

THE DEPOT SPECIAL ISSUE

SUMMER 1984
CONVENTION

& LOTS MORE!

DATELINE.....SEPTEMBER 26, 1984 AFTER ENCOMPASSING MANY FAILURES
OUR FINE PUBLICATION, THE DEPOT IS FINALLY OFF THE PRESS. THERE ARE MANY SHORTCOMINGS
IN THIS ISSUE THAT WE WOULD RATHER OVERLOOK, BUT WILL ATTEMPT TO OVERCOME IN THE FOLLOWING
ISSUES. PRESENTLY THERE ARE MANY MEMBERS WORKING TO CORRECT THIS PREDICAMENT THAT WE
HAVE FOUND OURSELVES IN. ONE OF MY OWN FEELINGS IS THAT WE SHOULD TRY TO RETURN TO ISSUES
WITH PHOTOGRAPHS AS SOON AS POSSIBLE. THIS TASK IS NOT CURRENTLY POSSIBLE, AND THIS MAKES
US WORK HARDER TO ATTEMPT TO GIVE YOU THE BEST NEWSLETTER THAT WE CAN. WE WILL OVERCOME
BUT WE NEED YOUR HELP, SO GET INVOLVED!!! WRITE TO ME WITH ANY NEWS OR STORIES.

WRITE TO: JOHN P. KRATTINGER
P.O. BOX #7140
GARDEN CITY, N.Y.

11530

THIS SPACE INTENTIONALLY BLANK

A DAY AT IRVINGTON- HUDSON LINE.

By Jesse Valletly

On June 22, 1984, I took a trip to Irvington, N.Y., on the Hudson Division of the METRO-NORTH, with my friend Phil Glick.

The Hudson Division is a four track line, built and owned by New York Central originally, then the PC, CR and now M-N. It was electrified in 1904, as part of the NYC's Grand Central Improvement Project. Today, the operations are run by Metro-North, who own the trackage. Amtrak and CR are tenants. Because of this there is a great variety of equipment run which provide a railfan a lot of opportunities to see some unusual things.

The first train of the day was the New York (GCT) - Toronto Maple Leaf. We also saw a few of Metro-North's M-3s, as well as a few ex-NYC M-U's, which are being refurbished by Morris-Knudsen in Idaho.

After moving south from the station, we took photos from the parking lot. We were informed that trackwork would soon be starting, and as we watched the trackmen started to work on the Southbound local track, and the equipment was very much in evidence, as the track was being replaced.

From this spot, we caught a few more M-U's, an Amtrak Turbine and an FL-9, painted in the new scheme, hauling a train of SENTA (SOUTH EASTERN MICHIGAN TRANSPORTATION AUTHORITY) cars, for Metro-North. The highlight of the morning was a passenger train hauled by a B23-7, with an E-10 electric switcher on the end. (Ed. Note, the E-10 was probably shipped at Harmon, and was being deadheaded to GCT) These

engines are the only electrics on M-N's roster. There was also a ballast train powered by M-N's only RS-3m (See RAIL NEWS in Issue 23). The track repair provided diversion between trains.

After lunch we went back to the station, and saw a few more Turbines, a light FL-9, and a local freight. The trains passed through the station slowly, as the track work was still going on. We asked whether there were any road freights operating, but the track foreman said they were none.

We had not planned to stay after 5 P.M., but we missed our bus. After arranging a ride, we both settled back, to enjoy the rush hour; a lot of M-U's and a few diesel coach trains. When the rush hour was over, we went to the next station south, Ardsley. The next hour was pretty quiet, then the ROADRAILER, "EMPIRE STATE EXPRESS", came through - the highlight of the day. Amtrak's LAKE SHORE LIMITED passed, and our day of railfanning was over as my brother had arrived with the car.

While, it's not the busiest line in the country, the Hudson Line has a lot to offer any railfan, as this article shows.

SECRETARY/TREASURER'S REPORT: By Ted Tait

The current condition of the NR should probably be entitled "Fouls Ups, Bleeps and Blunders" in the chapter covering this past year/ Unfortunately, a series of problems, errors and some incompetence by many (and I include myself in that list) has occurred. I shall not go into the details at this time as they are, for the most part, a mystery to metoo. Suffice it to say that our presnt situation can be summed up as follows:

1. We are without an Editor for the Depot.
2. We are without a publisher/ print source.
3. We are overdue for an election for Sec.Treas., by one year.
4. We are due (under normal circumstances) for an election of a new President, as well.
5. Our membership situation is not good, as we have gained NO new members (or renewals) for about 5 months (or at least none that I have been informed of).
6. We did manage to have a convention that went well, thanks to the outstanding work of Chris Brindamour.

As can be seen, things are NOT GOOD! This issue is being done on a one-time basis by some disgruntled members who took some initiative (I applaud you all). I feel that I should have done something long ago about this, but was trying to slowly work my way out of this organization to allow it to run itself so that nobody would feel that I am trying to retain some sort of dictatorship-type rule. Now that some members have taken the initiative and contacted me with their desire to do something, and have me help (in other words kicked me off my butt into doing something), I shall!

To the members in general and the Executive Board of the NR in particular (you know who you are), I offer the following suggestions as to actions to be taken at this time:

1. I hereby offer my services once again as Editor of the Depot on a temporary basis until things can be straightened out and a new one appointed.
2. I also offer a temporary print source I have found (on short notice) which can print at somewhat more reasonable costs than I have seen anyone else suggest. A better source I hope to find in the near future.
3. I suggest that elections occur for both offices mentioned above that are due for them, but that one of the two serve a three year term - (I suggest the Sec./Treas.).

To the Executive Board, I ask that each of you write me and vote as to whether you want these actions to take place. Please specify each one individually and please act on this matter quickly. By the time this is

in print, I will be back at my school address and so anyone can write me there. Remember too that letters written there during the summer and other vacation times are still forwarded to me wherever I may be, so you need not worry.

I hope that we can get things rolling again, and maybe some new blood here and there will stir things up.

An election form will follow in the not too distant future, whether or not we can afford to print (or have the article material to do so) an issue of the Depot. We may have to settle things down and make some important changes and decisions before we can get back to a 'normal' routine of events for the NR.

For those interested, I include the following financial report;

NR EXPENSES 1/1/84 to 8/13/84:

Previous Balance (1/1/84)	\$ 83.48
Income	43.50
Expenses	<u>19.94</u>
NEW BALANCE	\$ 107.04

PLEASE NOTE THAT THIS IS DECEIVING BECAUSE WE SIMPLY HAVE NOT INCURRED NORMAL EXPENSES BECAUSE WE HAVE NOT BEEN PUTTING OUT THE DEPOT, OUR BIGGEST NORMAL EXPENSE!

PRESNET MEMBERSHIP: 54 members.

The Convention got off to a start at the Kingston (RI) station. John Huesby of Round Lake, IL, Jim Lincoln and myself were awaiting the arrival of the Ben Franklin from New York with a majority of the convention attendees. While waiting for the train two other attendees arrived and shortly after the Ben Franklin pulled in about 10 minutes late. After putting the luggage into the cars (this year we managed to have enough cars) we headed for the nearest B.K. We then headed up to the Seaview Transportation Company in North Kingstown, RI for a tour of the railroad. After meeting the owner, Peter Verges, he answered our questions, then he took us over to his West Davisville yard where he had a number of interesting RR equipment. We were allowed to look through the old Amtrak (ex New Haven) Roger Williams which were used on short haul Amtrak trains until recently. They are going to be restored by the current owner. To top off the tour we were all given a ride, at the same time, on the Seaview's #1 engine, a GE 80-tonner. The day was finished off with a slide show of some of the attendee's slides. A few of us attempted to take some night shots of the Night Owl, but the train didn't go by until after we left.

On day 2, we headed up to Worcester, MA for a tour of the Providence & Worcester RR facilities up there. While waiting for our tour guide to meet us, a Conrail headed by six engines rolled by. After meeting our tour guide David Murphy, we were brought up to a room where we were shown a slide show of the P&W, and were given folders with information on the P&W. We were then shown around the yard and told a little about the history of the RR, and how they operated; we were also shown some of the equipment including their passenger equipment which they use for passenger excursions, one of which is an ex. NP observation car. We then headed to Cape Cod, after a few delays we managed to miss the last round trip train out of Buzzards Bay Station. We then ran into the only problem of the trip, where we were going to stay. Most of the campsites were filled and the others turned us away after we found that we needed six tents to stay there. We managed to get a few photos of the Cape Cod & Hyannis RR, along with the Bay Colony RR. After many phone calls, we managed to get a back yard to put our tents in - Jim Lincoln's. The next morning, we went to Franklin, MA where we were allowed to look through some of the MBTA's F40PH's along with their passenger cars. We then went to see Bill Robinson's layout in Attleboro, MA. He has a moderately sized layout that is all steam and is controlled by Dynatrol. Some of the attendees got a chance to run some of the trains. From here a few people left. We ended the meeting at Providence Station, where the remaining attendees then went to my house for a little game of Rail Baron until they had to leave from Kingston station.

This year we managed to overcome the major problem of the past conventions, TRANSPORTATION. I hope that the future conventions will follow in the footsteps of this one and continue to improve in quality.

REFLECTIONS

BY: JOHN HUSEBY III

MY TRIP TO THE CONVENTION STARTED OUT BY TAKING AMTRAK'S "BROADWAY LIMITED" TO NEW YORK. THEN I TOOK AMTRAK'S "COLONIAL" TO PROVIDENCE, RHODE ISLAND WHERE CHRIS AND HIS FRIEND BOB PICKED ME UP.

FOR THE MOST PART, I THOUGHT THE CONVENTION WENT JUST GREAT. WE ALL SAW A LOT OF INTERESTING THINGS AT THE CONVENTION. WE HAD A GREAT TOUR AT THE P&W SHOPS AND YARD, AND EVEN A NICE SLIDE SHOW THERE. THE SEAVIEW TRANSPORTATION COMPANY WAS AN ENJOYABLE PLACE TO SPEND THE AFTERNOON, AND WHO CAN BEAT HAVING THE CONVENTION ATTENDEES ON THE SEAVIEW'S CENTER-CAB.

EVEN THOUGH THE NR AND THE CR HAVE DIFFERENT RAILROADS WE RAILFAN ON, WE ARE FOR THE MOST PART THE SAME PEOPLE. AFTER SITTING IN AT THE BULL SESSION, FINDING OUT WHAT HAS BEEN HAPPENING TO YOUR REGION AND THE "DEPOT", THAT IS WHEN I DECIDED TO STEP IN AND WRITE THIS FOR THE SPECIAL ISSUE OF THE "DEPOT".

BOTH THE NR AND THE CR HAVE HAD THEIR PROBLEMS WITH MEMBERSHIP. THE SOLUTION IS TO GET THE DEADBEATS OFF THEIR BUTTS AND WRITE FOR THE NEWSLETTERS AND PROMOTE TAMR.

IN CLOSING, I THOUGHT THE NR CONVENTION WAS A SUPER EVENT TO ATTEND. I CAME A LONG WAY TO ATTEND IT, AND WHILE I WAS HERE I MET A LOT OF MEMBERS I LIKED AND VISITED WITH. SO LETS GIVE CHRIS BRINDAMOUR A BIG CHEER!!! ALSO ANYONE IS WELCOME TO ATTEND THE TWENTY-FIRST ANNIVERSARY TAMR CONVENTION IN MILWAUKEE, WISCONSIN IN AUGUST 1985.

EDITOR'S NOTE: JOHN HUSEBY IS THE CENTRAL REGION REPRESENTATIVE WRITE TO HIM AT 311 LUNAR DRIVE, ROUND LAKE, ILLINOIS 60073.

NR Representative Report

by: Chris Brindamour

First of all I would like to thank all of you that voted for me in the election, I would also like to thank those of you who took the time to vote and take part in the NR.

As the New NR Representative I would like to answer a question that was presented to the past NR Rep. (Andy Taylor) in the last issue of the Depot. It asked to tell something about the TAMR as a Special Interest Group (SIG) of the National Model Railroad Association (NMRA). First of all a SIG is just what it says a group of NMRA or non NMRA members who have a special interest and what to get all people with that interest together in one group. There are a wide range of groups ranging from computers to a specific historical society. This group either forms out of the NMRA or was formed outside of the NMRA and wants to be recognized by the NMRA and its members. In fact what the TAMR gets out of being a SIG is increased free promotion through the NMRA Bulletin plus all SIG have the opportunity to have space at the NMRA'S national conventions. So we are actually getting something for nothing. We also are providing the NMRA with information on how to attract teens to the hobby and what kind of programs that they should provide teens at their conventions. I hope this answers your questions, if you should have any addition questions on the subject feel free to write me.

I would like to see some other members getting involved with the NR. Write an article in the DEPOT or maybe plan a railfan trip or a convention. This issue of the DEPOT is made up entirely of the work of a few NR members who attended the convention and was completely planned at the convention.

NOMINATION FORM

SEND TO: EDITOR P.O. BOX #7140, GARDEN CITY, N.Y. 11530

PRESIDENT _____

SECY/TRES _____

***Please see notice below. Enclosed you will find your 1984 Convention Registration form. This year's bash is being held in Rhode Island with Chris Brindamour as our host. Chris has already made arrangements for a fun-filled convention covering a range of activities, including a tour of the Providence & Worcester shops. The convention is being held on Friday, Saturday, and Sunday, August 10-11-12, 1984. All registration forms must be received by Chris before July 7, 1984 so the P&W can be notified of the number of attendees. Any forms received after that date will be exempt from the tour. Please send a check or money order in the amount of \$5.00 made out to Chris Brindamour to cover convention preparation costs. Attendees are expected to pay for their own food and chip in for transportation when necessary. Lodging will be outdoors in tents (weather permitting) or at Chris' house.

The proposed itinerary is as follows:

- FRIDAY 8/10:** Attendees will meet at the Kingston, RI railroad station between 11 AM and 12 noon. We will then head for the nearest fast food joint for lunch. After a quick meal we will head over to the Seaview Transportation Co. for a tour and train rides, photos, etc. After a full afternoon we will head back to Chris' house for a bull session, rail baron, etc. until supper is served. After a full meal we will have a slide show starting with Chris' slides (everyone is invited to bring the best of their own slides to share with the group). That night will be spent at Chris' place (or in tents in the backyard).
- SATURDAY 8/11:** We will leave in the morning for Worcester, MA. Our first stop will be in Providence for a few shots of the P&W yard and the Amtrak maintenance facility. We will also stop and see the new underground Providence station (if it is finished by then). Off to Worcester where planned activities include a tour of the Providence & Worcester shops, an excursion on one of their excursion trains, and if time permits we can railfan the area railroads: P&W, Amtrak, Conrail, and Boston & Maine. There are also some shortlines that we may be able to see. That night will be spent in tents in the Worcester area.
- SUNDAY 8/12:** Most of the day will be spent operating (and viewing) home layouts in the RI-MA area with stops at any interesting railroad sites. There are a few layouts that are of interest in the area. All attendees will leave that afternoon from Kingston station.

NOTICE

Dear Members,

Our organization has recently suffered a setback with regard to our fine publication "DEPOT". We have lost our main printing source, and we must face the realities. Prior to this time, most of our printing costs were actually "free" and it was primarily the donated time (many hours by the way) and postage costs that were our greatest concern and monetary outlay. Now however, our greatest concern is getting it printed at all. There is no way that we can expect to get as fine a publication as the "DEPOT" recently evolved to printed at commercial rates given our financial circumstances. Therefore, printing/publication of the "DEPOT" must be suspended until further notice. If anyone has a source for printing with similar conditions as we had up until now—by all means contact the "Depot" Editor and give him the facts as soon as possible.

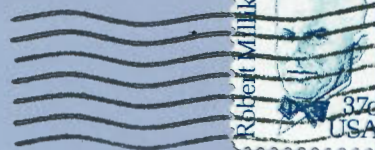
B.Stone, Pres. NE Region

***** Despite all the sour news, lets keep the spirit and—

DON'T FORGET ABOUT THE CONVENTION *****

"NR-TAMR BACK
ON TRACK!"

SEND THIS ISSUE TO-



FIRST CLASS

