get up to Zoo Tower, but maybe we'll plan another jaunt if anyone's interested. Photo by Ted Bedell.

The official convention convoy consisted of Ted Bedell's bug, Mr. Valentine's station wagon, and the \$8.95 a day Rent-A-Heap which was used for the duration. Ted Bedell took this shot using Kodak Plus-X film at f/2 with a 1/30 second exposure.



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FROM THE CAB

Ted Bedell, Bernie Stone

Yes, we are still out here. The question is, where are you? And more to the point, where is our editor? As of September 30, we still have not received any material from Jeff Ward. So, once again we are putting this issue together using material which was available to us. We are determined to maintain our production schedule, and J.S.Ward has been a total failure in that respect.

Until a replacement editor can be found, Bernie Stone and Ted Bedell will remain as acting co-editors for the DEPOT. Please send all material for publication directly to Bernie Stone, Co-Editor, 70 Hillside Lane, Syosset, N.Y. 11791, until further notice. We can not afford to let one person's irresponsibility crush the region.

Jeff Ward has claimed that he is "swimming" in articles, but we have yet to see one piece of work that was sent to him by a contributing member, other than lists of numbers which anyone can copy from a book or magazine. We cannot guarantee at this time that any of the articles

Continued

FROM THE CAB---Continued

Jeff has received in the last 6 months will ever appear in the DEPOT. We are urgently requesting him to send the entire article file in his possession to us here on Long Island, but so far we haven't heard a peep. If any of you would like to join the task force, we would appreciate you writing a few lines to J.S.Ward expressing your view of the situation.

Our summer convention was a very educational experience, we hoped it would spark activity. We are trying to plan some kind of gathering for interested members to put their heads together and come up with some ideas for the region. In the meantime, it would be great if some of you simply wrote a letter to us with your criticism and comments. We need some feedback so we can truly serve the needs of our members. We would also like to hear what you have been doing lately on your layout, and at trackside. We haven't had a feature article on a member's model railroad in ages.

We have one more issue of the DEPOT scheduled for this year. It will be the so-called "holiday" issue, and we would like to see something special in it. If you've been putting off work on a feature article, now is the time to finish it. We have the ability to make YOUR piece look professional if you talk with us about it! John Dunn has a photo feature in the works, why not contribute something of your own to accompany it?

As the Northeastern Region enters its sixth year, we (still) hope to improve and expand our operations. We have followed rough trackage for a good part of the way, with many delays and unscheduled stops. Still, the future holds the promise of better things to come. We would like to get more involved in live steam trains. We should also get more actively involved with the Greenberg Publishing Company model train shows. as this is where you can meet the true model railroaders in our area. The NMRA is another goldmine which has yet to be discovered by us. The TAMR is getting involved as a special interest group. How come our regional representative has nothing to say about it? How about a report for the next issue, Andy?

We will not have a nostalgia report for this our fifth anniversary issue. It is not the past which we should be thinking of, but the future. Where are all the writers in our group? It would be most impressive if everyone could pitch in some kind of contribution for Issue 25. I am willing to print a 25 page issue if we have enough material to fill it.

The question we face now is, who will become the new editor? Who has the responsibility, reliability, and creativity (as well as genuine interest) to do the job properly? If you are at all interested, write a letter to Bernie or Ted B. with your qualifications. We are also looking for editorial staff writers who can contribute on a regular basis.

PRESIDENT'S LETTER

Hello!! Where are you??? I think your train derailed somewhere along the line. This question is being echoed through-out the region. Everyone thinks the other guy is going to do something. The other guy

continued

PRESIDENT'S LETTER---Continued

thinks the same way and the result is failure on both parts. I want you as an NR member to help out and participate in your region. Write an article or send some photos. I said it a hundred times before! Get involved! In the last few issues most of the photos were taken by either Bob Huron, Ted Bedell or myself. It isn't like we are taking over the DEPOT but if we didn't do something, the DEPOT would crumble. As mentioned in From The Cab, our editor at present seems to be a failure. We will be looking for a replacement as soon as possible. Send all qualifications to us. You may be the person we are looking for.

We learned a lot of things from our summer convention, like planning ahead! Well, plans for Convention '84 are in the making. If you have any ideas for a convention, tell us. It must have enough activities for a full 3-day weekend and the host must have enough room to fit some members in for lodging.

I never thought that Ted Bedell and myself would be doing an entire issue again by ourselves. We used only material we had on hand. This is our 5th Anniversary and as we move on we should grow not die! All I am asking is that our members show somekind of response. Our purpose is to exchange ideas and thoughts so, lets make it work. The NR is just starting to grow bigger, don't kill it because of laziness!

1983 CONVENTION REPORT

Ted Tait

It's 9:15 AM and my bus should be arriving in Harrisburg pretty soon. I've been here for three hours and, if we're on time (something buses rarely are) I'll be here another three. Philadelphia is my goal, for a weekend at the Greenberg Great Train show and the 1983 NR summer convention. If it turns out, I am going to be this year's attendee who spent the most time travelling to get to this year's activities. Quite a switch from the days when conventions were held on the Island at my house!

Such were a few of the thoughts that passed through my mind in riding the bus to and from this year's NR summer convention. This, as usual was a summer weekend three day affair for getting NR members together. We don't get to see each other very often. This year's event was one that was not without its problems, but I believe that most members feel it was worth it and from the experience we will be better prepared for next year! Friday started for me by meeting our host Dave Valentine, his brother John, father, as well as NR members John Dunn and Jesse Vallely at the bus station. We then found our way to 30th street station to meet up with Bernie Stone, Kevin Lindstrom, and a few others who had arrived at the same time as I on their train. By Friday afternoon all were assembled in the Philadelphia Civic Center ready for a weekend of railroading activities. For some, things had already begun as the tracks behind the center drew their eyes and camera lenses to the sites of Conrail diesels.

This was about the time we discovered that one of our expected attendees (one with a car) would not arrive until Saturday. So, off we went to rent a car, but in the process we did miss one event of our tightly planned schedule. This slowed things a bit, but other activities were planned for the rest of the weekend. Friday evening found most everyone at Dave's house watching slides, playing pool, playing in the pool (a real refresher after a hot day at the tracks!), and other activities.

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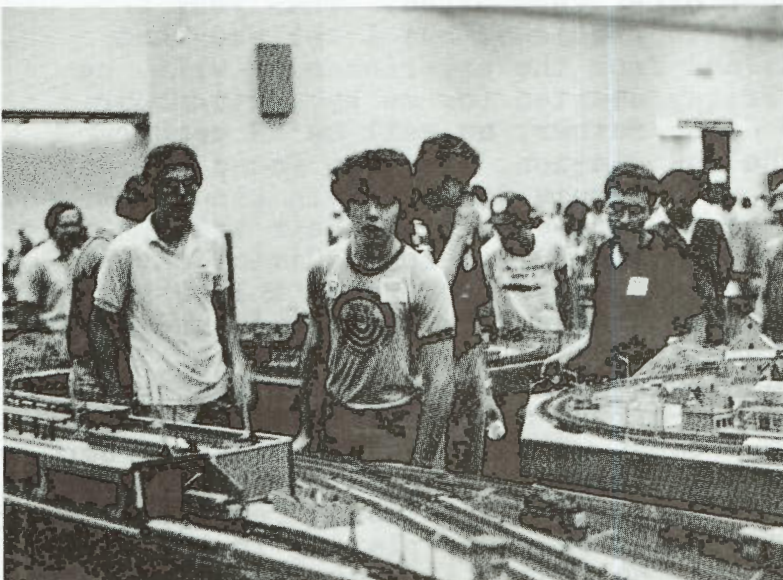
CONVENTION REPORT---Continued

Saturday was Greenberg day. Some operated the HO layout at the show and spoke to prospective members (nothing like a good recruiting drive-led by Bob Huron). Others looked for bargains or went out to the tracks and got lost.....in their railfanning. Later that afternoon we visited the Reading Society of Model Engineers. This group has chosen their name wisely. They do not stick to just one particular scale, but they don't skimp in anything they do either. They seem to have their hands into everything but still have not spread themselves too thin to make a very impressive O,HO, AND 15 inch guage operation. All of their "layouts" (including the outdoor operation) are well made with handlaid track and the works. These guys don't fool around and it shows. They have a very nice sense of realism in their railroading attitude which showed as we spoke to out tour guide and saw their work. I think many of our members felt that this was the highlight of our get-together. Once again, Bob Huron ran short of superlatives with which He could describe his awe and admiration. Both Bob and Stevie Stone were promptly placed in the cattle car of our train when it was discovered (from our guide) that occupation of the car wa not only permissable but encouraged. Bob and Stevie were put in their proper place as seen by the photographs.

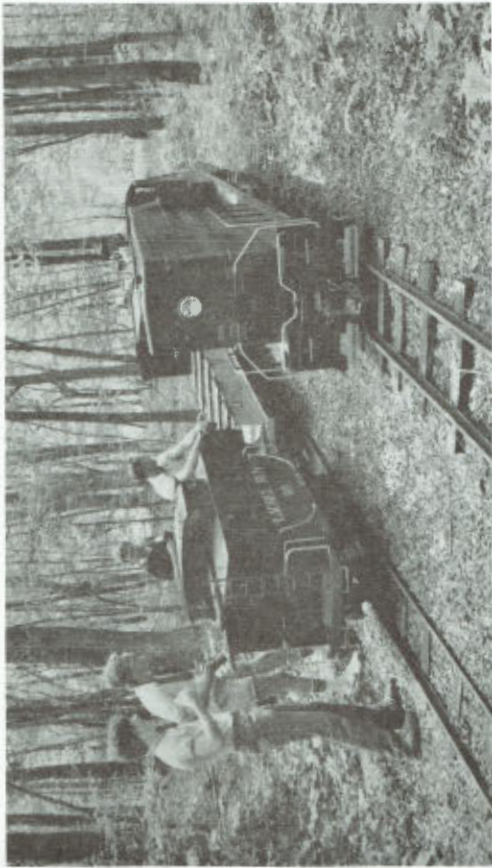
Saturday evening was spent in much the same manner as the previous evening with members seeking rest and relaxation.

Sunday was our last day together. Many went once again to the Greenberg show, while others went on to do some railfanning on their own before leaving for home. We broke up into smaller groups and each went railfanning or bargain hunting until it was time for each, in turn, leave for home. There were some, however, who went onward to a week full of railfanning by car with Ted Bedell. Information on what followed is elsewhere as I was not there.

From this year's convention we have again learned what works well and where we need improvement on our convention planning. Plans for next year's event are already in the works, although I cannot announce anything yet. Any comments or suggestions you may have (particularly if you attended this year) are welcome. Please send them to either myself or Peter Antoniou, Activities Director at either my or his COLLEGE address.



Seen here are Andy Taylor, Ted Tait, Bernie Stone, and Pete Antoniou trying to figure out an operating schedule for the Sligo Valley RR. This was taken at f/2 with 1/15 second exp. on Plus-X film without a tripod by Ted Bedell.



Waiting for the engine at the end of the track are (front to back) Jesse Vallely, Andy Taylor, Pete Antoniou, and Mr. Valentine (Sr.). Photo by Bob Huron.



Steve Stone safely esconced away from prying noses! Due to the impending rain, while we were at the Reading Society of Model Engineers, Steve found this car so he wouldn't get wet. Photo by Bob Huron.

PROTOTYPE PRACTICES

Bob Huron

Subways are not often modelled because, supposeably it's too complicated to guild or make. Consider this, though, subways for steam railroads are more common than most you would imagine. Rochester, New York has a line operating in the old Erie Canal, which at one time also had an electric trolley line operating in it. In this line also, the currently operating Newark City Subway line in Newark, N.J. This line operates in the bed of the old Morris and Essex Canal, which is partially roofed over at the Penn Station end, and the line is enclosed to Warren Street-Norfolk Street area (see diagram).

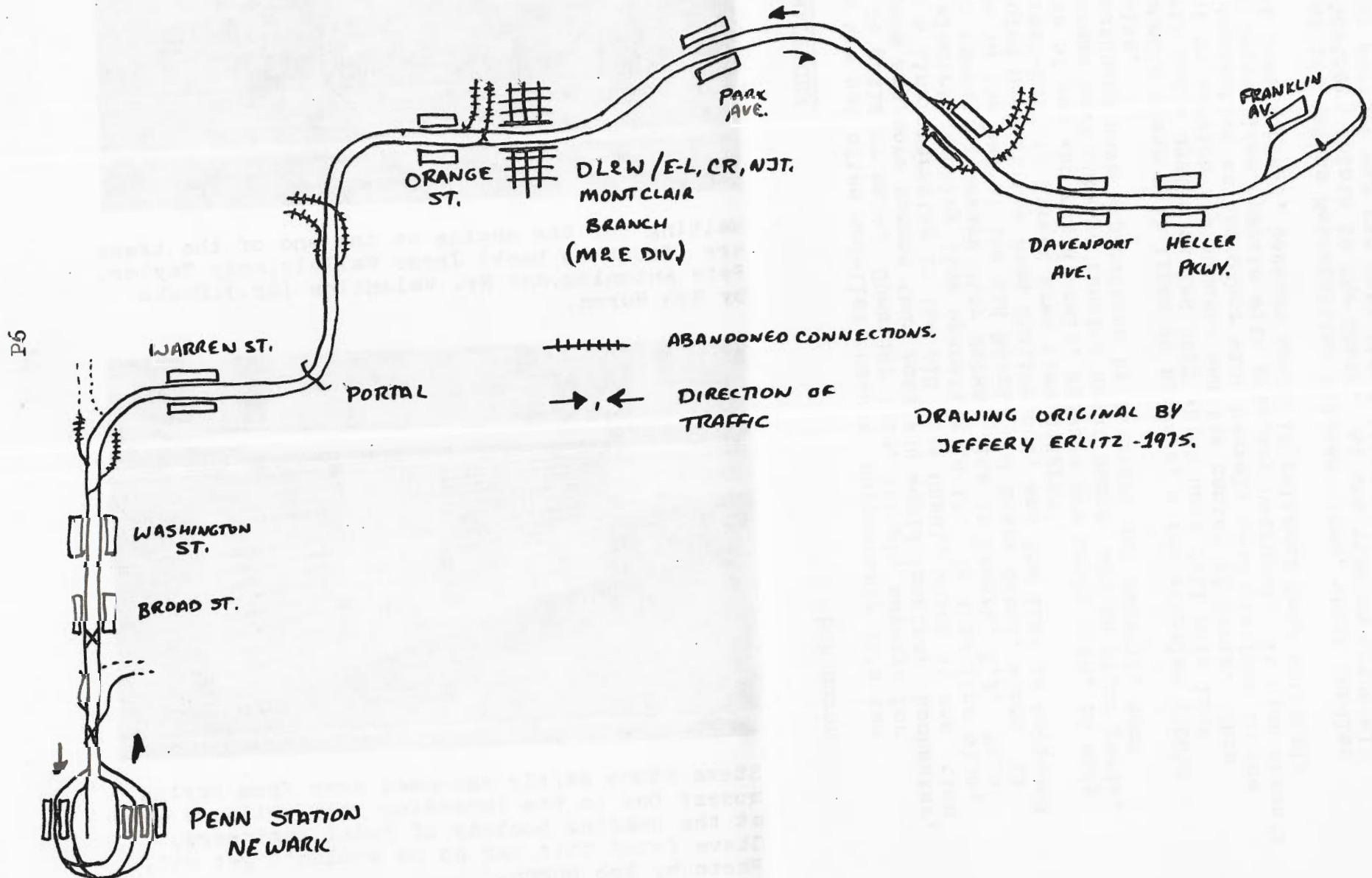
For those of you who run diesels, subways are amply used, in many areas. Yard areas have subways running under humps and in major yards, inbound and outbound have separations by flyovers and subways, some rather extensive.

As to running steam rail lines in subways, a few examples should suffice. Paris has a system called RAPT which uses full main line size equipment to service the suburbs and the center of Paris. This relieves the congestion at the other wise heavily used stations in the city. All of these lines operate with caterary overhead. It also doesn't hurt the Metro (the subway), because again it relieves some extremely heavy lines.

London has its famous Metropolitan Widened Lines, which handles freight from Northern points to the South. At one time an extremely heavy passenger service was run over these lines.

There are a great many ways subways can be incorporated into lay-outs and the dodges can be very useful, when you have an excess of rolling stock and no place to go with it.

NEWARK CITY SUBWAY, NEWARK, N.J. [TRACED FROM TRACK MAP IN STREET RAILWAY REVIEW NO. 14, 1975 VOL 2] NO. 2]



After Ted Bedell recovered from the railfanning trip that he took, I asked if he wanted to go to the anthracite region of Pennsylvania. He agreed with the idea and we planned on going the July 2,3, weekend. Finding out Ted had made a previous engagement we moved the date to the July 9,10 weekend. Ted and myself punched out of work at 5 on Friday. We loaded the vehicle with some food I gathered from work. (Working at McDonald's provides some needs for survival) We were on the road by 6:30. The rest of Friday night was spent driving to my Grandmother's house, which is in the heart of the coal region. (My grandmother was nice enough to let us use her house for shelter during the night.) We arrived in Coaldale, Pa. about 11:30. We were a bit tired from the trip so we decided to turn in for the night.

After a quick breakfast that Grandmom made for us, we were on our way. In Coaldale alone, there were some sites to see. Traveling about two blocks from Grandmoms, we were about to see the old Lehigh and New England mainline and it was still in running shape. The track was left in and was used by the Jersey Central until 1972. Then Bethlehem Steel used it until 1974. It was abandoned ever since. Nine years later it was still there just covered with a little vegetation. We walked the mainline until the mouth of the Hauto Tunnel. It was a sight to see. The tunnel itself is a mile long and was cut into hard rock. It was formally a mine entrance and then due to a demand for a connection from Lansford to Hauto it was bored out into a tunnel. It also saw its last days of railroading in 1974.

After this we proceeded to see a few mine entrances all over the area. (In the next issue an article just on deep mining will be featured.) Our trip continued North to Hometown to view a wonder of man. The "High Bridge", as it is called by the people who live near it. It was a single track truss type bridge that spanned over the Little Schuylkill River. This bridge is still used and owned by Conrail. Unfortunately we didn't get to catch any action on it.

Our next move was South west to Mahoney City where we saw the massive St. Nicholas Coal Breaker. Just south of the breaker was a small yard which was owned by the Reading. It is still used as an interchange station in the transport of coal from the breaker. When we arrived, there was no action but a couple of units and a yardfull of hoppers were present. The highlight was a string of Conrail cabooses that was on a bad order track. There were 22 hacks on the string!

Then we moved just west toward Ashland to see the famous Ashland mine and small loke, The Henry Clay, (which appeared on the cover of issue 19). The tour of the mine was very interesting and there was also an Anthracite Museum which has some very historical items.

Our next stop was **Kempton**. By this time it was about 2 o'clock. We headed south to see the Wanamaker, Kempton and Southern R.R. It was a treat for the steam fan. There was an O-6-0 saddle tank. (This also was on the cover of issue 19.) There was also a variety of passenger cars and some rolling stock. A bobber caboose of the Lehigh New England was also present. It is said to be the last working bobber from the railroad. After riding the train we took a break for lunch.

We proceeded south from Kempton and entered Reading by 5 o'clock. First we toured the former Reading Shops and found a number of interesting units. The small yard behind the shops had a number of units in it. Some of them still had the original Reading scheme painted on them.

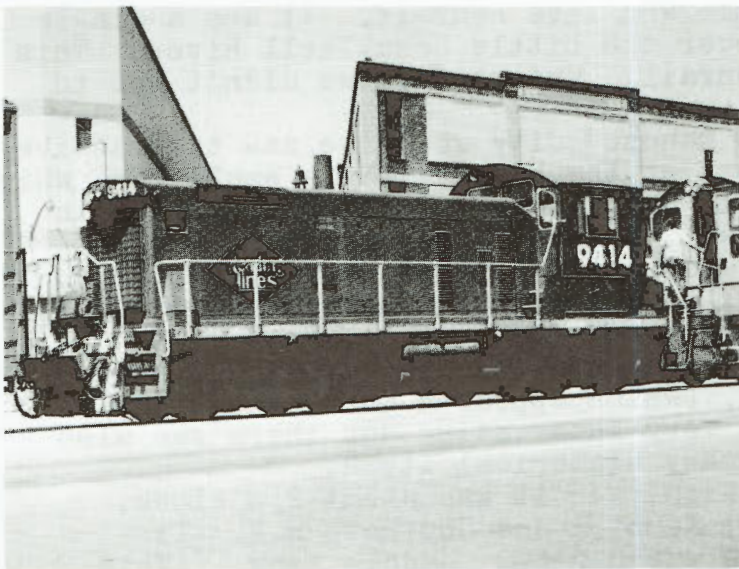
Railfanning by Bug Part II ---Continued

After a long hard day of railfanning, we decided to camp out next to the mainline leading into Reading. By this time we had worked up a pretty big appetite. We started to cook some burgers on a gas grill and all of a sudden the rails that we sat on began to ping. We grabbed our cameras and rose to our feet and were surprised by a late day freight that was going through Reading.

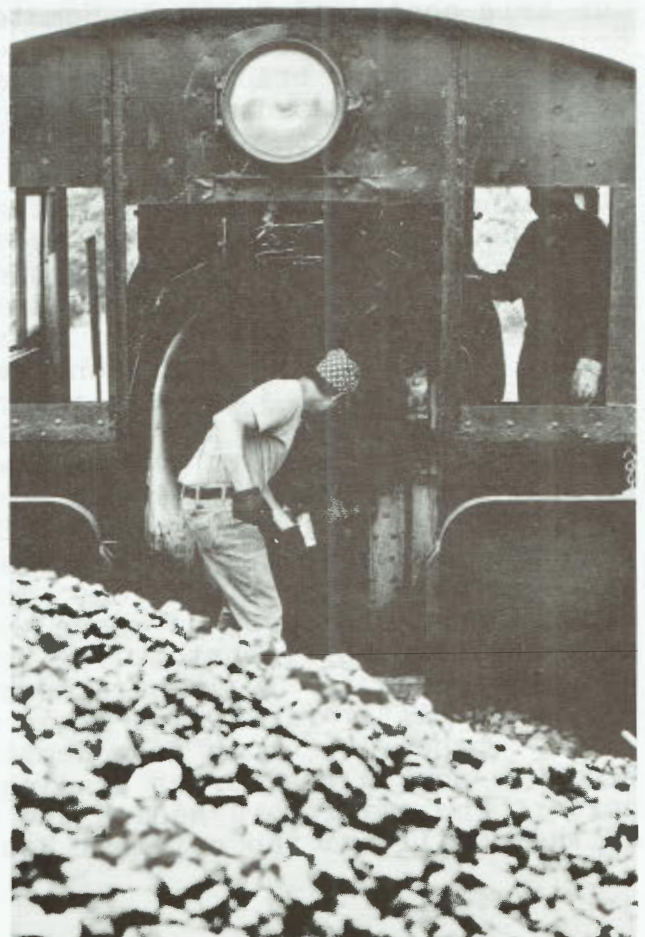
Soon after we had eaten, we planned to go to Strasburg and spend the night, but after thinking about Philadelphia we made up our minds. Ted knew a very close friend in Philly so we headed there instead and spent the rest of the night in an apartment overlooking Philly's south side.

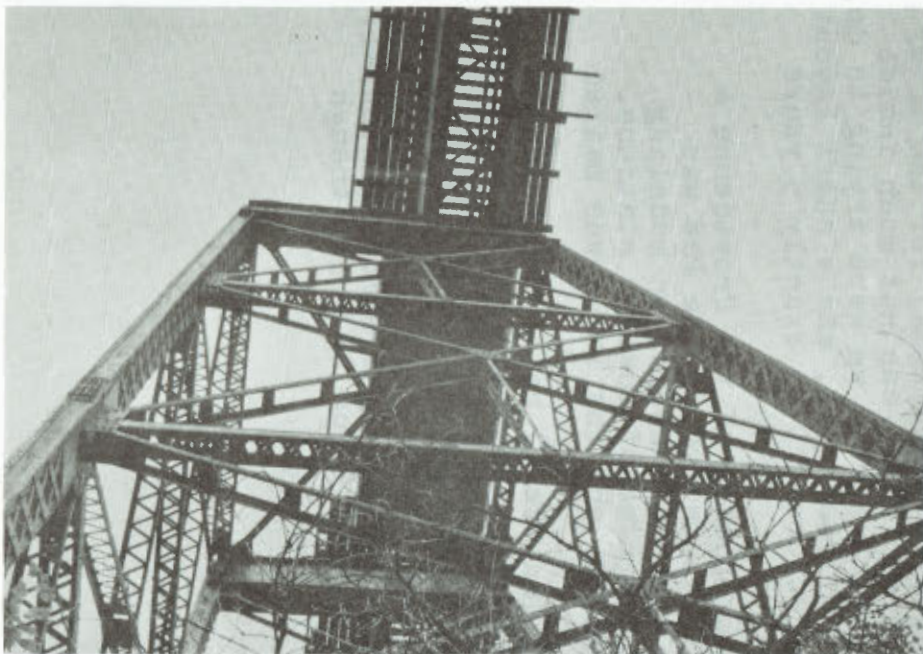
On Sunday we got up early and started railfanning Philadelphia. We were moving around town for about 2 hours looking for half way decent railfan spots. We had no luck but then finally we saw many units. Down by the docks of Philly we caught a small switcher (in Reading scheme) pulling a couple of cars. Finally we found Zoo Tower. It was a perfect spot. The action was heavy, even for a Sunday. We spent most of the day there, going out of our minds with our cameras. We even hiked all the way back to the 30th Street Station to see even more action. (Amtrak has a nice collection in the 30th Street Station yard.)

After a long day of railfanning, we packed our bags and headed Northeast for Long Island. As we drove home I kept thinking of all that we saw in one weekend. It made me feel good that a week in advance plan worked out so good! It just shows you that you don't need much time and money for a good railfan trip!



The Reading Co. still lives as shown by Conrail's SW-1001 (above) on July 10, 1983. At right, the fireman adds a little coal to the fires of old #2 on the Wannamaker, Kempton & Southern while the cinders drop from the air. Both photos by Ted Bedell.

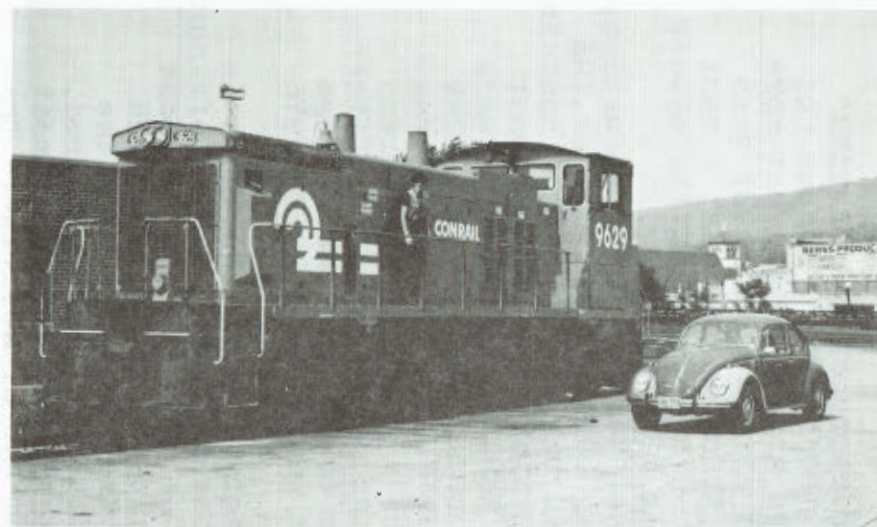




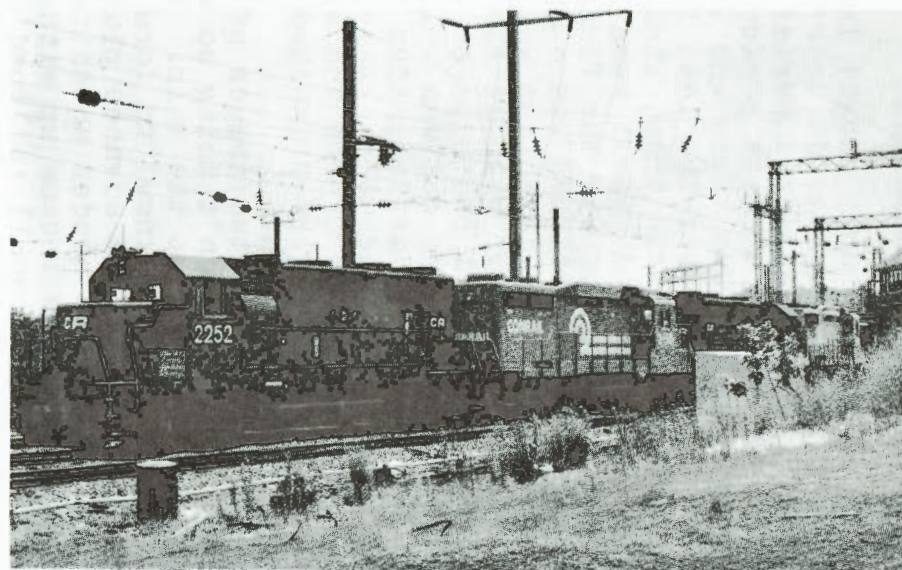
This is the "High Bridge" near Hometown, PA as seen from below. Here the tracks are about ninety feet from the ground. Photo by Bernie Stone.



Standing on the High Bridge is an experience you won't forget. Although holding the rail is not necessary, Ted Bedell feels safer (not trusting 20 year old planks), and Bernie feels inspired enough to take a candid shot.



Bernie inspects the 9629 to make sure it is ready for the great drag race between 1500 cc's of Volkswy power and 1500 horses of GM diesel power. Railfanning by bug is always a blast. Photo by Ted Bedell.



A Conrail freight passes by Zoo Tower (visible at right) in Philadelphia on Sunday, July 10. The third unit is still in Reading paint. Zoo is a major junction with plenty of action. Photo by Ted Bedell.

THE LIFE AND TIMES OF THE DEPOT

Ted Bedell

Most of you probably caught Ted Tait's "History of the NR-TAMR" in DEPOT#19. He gave capsule descriptions of the first 10 issues of the DEPOT. I am presenting a series of articles giving a somewhat more detailed account of our past production. Most of you have never seen those early issues, but those who were around then can see what a vast improvement we made over the last five years. I have reduced the covers of the DEPOT and printed them, though some look a little poor.

When Ted Tait and myself were planning the start of DEPOT production, our biggest inspiration was the former Allegheny Region's newsletter, THE DISPATCHER. THE DISPATCHER was a ditto-printed rag which usually contained about 20 pages. Much attention was given to prototype news, and most of the issues were text with little artwork. Most of the stories were well-written and xerox photo pages were included in most issues. The last DISPATCHER to come out was Volume 8 Number 7, the February-March 1978 issue. Lack of participation coupled with a lack of new members brought about this venerable newsletter's demise. The region's officers were all over 20 years of age and were working toward various college degrees. The last region-organized convention was the April 17, 1976 gathering in Pittsburgh.

Ted Tait put out two issues of the New England Region Northern in mid-1978. The NER wasn't doing so well, and the Allegheny Region officers had just about given up the ship. We merged the two regions (as most of you should already know) to form the Northeast Region of the TAMR.

We did very little advance planning, for the first issue of the NR's newsletter. We needed an editor. Ted Tait readily volunteered. We needed a name, so I came up with "DEPOT" as that structure is most representative of a small railroad's office and hub of activity. The name sounded good so we used it. Ted drew a "letterhead" and used some color prints (from a trip we had taken to Ronkonkoma) for the cover of issue#1 the September-October 1978 issue. There was not much inside the 5 page issue, mostly information describing what we were trying to do, how to join, pleas for contributions, a railroad quiz, and a short layout article. This issue was mailed in early October 1978, exactly 5 years before the time this issue is coming out.

Issue#2 looked much better with xerox photos of the Providence & Worcester by Gerry Dobey on the cover. The history of the P&W was outlined by Ted Tait, Bruce Wolfeld who started a series on modeling RR structures which included some decent diagrams of coaling stations. We introduced the Mail Car column on page 10, and the issue was mailed in the end of November.

The year 1979 started with Issue #3 (Jan.-Feb.) being edited and typed by then Associate Editor Bruce Wolfeld. The issue reflected a good mix between model and prototype interests; inside were an article on Conrail, part 1 of my LIER series, part 1 of Ted Tait's series on model RR operations, a layout article on the Hillside Jct. Rwy, two reports on railfan Trips, Railroad Structures part 2, a member editorial. We kicked off the Product Review column in that issue to boot, though the entire issue was only 12 pages long!

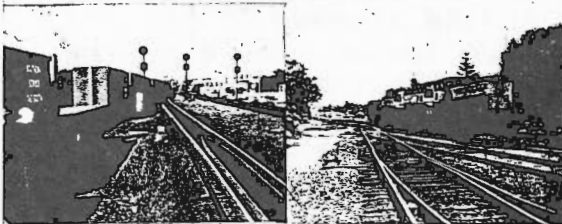
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THE LIFE AND TIMES OF THE DEPOT---Continued

THE NR DEPOT

#1 Sept.-Oct.

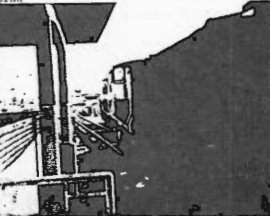
PICTURE 1 A double headed freight stopped at Hicksville station.



FLASH-The AR and the NER have merged to form the Northeastern Region. See inside for information.....

PICTURE 3 A string of Hoppers lead by a P-56C's on the NER

PICTURE 2 the engines going back with caboose.



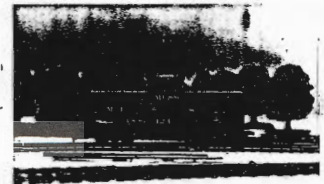
Issue # 1 Sept-Oct 1978

NR

THE DEPOT

Issue #2 November-December

Mid Eastern Shortline System (MSES) Caboose. Painted and lettered by Ted Badell for his Tonica and Santa Fe Rwy. which is a member of the MSES.



Engines #2001 & 2002 owned by the Providence & Worcester Railroad. (Gerry Doherty)



Engine #2003 owned by the Providence & Worcester RR. An article on the P&W history and locomotive data inside. (Gerry Doherty)

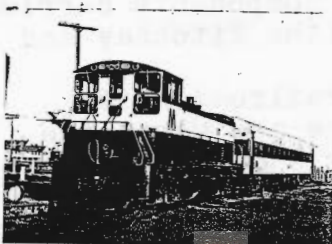
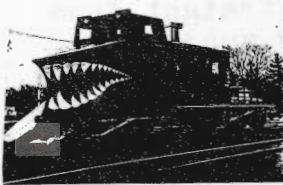


Issue # 2 Nov-Dec 1978

NR

THE DEPOT

#3 January-February

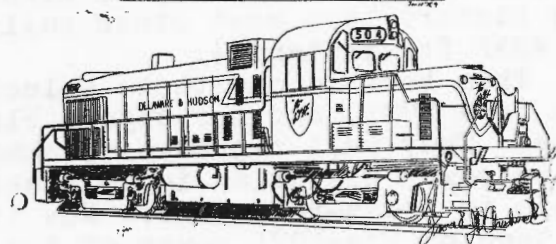
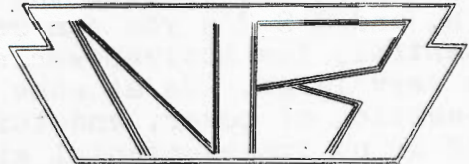
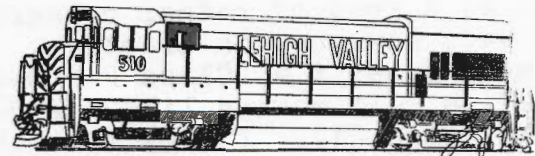


The Long Island Rail Road

Issue # 3 Jan-Feb 1979

THE DEPOT #4 (MAR-APR 1979)

THE OFFICIAL PUBLICATION OF THE NR-TAMR



Issue # 4 Mar-Apr 1979

THE LIFE AND TIMES OF THE DEPOT---Continued

The March/April 1979 issue (#4) featured a beautiful hand-drawn cover done by the renowned Frank Chadwick of former Allegheny Region fame. Issue 4 saw the start of the predecessor to Bob Huron's Prototype Practices column, only then it was known as Oddballs & Oddities, for apparent reasons. We also introduced the world of pass trading to the membership. Here and there were blurbs of "Prototype News", which we have not seen in years. These were contributed by regulars such as Ed Luzine Jr., Deuce Manton, and John Gibbons. There was an announcement giving the names and addresses of no less than ten new members. The issue ended with a cartoon by Ted Tait on page 15. This issue contained info on our first convention, then in the planning stages.

During the eight months in which these four issues came out, the NR grew not only in members, but activity and interest as demonstrated by the varied names found within the DEPOT. My next article in this series will cover DEPOT issues numbers 5,6,7, and 8 (May 1979-Dec. 1979). Our first convention was a big hit and we saw our first offset DEPOT during this time.

BOOK REVIEW

Bob Huron

MINUTE MAN STEAM, BOSTON & MAINE STEAM LOCOMOTIVES-1911-1958

by Harry A. Frye, B&MRRHS Historian

Boston & Maine R.R. Historical Society, P.O. Box 2362, Harwood Sta.

Littleton, Mass. 01460, \$18.95 Paper, \$38.95 Hardbound. (Attn:

Business Manager) For ordering, see prior entries, or your local dealer

This book fulfills a void in the literature of long standing, and its' long overdue. The Boston & Maine is one of those railroads like the Santa Fe, New York Central or the Baltimore and Ohio, that connates age and lineage going back to the day after Noah's Ark landed. Its always been there and yet so little really is known of it, or its workings. Upon picking up this book, one is not expecting surprises, because the B&M was noted as a road of rather conservative management. It doesn't work out that way, however, in practice. Some classes of engines were quite honestly cute, i.e. Class F-6 0-4-0 with the mighty tender (NO.65), or NO.427, a G-11 making like a 2-8-0 while working a local freight from WOBURN (Page 24). I know that the above are particularly subjective, but, when you also realize that the B&M ran some rather large 2-10-2's, 2-8-4's, and 4-8-2's you can see the point. Like the Santa Fe and New York Central, the motivepower ran the gamut of sizes from the very small to the very large. So at some terminals you could see a rather comprehensive cross-section of power, and this confined to a relatively small railroad. The B&M is no transcontinental giant, but more than a few components carried more history than most other railroads carried freight, (the Fitchbay and the WN&P for instance).

This book is one those selections for New England railroad buffs that is a MUST, and for anyone else the photographs alone are worth the price. They well reproduced, sharp, and a model builder's delight. The motive power historian is well served also, as the roster is well laid out, simple to cross-reference. Now if the B&MRRHS would do a book on the diesels and then on Pre-1971 power of the various components and the electrics, I hope that comes to fruition, for they have laid an excellent foundation.

SECRETARY/TREASURER REPORT

Ted Tait

As I write to you this issue, I am about to spend a bunch of your money, but have no fear as our recent dues increase has made us ready for it. First, I am still in the process of finding a place to reprint our membership cards. This has become a bit of a problem as our usual place has gone out of business! If any of you know of a place that would be able to do what we use as a membership card (we supply the specially made NR plate), please inform me.

In addition, we are about to spend some money on some new mailing labels as we are nearly out of them also. Although we have not been using them on a computer lately because we lost access to it, I have found a new computer to access at the same reasonable rates as before (there's nothing like free!). As soon as I am able to write and de-bug a mailing label program, your address on each issue will again be done by that wonderful labor saver, the computer. If I am able to write it the way I want to, it will be possible to get an up to date listing of members at any time, thus eliminating the need for a new Directory every year. Instead, I will be able to provide you with an up to date copy (including the newest members) when you renew or whenever you request one. I will let you know when this new system is instated.

That's about all of what's new in my department for now. Please remember that I am back in school, so use my Scranton address again. PLEASE WELCOME THE FOLLOWING NEW MEMBERS:

John P. Krattinger(18)
84 Brook St.
Garden City, N.Y. 11530
516-248-1635
6,HO,1,x,N,A,345
Central RR of LI

Dave Bush
P.O. Box 301
Corry, Pa. 16407

John Beyer(15)
18 Whitehall
Buffalo, N.Y. 14220
716-822-1583
1,HO,1,DFP,1.Y,N,1
Chessie System/B&O RR

Tammy Martin(17)
7721 Dewwood Dr.
Derwood, MD 20855
301-965-2258
3,HO,x,D,1,N,A,12
Chessie System Mtn. Division



The format of these listings is the same as that of your Directory.

NR CULTURE CORNERMembers



ENTERING OUR 6TH YEAR

The DEPOT
c/o Bernie Stone
70 Hillside La.
Syosset, N.Y. 11791

