

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

**IN THIS ISSUE:** The Virginia Central Railway,  
And Other Interesting Stuff.

**ISSUE NO. 27**  
**November/December**  
**1984**

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# Secretary/Treasurer's Report

The recent series of events in the NR has caused quite a bit of an uproar with both the members and officers of this organization. The fact is proven by the reappearance of the Letting Off Steam column. As our temporary editors so delicately put it, this column was once "hopping" with members voicing their opinions. It seems that this column may once again become a small battlefield, but I suggest to those of you who do write to LOS to be Very careful to keep personalities OUT of what you say. Calling people "Damned stupid" or accusing others of what you can not prove are not what this column (as I see it) is there for. Such things often lead to personal grudges and do not solve the problem. I suggest the purpose of the column is an airing of views, ideas, and opinions so that others can benefit from your thoughts, and so that problem solving ideas can be presented. Hopefully many problems could be worked out this way and you, the members, could have more control over the direction this organization takes.

The problems that were encountered with Jeff Ward are now obviously in the past and a new editor has been found. The unfortunate fact of the matter is, of course, that the problem with him not being able to afford sending the DEPOT materials for publishing should never have happened in the first place. As Secretary/Treasurer, it is my job to reimburse all reasonable expenses that our officers claim and can justify. Jeff, just like any other officer, followed my procedure for claiming reimbursement in the past and should have known that I would have paid him in advance if it was the only way to get the DEPOT to the printer. Unfortunately things did not work out well; Bernie and Ted (as well as some other officers) became upset at not hearing from Jeff, and so action was started against him by the Executive Board. As a result Jeff resigned the office of editor, unhappily I'm sure. Jeff is still in charge of divisions and is in charge of our only active division, the Pennsylvania Division. He has continued in those offices satisfactorily.

In other news, that computer-created Directory I mentioned earlier is now in operation. Each time you renew your membership or if you request one, you will get a copy of the NR directory as created by computer. The advantage of this system is that the Directory you get is as up to date as possible, with even the newest members included. New members will get a Directory that even includes their own name and listing, and renewers will get a Directory that contains any changes they have requested in their listing. This way, you can immediately let me know if your listing is incorrect so that I can change it. -Ted Tait

## FROM THE CAB

The DEPOT is back in print! The NR has not had a printing source for it for almost a year. I had known that the NR was looking for a printing source, so when I got access to a computer with the ability to do word processing I immediately contacted then President Bernie Stone and told him I could take over the job of printer/editor. After this issue had been typed up, The NR did find a less expensive printing source than using the computer printer (Ribbons are quite expensive). But since the computer does a pretty good job compared to a typewriter, I'll be doing the typing and some editorial work from now on.

For those who are interested in computers, the DEPOT is being edited on an Apple Macintosh with Apple's MacWrite word processing software and is printed on Apple Imagewriter printer. The front cover was done on the MacPaint graphics program. I should add that the DEPOT logo is completely new.

Speaking of writing, I hope everyone tries to contribute their own articles. The DEPOT needs you! Look at the table of contents, it seems a small number of people do a lot of the writing. The NR has enough members; if everyone wrote just one or two articles a year it would be more than there is now. Short bits of information about what Railroads in your area are doing would be great. While I'm not sure about future plans for printing photographs, don't throw out your camera just yet, a photo page could be included pretty soon. In fact, why not read A Railfans Camera and see what Bob Huron has to say about cameras. -James Donohue

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## A Railfan's Camera

Having photographed some years now for the DEPOT and other publications, I feel as though I can add some of my knowledge to the general pool. Please note that I am slightly prejudiced in regards to certain types of equipment, but I have my reasons. I have done all my shooting with manual cameras and the results are there for all to see. However, I will allow for the fact that not everyone is an expert photographer and that it takes a few years to get to that status.

My recommendations are based on some simple criteria, taking into consideration the availability of funds. The cameras described are Single Lens Reflex (SLR) type 35 mm. cameras; those used nowadays by practically every good photographer. I recommend the following cameras:

MAKER	MODEL	LENS	PRICE *
Canon	AT-1	Canon f1.8 50 mm.	200-240
Yashica	FX-3***	Yashinon f2 50 mm.	150-200
Nikon	FM	AI-Nikkor f1.8 50 mm. **	230-250
Nikon	FM-2	AI-Nikkor f1.8 50 mm. **	260-290
Pentax	K1000***	Pentax f2 50 mm.	130-150
Pentax	MX	Pentax f2 50 mm.	200-250
Olympus	OM-1n	Olympus f1.8 50 mm.	170-210

\*Price-Based on approximate New York prices as published in Popular Photography magazine.

\*\*Better type lens than the series E for rough use.

\*\*\*Will not accept motor or winder

The above cameras are parts of systems that can be expanded beyond most people's imaginations, and can come in handily at times. Yashica can also use Contax Ziess lenses which are extremely high grade (and expensive). The motor drive is also a shared item. The Nikon cameras, of which I have the FM, are very reliable. With the high speed films available today, even photography under bad conditions becomes relatively easy. The FM2 has quite a few advantages, such as a 1/4000<sup>th</sup> second top shutter speed and a very accurate meter (also found on the FM). The MD12 drive can take a lot of abuse. I shot a job that required me to shoot fifteen rolls of 36 exposure film (540 exposures) in one day. With the MD12 drive on my FM the job was much easier.

Each camera handles differently, and no two people see or handle things the same way, so good luck with your choice! By the way, if you've got an automatic camera, be sure to bring extra batteries with you, they can and do fail at the worst times. -Bob Huron

To Be Continued

## RAIL NEWS

AMTRAK: has sold out the first run of the new Auto-Train in 24 hours. Capacity of the train is 597 passengers and 264 autos. The sell-out was made up of previous Auto-Train customers who are happy to return their cars to the rails. At first trains will operate three times a week in both directions. They will leave Lorton, VA at 4:30 PM Sundays, Wednesdays, and Fridays arriving

in Sanford, FL at 9:30 AM the following day. Northbound trains will depart Sanford (near Orlando) at 4:30 PM Tuesdays, Thursdays, and Saturdays arriving in Lorton at 9:30 AM the next day. Daily service begining March 1, 1984, according to plans. -from "The 470"

**CENTRAL VERMONT:** will run a woodchip train between Swanton, VT and Burlington, VT five days a week to service the new Burlington plant. Cars of a unit train type are on order by Burlington Electric Light and will be customer owned (BLEX). The train will depart Swanton about 5:30 AM and return to Swanton by mid-afternoon. Power will be in the form of a surprise for area railfans and can not be divulged at the moment. A change in power for the Rocket is also in the works. -from "The 470"

**AMTRAK DERAILMENT:** Five people were killed and more than 100 injured when the Montrealer derailed in Wiliston, VT around 7:00AM on Saturday, July 7. The accident was caused by a section of track that had been washed out by flooding. Nine cars of the thirteen car train fell down a 30 foot gully, one car was crushed at the bottom of a three-car pileup. One of the factors in the crash may have been that the trains radio was not working, leaving the crew with no way of being warned of the bad weather conditions.

**CONRAIL:** Here is some more data on those new SD50's and B36-7's currently on order. Deliveries from GM started in November, and the GE units are scheduled to arrive in the second quarter of this year.

	<u>B36-7</u>	<u>SD50</u>
Road Numbers-----	5000-5059	6700-6739
Horsepower-----	3600	3500
Weight on drivers-----	271,500 lbs.	389,500 lbs.
Tractive Effort-----	57,300 lbs.	96,300 lbs.
Minimum Continuous Speed-----	12.0 mph	9.8 mph
Fuel Capacity-----	3250 gals.	4000 gals.
Sand Capacity-----	48 cu. ft.	56 cu. ft.
Cooling Water Capcity-----	365 gals.	255 gals.
Lube Oil Capacity-----	380 gals.	396 gals.

IF YOU ARE TIRED: of seeing nothing but Conrail and are looking for something more colorful and interesting, then Conrail's LEHIGH MAINLINE between DuPont Jct. (near Scranton) and Allentown Yard may be worth a look. Thanks to Timothy Mellon and his Guilford Industries a bit of New England has come to Pennsylvania. Since the spring of 1983, the usual Conrail blue has been broken up with the red and gray of Bangor & Aroostook, yellow of the Maine Central, and the blue of Boston & Maine mixed with the blue and gray of the Delaware & Hudson. A pool power agreement has brought together the likes of BAR, MEC, and B&M GP38's, MEC U25B's, and B&M GP40's with the Alco Centuries and RS units, U-boats, and EMD units of the D&H. This includes two C-420's in Lehigh Valley red and a couple of GP39\*2's in the green and yellow

of the Reading Co.

A trackside visit along this line can provide some good color photos. D&H trains with lashups representing all three builders or with RS3m's and 36's or Alco Centuries leading can be interesting as well. A few examples of these lashups are as follows: D&H C420 \*410/MEC GP38 \*260, BAR GP38 \*84/MEC GP38 \*255, MEC U25B \*229/D&H C420's \*410 and \*411, D&H RS3m \*503/D&H C424 \*463, or the most assorted I have seen yet- D&H GP39\*2 \*7605/BAR GP38 \*87/B&M GP38 \*208 on the front and D&H RS3m \*503/Guilford Ind. (MEC) U25B \*225 pushing on the rear.

The Delaware & Hudson maintains pusher service along the Lehigh mainline between Lehighton and Taylor yard to get its' longer trains up over the mountains separating Scranton and Allentown. So if seeing this kind of railroading sounds interesting to you, maybe a visit to this old LV/CNJ line near Allentown, PA would be worth your while. -Bill Bokeko

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### **Prototype Practices: unusual uses for usual buildings**

This article outlines some uses for buildings that have been, and in some cases still are, used. The railroad depot is the most common building on a layout and usually is the focal point of it. But what happens when you've got two or three depots that simply can't be put on a layout? 'Tis too small, or is it? Strange to relate, there have been many towns with multiple depots, and there are more than a few today. If you're modeling an older layout, say 1930 to 1950, having multiple depots is no problem. A stretch of track and depot painted in your railroad's colors, plus another depot with another stretch of track across from the first would be quite good.

In Montreal, the Montreal Community Transport Commission has a depot right across the way from the VIA depot at DORVAL. Not too long ago, these were the Canadian Pacific and Canadian National depots, respectively.

Most people know w

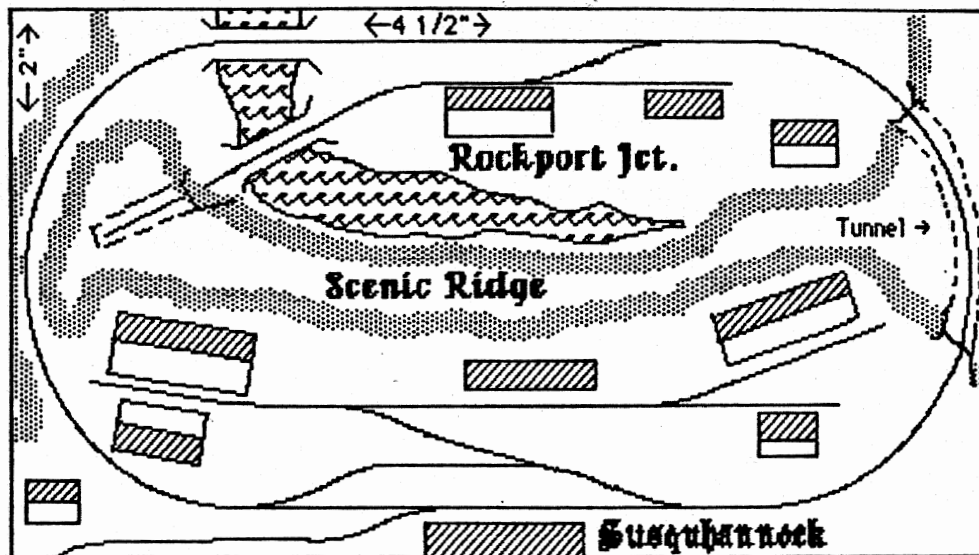
hat a wooden country church or school looks like, but would you believe an interurban line in Pennsylvania actually used a church/school building as a carbarn. The Jersey Shore & Antietam, which had all of two cars, was the culprit in this case. Another use of a church which was not usually thought of, was as a cable car powerhouse. This happened down in Baltimore on the a







# THE UPPER LEHIGH & SUSQUEHANNOCK R.WY.CO.



L.V.R.R. Interchange

The UL&S is a freelanced railroad located somewhere in northeast Pennsylvania. The UL&S connects with the Lehigh Valley RR in Susquehannock, and the Erie-Lackawanna and the Delaware & Hudson via a branchline from Rockport Junction. The railroad obtains revenue from bridge traffic, on-line coal traffic, and other on-line shippers. The UL&S operates as a jointly owned subsidiary branchline of several neighboring lines, and uses secondhand motive power from its' parent roads.

I began construction of the N-scale UL&S on a four foot by two foot piece of plywood about a year ago. Both the size and scale were dictated by a lack of room in my apartment bedroom. I decided to model two towns along the line separated by a tunnel and view-blocking ridge. I chose not to model a yard scene, but rather two towns with off-line connections for more operating possibilities. The two towns modeled are Rockport Junction, which has the branchline connection and a team track. Susquehannock is a larger town with a run-around track, several on-line industries and the Lehigh Valley connection modeled.

Planned operations will include local freights switching at the industries and connections with an occasional through freight to break up the scene. There will also be a local passenger train to serve the two towns.

Scenery was made with styrofoam™ sheets cut to fit then carved into the appropriate shape. This was then painted an earth brown color using latex paint. Various textures of ground foam were then used as ground cover. Trees of real twigs covered with ground foam were planted, along with other shrubs.

Roads are cast plaster, painted cardboard, or real dirt. Structures are a mixture of scratchbuilt, kit-built, and kitbashed buildings. The waterways were modeled by painting and scenicking the streambed, then using a clear, glossy finish to simulate water. The track is Atlas flex-track with Atlas #4 manual switches. I wired the sidings separately from the mainline so one train can pull into a siding to let a through train pass on the mainline.

Although the UL&S is very small as model railroads go, it has provided

Although the UL&S is veery small as model railroads go, it has provided me with an opportunity to practice various scenery techniques and structure building along with a reasonable amount of operation. I hope this gets others out there to build a layout of there own no matter how small.

-Bill Bokeko

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## REGIONAL REPRESENTATIVE'S REPORT

The following letter was sent to our regional representative by Mark Kazniak, Editor of the TAMR HOTBOX, after seeing the report in the last issue of the DEPOT. Mark helped to formalize the TAMR as a Special Interest Group (SIG) of the NMRA.

-Andy Taylor

The SIG program was developed by the NMRA to provide a forum for the various special interests in model railroading (i.e., narrow guage, pass collecting, etc.). The coordinaator of the SIG program, Ken Hampton (1120 Cook St., Denver, CO 80210) contacted the TAMR to see if we would be interested in becoming a SIG as an independent organization. The officers of the TAMR felt that this could be accomplished provided that the NMRA agreed to stay out of TAMR affairs. Ken Hampton assured us that the NMRA would not attempt to do this so we joined.

What then are the benefits to the TAMR? First, our association is listed in the NMRA's SIG directory twice a year which is printed in the NMRA BULLETIN. Second, news of TAMR SIG events is also published in the NMRA's SIG column which appears in the NMRA BULLETIN every month. Third, TAMR members can contact the NMRA convention chairman to reserve space at NMRA conventions for SIG functions. This last provision is perhaps the most important to the TAMR for it allows us to hold TAMR related events in regular meeting rooms without paying for them. Of course, there are a couple of snags.

First, the space must be arranged with each convention chairman individually and you must pay heed to all deadlines set by the convention committee. Also, the NMRA reserves the right to make sure thvt all members attending their conventions are NMRA members, so they could prevent you from atteding any of the events unless you can prove you are an NMRA member. Policies differ in this regard from convention to convention. Still even if they do let you attend the convention and have TAMR SIG activities, they may prohibit you from entering any NMRA contests and such. It is best to iron out all these details with the convention chairman ahead of time and it can be beneficial if the person making these arrangements holds an NMRA membership. As both an NMRA and TAMR member you can ask for SIG space without running into any problems.

Furthermore, any SIG events that are being planned should be communicated to Ken Hampton. He will be more than happy to provide publicity in the NMRA BULLETIN for them. Also, Ken would be interested in hearing how the whole thing went after the convention is over. As HOTBOX Editor, I would also be interested in publishing your experience to aid other members in trying to obtain SIG space at NMRA conventions in the future.

Finally, if anyone is interested in holding a SIG related event, please contact our promotion committee chairman, Chris Brindamour (10 Meadowland Drive, North Kingstown, RI 02852). He will be happy to provide you with application blanks and brochures to help promote the TAMR at these conventions. Most NMRA conventions have a company store where information brochuires can be left and some even hold their conventions in cojunction with MRIA (Model Railroad Industry Association) shows to get the general public interested. Please take advantage of all this to help promote the TAMR and your region.

We have been trying to get the TAMR to take advantage of this situation for a long time but few if any have done so. Make an attempt to get involved. NMRA conventions can provide a wealth of information on model railroading and the prototype. Also, let the rest of the TAMR know of your experience.

# The Virginia Central Railway

America's shortest railroad, the Virginia Central Railway, is a small railway with a big history. It became the shortest line in 1980 when Ohio's half-mile Pioneer & Fayette was abandoned.

The VC, classified as a line-haul carrier, has a one mile mainline and another mile of side tracks. A 40-ton H.K. Porter is its power; the Richmond, Fredericksburg & Potomac its connection, and fertilizer and beer its major traffic.

The VC was originally started in 1853 as the Fredericksburg & Gordonsville. The F&G built 18 miles of track before its collapse in 1872. The Civil war had halted service and destroyed much of the right-of-way. Three major battles were fought along its track: Chancellorsville, Wilderness, and Fredericksburg. At Chancellorsville, Confederate artillery used railroad track as ammunition for their cannon. At Fredericksburg, Burnside's futile assaults against well-defended Confederates partially took place on the present Virginia Central

After four years of work, the courts and the state legislature straightened out the mess created in 1872. When the line was finally completed from Fredericksburg to Orange in 1872, it had its third owners and its third name: the Potomac, Fredericksburg & Piedmont.

Around 1925, the PF&P, its fortunes sagging badly, was reportedly ordered to dissolve by state regulatory authorities. To save service to Fredericksburg and Orange businesses and the intervening lumber and agricultural areas, local folks bravely plunked down \$72,500 at a foreclosure sale for the three locomotive, 68 car narrow gauge line, which they retitled the Orange and Fredericksburg. It was standard-gauged around the same time it was renamed Virginia Central in 1926.

In 1929, the VC sold valuable metal mining holdings at Mine Run midline and soon after made plans (never realized) to build a saltwater terminus east of Fredericksburg. But the 1930's hit the VC hard - the only overhead traffic left to speak of was coal loads in bridge movements. On wet days the track would sink six inches deep into the mud. Even the passenger motorcar was on slow orders. Coal-feeding C&O would not buy the ailing VC, nor would the connecting Southern or RF&P. So the VC filed to abandon entirely, but amended its petition to exclude a single mile of track at Fredericksburg, which it planned to keep operating in answer to shipper protests. ICC consent to the 37 mile abandonment came as a desperately needed yuletide present to the VC in 1937.

The Virginia Central was owned by the Williams family from 1926 until 1967. On June 13, 1967 the Williams family gave the railroad to the city of Fredericksburg with hope that the city would run the railroad profitably.

While the city owned the VC, every attempt was made to get rid of it. In 1975 a buyer was found that met the requirements of the city and the shippers: Railvest.

Railvest was one of the original companies to get into the Incentive Per Diem boxcar business. While the VC itself was not in financial difficulties, Railvest was. The company went out of business in August 1978 for three main reasons:

1] In March, employees walked off their jobs when not assured of further pay.

2] In April, the RF&P sued Railvest for \$88,000.

3] In August, Railvest ran out of money to pay operating costs and halted service.

The RF&P agreed to take over operations for one year. This service lasted until April 1979 when a new owner was found. Philadelphia lawyer David Wassertrom purchased the line and announced that he would operate an Incentive Per Diem system similar to Railvest.

On October 14, 1983 the Richmond, Fredericksburg & Potomac declared it would no longer deliver cars to the Virginia Central because its trestle was unsafe. A firm hired by the city of Fredericksburg agreed that the 225 foot long, 34 foot high, 130 year old wood trestle was no longer safe to operate over. When the owner, D. Wassertrom found out, he broke his \$150 a month lease and pulled out. When the lease was broken, the City of Fredericksburg became the owner per terms of the lease.

The VC hasn't operated since then. The cost of repairs to the trestle has been estimated at up to \$80,000. The VC grosses about 60 to 70 thousand dollars annually, and couldn't hope to raise the cash by itself. The city really doesn't know what to do with the VC.

In 1971 the Commonwealth of Virginia surveyed for a road bypassing the city of Fredericksburg. Five Hundred feet of the road would be located where the VC track is now. If the commonwealth decided to build this road, the entire VC would be abandoned and the trestle demolished. The Commonwealth would pay for relocation of the line and a new shop. The rail on the new line would be 100 lb., replacing the 75 lb. and 55 lb. rail now in use on the line, some of which remains from narrow gauge times!

The 5000 foot mainline would have its new main interchange with the RF&P about a mile south of the present day shop. The line would end up connecting to the Cellu-Pak siding. A new customer, Rappahannock Wire, would also be served. A team track and unloading trestle could be located almost anywhere along the line.

If the Commonwealth doesn't relocate the line, David Wassertrom might. The VC has almost a mile to serve its present customers from the present interchange. The advantages of relocating the mainline far outweigh any disadvantages.

<u>Road *</u>	<u>Horsepower</u>	<u>Builder</u>	<u>Built</u>	<u>Disposition</u>
200	250	Plymouth	1936	Scrapped (1974?)
500	175	Plymouth	1930	Scrapped (1975?)
102	400	GE (44-ton)	1949	Sold 11-79 to Pittsburg, Allegheny & McKeesrock RR
3	300	H.K.Porter	1942	In use.

## **BOOK REVIEW**

**Ed Nowak's New York Central; A Company photographer's view of the railroad 1941-1967, by Ed Nowak and Karl Zimmerman, P.T.J. Publishing, Park Forest, IL, price \$20.00**

Since the reviewer is quite partial to the New York Central and has most of the books ever published on the company, I thought that this book wouldn't be all that it was blown up to be. Was I ever wrong! PTJ in its collective wisdom has turned out a superb piece of photography and textual matter, with the exception of a couple of typographical errors.

Since Mr. Nowak has covered all phases of the NYC's operations, a modeller could go ape. Rare scenes like overhead views of engines, trackside scenery, roundhouses and shop machinery abound in this book.

All things considered this book is one that should be enjoyed, read and re-read for the meat and drink are both there in heaping amounts. PTJ should be commended and I hope they bring out a sequel; even Mr. Nowak's rejects could be of use. -Bob Huron

### **NEW JERSEY TRANSIT'S ELIZABETHPORT SHOPS**

The present NJT shops at Elizabethport (E'port), NJ are the same facilities built in 1901 by the Central Railroad of New Jersey (CNJ). When the CNJ went bankrupt in the early seventies, like most eastern railroads, the CNJ applied for admittance into Conrail.

On April 1, 1976 the corporate identity of the Central Railroad of New Jersey passed on. Conrail used the shops up until 1981 to do major work, but due to the recession in the economy the shops were shut down for Conrail work. New Jersey Transit was now the sole tenant.

Although E'port is not what it once was, It still has that charm. The almost 400 Moguls, Ten-Wheelers, American Standards and Consolidations are gone, even the Camelbacks which abounded on the entire railroad have ceased. But alas, all is not lost, for one can still see GG-1's, E-44a's, and E-8a's galore.

-John P. Krattinger

#### **NEW JERSEY TRANSIT LOCOMOTIVE ROSTER**

<u>Road Numbers</u>	<u>No. of units</u>	<u>Model/Type</u>	<u>H.P.</u>	<u>Previous Owner</u>
436,438	2	SW-9	900	EL 3436,438
4100-4112	13	GP40P	3000	CNJ #3671-3683
4113-4129	17	F40PH	3000	new 1981
4151-4182	32	U34CH	3430	new 1970
4246-4334*	25	E8A	2000/2250	various
4458-4465	8	E44A	5000	PRR #4458-4465
4872-4884**	13	GG-1	4620	PRR #4872-4884
5681	1	GP7	1500	CNJ #1523
5902,5904-5908,5910	7	GP7	1500	CNJ #1524-1530
7000,7007,7010,7016	4	GP9	1750	PRR same numbers

\*some numbers are unassigned

\*\*Built at Altoona in 1939 in conjunction with GE and Westinghouse. Retired in October of 1983. All models built by EMD, except U34CH and E44a (built by GE).



# The Depot Layout Contest by Tom Matthews

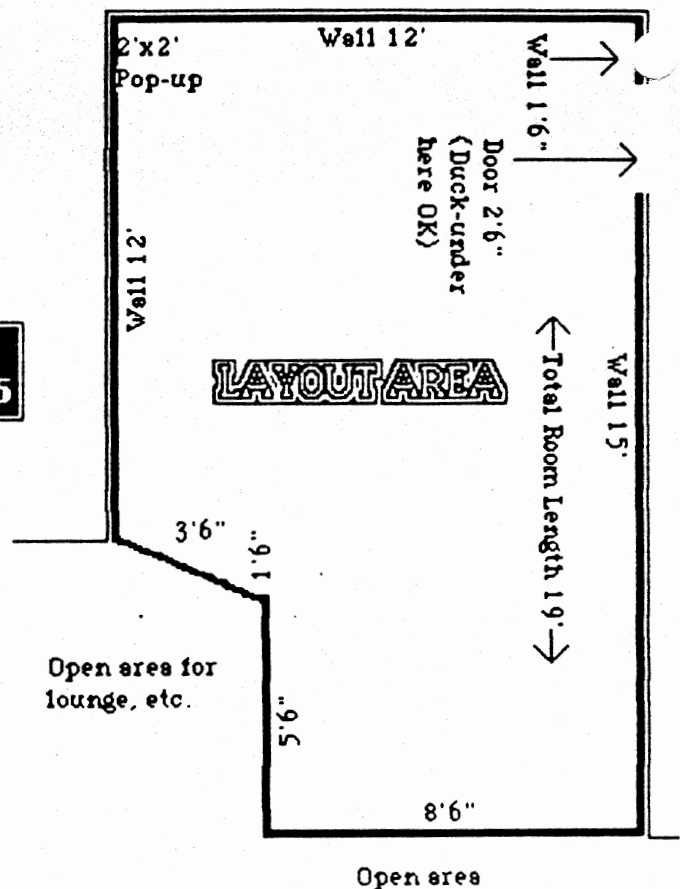
The Depot is having a layout contest.  
To enter, design a layout for the area  
depicted to the right. Send it to:

**Layout Contest**  
**P.O. Box 6006**  
**Stewart, NY 12550**

**DEADLINE: Entries must be postmarked  
not later than 11:59 PM, January 31, 1985**

## Rules, Regulations, etc.:

- 1 The corner must have access for main electrical service.
- 2 Layout should have a theme of operation which should be explained in writing.
- 3 There should be a good balance of the area shared between operation and scenery.
- 4 All areas of the layout which might need maintenance must be within three (3) feet of standing areas [Scenic areas which don't need much maintenance may be farther from access.]
- 5 Carrier Control will be used, so it is not necessary to show electrical blocks.
- 6 For track planning purposes use a minimum 28" radius for the main line, and 15" minimum radius for sidings. Use #6 turnouts for mainline and all sidings which join mainline, smaller turnouts (#4) may be used in industrial and yard areas.



## Prizes:

**First Prize-ATLAS loco  
(your choice of several)**

**Second Prize-Athern loco  
(your choice of several)**

**Third Prize- Choice of  
Track Planning book by  
John Armstrong**

**Judging will be by NR Board of  
Directors. (when newly elected)**

# NORTHEASTERN REGION (TAMR) OFFICIAL VOTING FORM 1984-1985

The following candidates have been nominated  
for the two positions now open in the region.

## For President:

(Two year term of office; 1985-1987)

(Check one.)

- ☐ 1) Chris Brindamour
- ☐ 2) John Dunn
- ☐ 3) John Krattinger
- ☐ 4) Andy Taylor
- ☐ 5) \_\_\_\_\_ (Write-in)

## For Secretary-Treasurer:

(Two year term of office; 1985-1987)

(Check one.)

- ☐ 1) Chris Brindamour
- ☐ 2) James Donohue
- ☐ 3) John Dunn
- ☐ 4) John Krattinger
- ☐ 5) \_\_\_\_\_ (Write-in)

Signature of Member: \_\_\_\_\_

(Necessary for verification)

Return to: Box 7140  
Garden City, NY 11530  
ATTN: Election Board

Must be returned by January 31, 1985 (1/31/85)

### Notice #1

There are no position papers by the candidates, due to the decided lack of time and a paucity of nominations. (There was a total of three recieved here, and none forwarded from Ted Tait, if he had recieved any as of this date.) The write-in section has been put in so there will be a degree of airness, and those who want to can make use of it.

For the Executive Board,  
Robert Huron, Assoc. Editor

### Notice #2

ASSOCIATE MEMBERS CAN VOTE ON THIS SLATE, AND PUT A WRITE-IN, HOWEVER, THE CANDIDATE MUST BE A REGULAR MEMBER OF THE REGION IN GOOD STANDING, AND BELOW 21 YEARS OF AGE. THIS IS ACCORDING TO BOTH THE NER AND TAMR CONSTITUTIONS, BY WHICH WE ARE GOVERNED.

THANK YOU.





undeliverable return to:

**The DEPOT**

/o John P. Krattinger

P.O. Box #7140

Garden City, NY 11530



Send this issue to:

**FIRST CLASS**