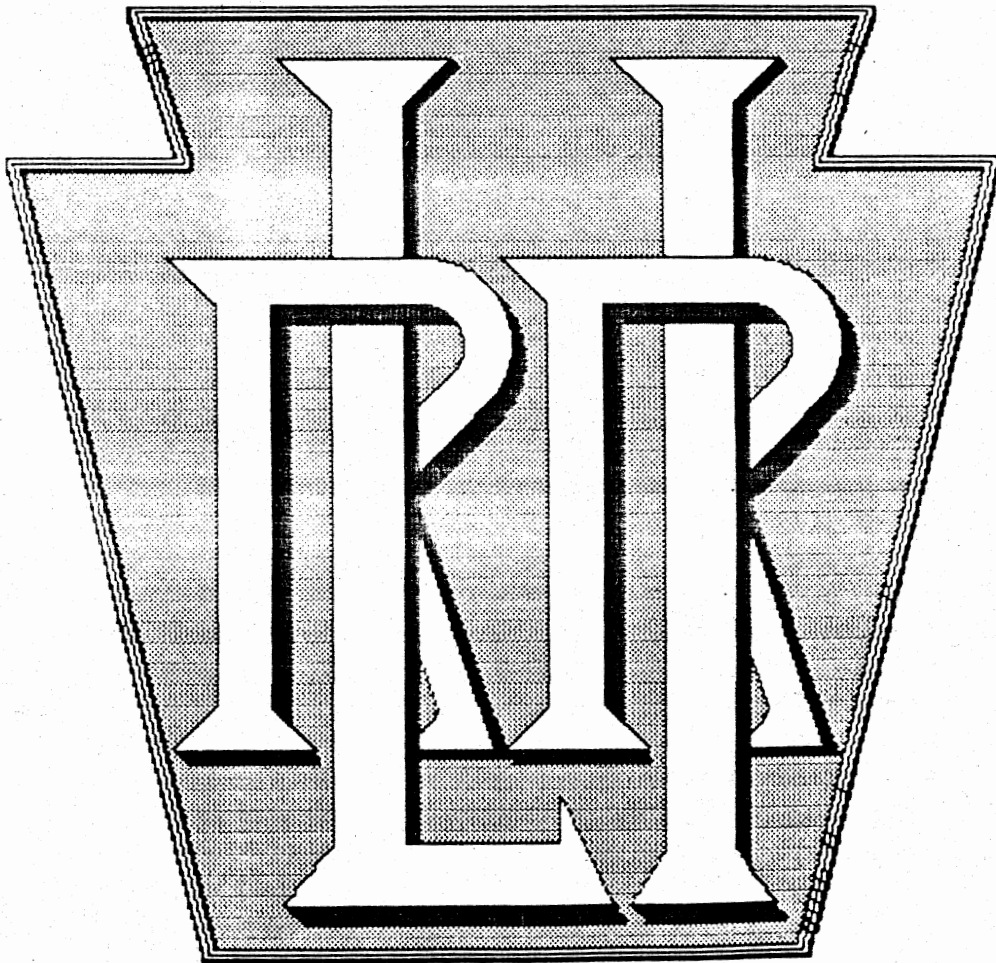


The **DEPOT** is the official publication of the Northeastern Region of the Teen Association of Model Railroading

**IN THIS ISSUE:** Election Report, North Eastern Shortline & Terminals information, and other goodies.

**ISSUE NO 28**  
**March/April**  
**1985**



**LONG ISLAND RAILROAD**

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# ELECTION REPORT

NR-TAMR

## RESULTS OF THE ELECTION FOR PRESIDENT AND SECRETARY/TREASURER

There was a total of eleven (11) votes cast in this election. The breakdown by office is as follows:

### PRESIDENT

John Dunn	3
John Krattinger	4
Andy Taylor	1
<u>Chris Brindamour</u>	<u>3*</u>
total	11

### SEC./TREAS.

John Dunn	4
John Krattinger	1
James Donohue	6
<u>Chris Brindamour</u>	<u>0*</u>
total	11

\*NOTE-Mr. Brindamour's votes were voided due to the fact that he withdrew his name from both offices.

Our new President is John Krattinger, and our new Secretary/Treasurer is James Donohue. May their terms of office be of benefit to the members, and to them I wish the best of luck.

For the Editorial Board,  
Robert Huron  
Assoc. Editor, Depot

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### North Eastern Shortlines and Terminals, To All Members:

Most of us have heard of The NEST one place or the other, and about five of you out there have asked for information about The NEST. Since the response to past appeals has been limited I thought I would write this and hopefully draw some interest.

The NEST is simply all the actual layouts owned by modelers joined together on paper. I hope to get a map published showing all the trackage from layout-to-layout, state-to state. Also published will be maps of the members actual layouts, showing dimensions, structures, and other points of interest.

If there are enough people interested we will be able to "join our layouts" directly without having to rely on the prototype to join two layouts from say, Canton, New York and Providence, Rhode Island, unless of course one of the modellers has actually modeled that much track!

If you have a layout, or have the plan for a layout you are going to build, please send me the information at the following address. If you have a map drawn of your actual layout (PLEASE, NO CONRAIL MAPS!) send that along, if possible include dimensions of the layout. if you desire you may draw up a map

For address, see masthead.

[illegible]

## PRESIDENT'S LETTER

Friends, Romans and Countrymen, lend me your ears; now that the NR Elections are over, and the dust has settled, and I have emerged as your new Grand Poobah, and First Assistant Lord Almighty, I intend to put this organization back on it's feet.

It will not be an easy task, for as you know Rome was not built in a day, nor was the Pennsylvania Railroad, the grand daddy of the Long Island Railroad. It will take blood, sweat and tears of our diligent membership, who have been idled by this Great Depression. I will institute many reforms, internal and external, and programs for the benefit of the membership and our once proud organization. These changes are most necessary to the survival and recovery of the Northeastern Region. As always, the old regime stalwarts will resist the changes, but I assure you the membership these changes will benefit all.

Please send your not-so-tax-deductible membership dues to: James Donohue, 87 Plymouth Drive North, Glen Head, NY 11545.

The DEPOT is in dire need of material for publication, your contribution will be greatly appreciated. Please forward all material to: Editor, DEPOT, P.O. Box 7140, Garden City, NY 11530.

Thank You and God Bless You,  
Your new President,  
John Krattinger

## Secretary/Treasurer's Report

As the new Secretary/Treasurer I would like to put forth an agenda of things that must be taken care of, so that you, the members, may better understand what must be done. Certain things that should have been done previously by other people were not done, and as a result we're trying to catch up. One of the major areas that needs work is the NR Treasury.

Back when the DEPOT was flourishing, and issues were being put out on a fairly regular basis, one thing that was going for it was very low cost, offset printing, courtesy of Ted Bedell, who worked in a printing shop. Unfortunately, Mr. Bedell can no longer provide this service. This forces us to go a printing shop and pay the regular price, which has been rising by leaps and bounds. Another increase in postal rates this month only makes matters worse. Thus

there is more money going out of the treasury than ever.

The other problem is the lack of money coming into the treasury. In the past few months, there haven't been any new members, and, from what I've heard, members whose membership has expired weren't notified of the expiration. If you know that your membership has expired, please send in your dues. Please note that you may have recieved the last issue (#27) even if your membership did expire, due to the same lapse in our records.

To get the NR back on it's feet, we will need new members! Let's get going and talk to new people who may be interested in joining. There will be more information on this in the next issue.

Please note: the DEPOT is looking for advertising from hobby shops and the like. Anyone who knows of possible advertisers should contact our Advertising Manager, Bob Huron, who's address is listed in the masthead.

However; this alone will not solve the problem of such costs as printing. It is now necessary to raise the membership dues to \$5.00 a year. I have not yet recieved any material from Ted Tait, and as soon as I do you will recieve word of the final decision.

- James Donohue

\*\*\*\*\*

## RAIL NEWS

**The P&W** has bought two former Conrail GP38's, ex CR 7794 and 7808. Both have been placed in service with "PW" under the cab numbers. The two still have a good coat of Conrail blue. All Conrail markings have been painted over using this blue, and they don't look bad at all. Both units still have at least one of their builders plates even after fifteen years. Here is the info:

PW "2010"	ex CR/PC 7794	Built 10-69	Serial #35423
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PW "2011"	ex CR/PC 7808	Built 10-69	Serial #35437
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[Both above, ex Penn Central, originally assigned to Conway Yard, Pittsburgh, PA, part of a group of 140 engines. -RLH]

**B&M Lowell Tower-** The B&M Communications & Signal dept. have hooked up what remains of Lowell Tower's interlocking to B&M East End train dispatcher's machine, striking a death blow to the last active tower on the Rigby to Mechanicsville mainline; that will leave Towers A and X (Boston freight yards), Salem, Waltham and Walpole as the only manned interlockings on the B&M.

Those of you traveling on Rt. 95 through Providence may notice something missing from the Providence yards. All of the trackage on the P&W part of the yard has been removed, even the enginehouse is gone. Amtrak's maintenance facility will remain, but the P&W's property will be taken over by development of an industrial park which will be served by the P&W. All Rhode Island operations are now out of the Valley Falls yard.


- Chris Brindamour



#### RAIL NEWS (CONT.)

Another major Rhode Island project is the construction of a new Railroad station, which will also involve major track relocation. The new station will be very impressive. The building will be about 200 by 180 feet, and will sit atop the tracks. To eliminate one of the major problems of the old station a two story parking garage will be constructed underground. On top of the garage a landscaped plaza will also have a circular drive to the station. The new station will be made of limestone and will have a great stainless steel dome and a 60 foot high clock tower in the south east corner. Entryways will be oriented to present a straight line through the building in line with the state house. The station will have four tracks with high level platforms and a single track for freight by-pass.

- Chris Brindamour



## Pittsburgh: The Railroad City in the Alleghenies

This year, if all operates well, Pittsburgh will be the site of our 1985 convetion, and it has much to offer both modellers and railfans alike. A great deal of railroad history has been made in Pittsburgh, and it still has much to offer an enthusiast. From inclines to multiple track mainlines and literally everything in between, it's there. The mainline of the old PRR splits at this city, and goes to St. Louis and Chicago, and there is still a lot of traffic carried along both of these mains. Yards abound around Pittsburgh, the best known is Conway, near Freedom, PA, the largest on the old PRR system. If I happen to harp on the old PRR so much, it's simple, the PRR dominated Pittsburgh like no other. However, there is more than the old PRR, now Conrail. There is the Pittsburgh & Lake Erie, The Chessie System, ex B&O and BR&P lines, and a whole slew of industrial short lines. Anyone willing to help the NR in this endeavor would be greatly appreciated.

- Bob Huron

## BOOK REVIEW

**Diesels of the Sunrise Trail**, by John Scala, *The Weekend Chief*  
Publishing Co. Mineola, N.Y. (1985), P.O. Box 1676, Mineola, NY 11501,  
price \$31.95

This reviewer has lived next to the Long Island for a good part of his life, and has seen and photographed many changes on the railroad, yet there were holes in my knowledge. My memories are of the Fairbanks Morse H15's, the CPA 20 and 24's, and the always present Alcos, seemingly in a myriad of paint schemes. Mr. Scala has documented these and some less well known engines that were used on the Long Island. There are of course, some surprises. For instance, F-M Train Masters in all their demonstrator glory, an EMD SD7 demonstrator, and even more outrageous, an Erie-built from the Pennsylvania. Yes, Virginia, the Long Island has had C-C engines on the property, and for kickers, there were Alco PA's here, too. On the other hand, where have the Long Island engines of yore gone to. This is answered quite fully. There is one old Alco S-2, ex L.I. 439, that even a devout Alco-phile would hardly recognize. A combination of S-1, a large bread box and an RS-3 nose have combined to come up with real weird creation. Yet, it did start out as an S-2.

For those who model the Long Island, this book is a must, for the paint schemes alone, and the variations thereof. Also the electric locomotives and rail cars are noted and what happened to them, compose a facinating history on their own.

This is one of those books which quite honestly deserves a wide audience, and I hope it gets it. - Bob Huron

+++++

We can put your classified ad here-Contact Bob  
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# Prototype Practices

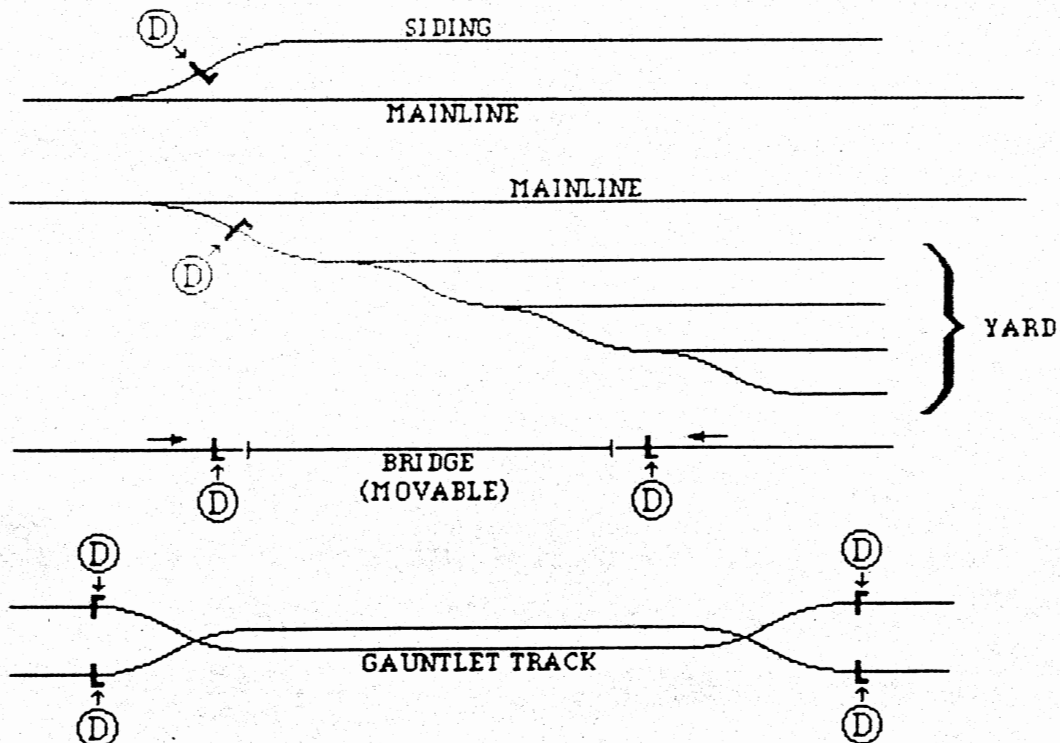
**DERAILS AND CARSTOPS**, a subject of more than passing interest, and not really a small detail. How often, while walking by a siding or a rail yard have you seen a yellow lump resting on top of the rails, and maybe a sign saying "DERAIL" on an adjacent post. This is a rather common sight all over the nations railroads, yet it really isn't noted by too many people. Now just why are derails used and where they are used will occupy this column. A derail basically does one thing, derails or diverts cars or engines from running onto or near mainline trackage. They are also used near bridge approaches and gauntlet tracks to prevent unauthorized movements onto occupied track or onto open drawbridges. There is also a type of derail used on mountainlines that is used to prevent train runaways. They are generally known as a diversion track, or runaway track, and are used on downhill sides of grades. Another type was used by streetcar companies for crossing protection when crossing multiple tracks. Steam railroads also use derails when one line crosses another to prevent slow speed lines from crossing high speed lines without authorization. Another use is for protecting yard throats and leads from being run into by passing mainline equipment. There are other uses for derails; however, a little acute observation will point out where and how they are used, and where they can be incorporated into layout planning.

Carstops are simpler in usage and operation. They are at the end of all sidings, and in all terminal passenger stations. They are quite common. The other type of wheel stop is the rail mount or skate type. It has the advantage of portability, and takes up a relatively small space. Also another carstop is simply a tie, or a couple of ties placed diagonally across the tracks. This again is wide area for modelling and observation, which can be seen and applied readily to any layout.

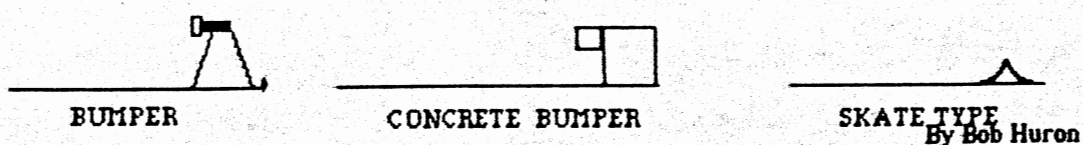
Diagrams:

ⓓ - Marks Dersiler.  
Generally interlocked with  
switch or signals

## a. - DERAILERS



## b. - CARSTOPS





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