

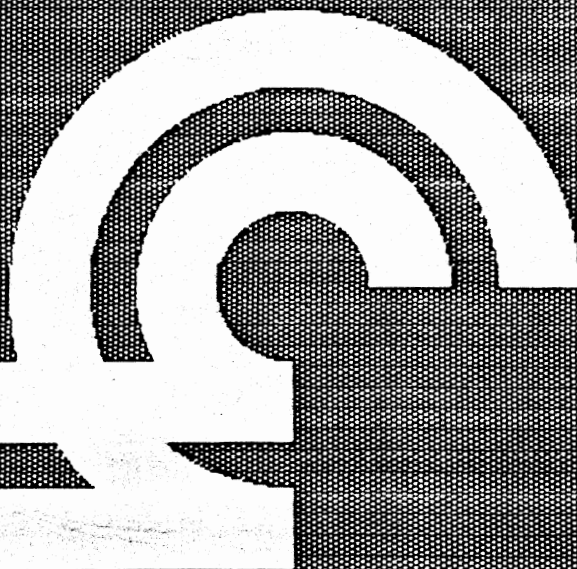
The **DEPOT** is the official publication of the Northeastern Region of the Teen Association of Model Railroading

IN THIS ISSUE: The sale of Conrail, Short Line Shorts, and maybe even Prototype Practices.

ISSUE NO. 29

**May/June
1985**

CONRAIL



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PRESIDENTS LETTER

I have noticed that there is an extreme lack of enthusiasm in this organization. We are going through a change of rather large proportions, and are trying to build up a larger membership. It has not been easy nor quite honestly will it be. Many of our members have seen some radical changes, with two editors and a large uproar with the lack of any publication of the Depot, we are now rectifying that. It has taken time, but we are getting back to a schedule, and are coming close to keeping it. But you members are the people we need the most, for without any input, good bad or indifferent, we cannot operate. Apathy from you doesn't get the job done, and the load is dumped on a few people, your officers and editors who in turn do all the work. When I came into this office, the outfit was in a shambles, and no one [knew] where anyone was, or what was going on. This has been hopefully rectified by now, yet we don't know. no one has told us what they see wrong or why. We, as officers, have responsibilities to you our members, and in turn, you have call on us, for we officers are your elected representatives. So call on us, and use us for your problems, and help us provide solutions.

The LAYOUT CONTEST has been extended to JUNE 30, 1985. See issue 27 for details. For more info, contact Tom Matthews, 57 Second Street, Walden NY 12586.

If anyone did not receive issue 28, please notify us at P.O. Box 7140 Garden City, NY 11530, our editorial box, it will be rushed ASAP.

Signed,
J.P.K.

SECRETARY/TREASURER'S REPORT

The Northeastern Region still doesn't have the membership it needs. As of this writing, \$56.00 is in the Treasury. That is enough to cover the cost of printing this issue, but it's less than we had to print the last issue. The problem is too many people are letting their membership expire and not renewing. There is more to the problem than that, however. The NR needs **MORE MEMBERS!** If every member could get just ONE other person to join, we would have enough money in the treasury to cover all the normal expences. The NR Convention this July is another thing that will cost money. And don't you think it would be nice to have some photos again? The NR needs membership to keep itself going.

Speaking of membership, I just got a letter from Steve Craig, the TAMR Auditor. As it is, many members of the Northeastern Region are not members of the TAMR. The National TAMR would like a stronger commitment on the part of the Northeastern Region. I would urge those members of the NR who are not members of the TAMR to join the TAMR as well. Thank you.

-James Donohue

Sale of the Century

(Conrail, The Government and the Taxpayers)

The biggest railroad sale in the Nations history is now in progress. Much has been written, yet almost no one has really addressed the question of just who benefits. The Norfolk Southern, itself a product of a merger (N&W and Southern) is going to purchase Conrail for \$1,200,000,000.00 (1.2 Billion). However, in actuality, the \$1.2 billion isn't going to come out of the Norfolk Southern's treasury or a bank loan. The system used is called a leveraged buyout, due to the fact that a small amount of money is leveraged against a larger company's assets. So, in essence, a company then would be decapitalized to pay for its own takeover. The taxpayer, of course, come out on the short end of sticks, due to the fact that some \$7 billion has been spent on rebuilding Conrail, in both motive power and track plant. As of this time, the NS is going to get Conrail for an expenditure of \$255 million, because another \$945 million will be able to be written off on taxes. So far, the sole beneficiaries of this operation will be Goldman, Sachs (an investment bank), who act as finders, and they were hired by the Government to find a buyer for Conrail, of course, a rather large fee is involved. Guess who pays that? Now for the taxpayers side, Stanley Crone, the chief of Conrail, has stated that the taxpayers should own Conrail, they paid for it (twice). Remember Penn Central, when the Government bought the properties of the Estate of Penn Central Transportation Company, they paid \$2.5 billion for it. So that with the expenditure of \$7 billion for rehab work, there is so far \$9.5 billion expended. So NS picks it up for \$255 million? This is the crux of the whole situation and there are those who would say that there are no taxpayer owned railroads, and that it wouldn't work. How little they know? Taxpayer owned railroads are almost as old as private railroads, and more than a few are still in operation. Some current examples of taxpayer owned railroads, either leased for operation and/or operated by the various governments, are herewith shown:

Alaska Railroad- former U.S. Gov't, now State of Alaska

Panama Railroad- U.S. Government

Cincinnati, New Orleans & Texas Pacific- owned by City of Cincinnati, leased by Southern, now Norfolk Southern

City of Prineville Railroad- owned by City of Prineville, Oregon

Also the cities of Philadelphia and New York have built much subway, elevated and streetcar mileage. Boston also has city built mileage and in many cases the rights of way are owned by the cities. This was done to get transport into areas that otherwise would have had none. This was generally done in anticipation of need, and built in advance. A prime example was the Bustlton line in extreme north Philadelphia. This line was built to encourage development in the area. A great many railroads were built for this too. The NS has come out in advance and has stated that Conrail has no traffic potential

east of Harrisburg and Buffalo. This area is basically the former industrial area that has been decapitalized already by Mr. Valcker and Co., with the added decapitalization by the NS, it will not do the northeast any good. This so-called sale will be to the great detriment of the North East, and will not do well in the long term. The basic thing that can be said to the Norfolk Southern is "No way, José", and let the taxpayers who own the system take the benefits from it, not the banks, and not the bureaucrats. They were the ones who screwed the system up, and we are making up for their mistakes. Why? The questions raised here are of vital importance, yet, todate, they have not been addressed. Why? Why??

-Bob Huron



RAIL NEWS RAIL NEWS RAIL NEWS RAIL NEWS



SHORT LINE SHORTS:

Lamoille Valley: this Vermont line purchased four passenger cars with the intention of getting into the passenger business this summer. Subsidiary Twin State RR runs between St. Johnsbury, VT and Whitefield, NH. Perhaps once again passenger trains will go past the ball signals in Whitefield.

New York Cross Harbor: operates the former New York Dock Rwy.'s trackage in Brooklyn as well as car ferry service to New Jersey. Former troubles caused by the tariff policies of Conrail have been solved as the Conrail trackage was sold to the Long Island RR. The only traffic interchanged with the LIRR at the moment is paper and related products. There are intentions to work out agreements with the LIRR so that other traffic is interchanged between the two lines. The line eliminates the need for traffic to go to Long Island via Selkirk Yard near Albany, NY. The savings in cost is only about \$100 but it saves at least a day in travel.

Tioga Central: began operations 9/16/84 over 5.5 miles of ex -LV trackage in the Flemingville, NY area. Motive power: S-2 #14 (ex Ont. Midland, exx-CR #9662) painted NKP black and yellow. An ex-Brooklyn Navy Yard Vulcan 0-4-OT #12 is on display. The line is for the tourist trade.

Everett: now operates ex-CR track between Brooks Mills and Sproul, PA. The line is operating after a two year suspension of service. The old line between Mt. Dallas and Tateville was scrapped in 1984. On 1/1/85 the Everett took over operations of the former Allegheny Southern which is 3.2 miles by rail from the Everett. Ex-CR SW-9 #8990 is used on the former ASOU. The ASOU operated between Roaring Springs and Curryville, PA. The Everett also purchased the assets of the Virginia Blue Ridge Ry. of Piney River, VA. The VBR had not operated since 1980 and was officially abandoned 12/26/84. Included in the assets was the track, which was sold for scrap, and two SW-1's. One of the SW-1's might be used on the Everett system to supplement Everett #4, a GE 80 tonner which has problems on certain grades.

The last remnants of the TP&W are being scattered across the country. RS-2's # 202 and 205 went to the Octoraro in Southeastern PA. Two SW-1500's went to NASA at Cape Canaveral, Fla. SW-1500 #304 is now on Vermont's Clarendon & Pittsford. C-424's #800 & 801 went to New Jersey's Morristown & Eire.

- John Dunn

BOOK REVIEW

Diesels from Eddystone: The Story of Baldwin Diesel Locomotives, by Gary W. Dalmzell and Stephen F Dalmzell, Kalmbach Publishing Co. Milwaukee, Wisconsin, 1984, price \$18.95

Baldwin locomotive works, a company with a long tradition of innovation and customer satisfaction with their steam power, had a slightly different outcome with diesels. This book "Diesels From Eddystone", covers the trials, tribulations, successes and failures of Baldwins output, and the subsequent dispositions. Samuel Vauclain, The President of BLW in the 1920's and 30's always thought big, so Baldwin's first diesel followed his dictions. So in June 1925, No.58501 rolled out of Eddystone, a demonstrator, this engine cranked out 1000 HP, while Alco, GE and Ingersall Rand had only 300 HP units. Baldwin's second diesel was like the first, a 1000 HP unit. No. 61000 demonstrated on seven railroads, yet there were no orders. Using a Knudsen diesel engine in 58501, and a Krupp in 61000, Baldwin had no experience with diesels nor did they have a staff capable of handling the problems entailed. In 1931, Baldwin bought the DeLaVergne Engine Company, and had the assets moved to Eddystone. The DeLaVergne engine family was of a four cycle type, and had a slow rotational speed of 625 RPM at idle. EMD's and Alco's engines were quite a bit faster, but Baldwin could and did walk away with loads that would leave EMD's gasping for air. Coupled with Westinghouse traction equipment, Baldwin had a deserved reputation for immense hauling power. Later Baldwin had to go over to GE traction equipment, which led to some rather interesting design changes. With this background, the roster and designs shown in the book become understandable. All the types of locomotives that Baldwin produced are shown, and the whys of the design changes are shown, and what made the diesel s go, with the number of variants, it is rather extensive. There are of course, surprises. GE did not come out with the first sealed carbody engines, Baldwin did in 1947. It was an export unit at that. So Baldwin was in the forefront of many advances of diesel design and operational advances. A few firsts that Baldwin Produced were the first 1500 HP roadswitcher, the first C-C heavy transfer units and roadswitchers. The Baldwin Works produced a rather extensive line and each locomotive produced is documented by type, serial number and date of construction, and with the photos in this book, most color shemes are also well covered. This book is very definately an asset to any railfans library, especially as a supplement to the Diesel Spotters Guide.

Prototype Practices

Passenger and freight services have many things in common, yet passenger service has some things freights can only look on in envy and wonder. In the days before Amtrak, passenger trains were put out in full dress, complete with section flags, markers and drumheads on the observation, showing the train name. Some examples, TWENTIETH CENTURY LIMITED, ROYAL BLUE LIMITED, COMMODORE VANDERBILT, BLUE COMET, THE GENERAL, BROADWAY LIMITED, and many others.

The mention of flags and markers starts off this monograph, for there were the daytime and night designations of trains. According to a New York Central System Rulebook, (Oct.28, 1956 edition), a section of a train, except the last (holding the regular schedule) would display two green flags by day, or two green lights by night. An extra (non-scheduled) train would display two white lights at night, or two white flags by day. There were exceptions depending on the lines operated over. The reason that the New York Central is mentioned so much is simple. During the 1920's and 30's, the Central was running some eight (8) sections per day of almost every train. So if the schedule only showed 350 trains operated, that would only apply on Christmas and Easter, at all other times, the volume would have to be multiplied by eight to ten (or more, prior to holidays). Quite simply, the NYC had section operations down to science. If you lived on the mainline of the Central, the trains operated quite literally like "streetcars". There was something always in sight, coming or going. The closest equivalent is the North East Corridor at Rahway, Linden, or Philadelphia area, but more so. The remnants of the plant that was built are still extant, that's why the ways and works were so over built. Remember, the NYC had 250 Hudsons (4-6-4's), and some 600 Mohawks (4-8-2's) and they had to get revenue out of them somehow. For scheduling, a train was, and is considered a section if it is flying green flags and showing green markers. In train order, the dispatcher will issue his orders as follows: To C&E, Second (2), 305, engine 4353 will proceed to ELMIRA, and will run 20 minutes late to WILLIAMSPORT. or To C&E, Second 438, engine 1884 will display signals and run as Third 15 from Utica to Rochester. Other examples are also found in rule books, but this kind of operation was quite typical.

Rear end markers, also are and were variable, depending on the time period and company, but above all though, with no rear end markers, there is no train. Again quoting from the NYC Rulebook, Rule 19 (excerpt), by day, marker lamps not lighted (non-permanent electric equipped equipment), otherwise daylight same as night. At night, in all territory, except manual block or non-block territory, marker lights would show red to the rear. In manual blocks or non-block territory, a train off mainline trackage would show yellow to the rear. This would allow an engineman to distinguish an inferior train in a siding at night, from the rear.

This is one article that isn't totally from a rulebook, although it's been cited often. The drumhead was one area that railroad artistry could and did put in the limelight. It put the punctuation mark on the train that has yet to be equalled to this day. Not only did mainline expresses and limiteds carry drumheads, a few commuter trains did, and a rather larger number of interurbans did too. The Tomar Company makes HO S O gauge drumheads, and the list of trains carrying them is fairly long, to which the following interurban companies can be added, Sacramento Northern, Chicago, North Shore and Milwaukee, Milwaukee Electric Railway & Lighting, Northern Ohio, Cincinnati & Lake Erie, and there may be more beyond my limited knowledge.

The modeling end of this is rather great, and it isn't done too often. Today, of course, running sectional passenger trains is virtually unknown (there may be exceptions), so hopefully this may stimulate a few people.

For those who are interested, the following books may be of use:

"Twentieth Century", by Lucius Beebe

"Some Classic Trains", by Middleton

"More Classic Trains", by Middleton

"Steel, Steam & Limiteds", by Kratville

These are good primers, there are more available though, but you have to look.

-Bob Huron

SHORTLINES WITH NAMES LIKE MODEL RAILROADS

Aberdeen & Briar Patch (NC)

Colonel's Island RR (GA)

Ashtabula, Carson & Jefferson (OH)

Nittany & Bald Eagle (PA)

Cape Fear RY (NC)

-John Dunn

PITTSBURGH, CITY OF STEEL AND RIVERS,
THE LOCATION OF OUR 1985 CONVENTION.
THIS IS A CITY OF MANY RAILROAD AND
RAILFANNING VENUES, AND THEY EXIST BY
THE SCORE. SO WE PRESENT FOR YOU
PLEASURE AND PERUSAL, A ROUGH
MAPPING OUT FOR THE WEEKEND OF JULY
19-21

FOR RAILFANNING ACTIVITIES, THERE ARE THE
FOLLOWING LINES:

CONRAIL(ex PENNSYLVANIA), PITTSBURGH AND
LAKE ERIE, CHESSIE SYSTEM (ex BALTIMORE &
OHIO), AND A LARGE NUMBER OF SHORTLINES
AND TRACTION TOO.

AT OUR MEMBERS ARRIVAL IN PITTSBURGH AT
THE OLD PRR STATION AT NOON ON FRIDAY,
JULY 19, 1985, WE PROCEED TO OUR
ACTIVITIES WHICH ARE RECOUNTED BELOW:

A) PROTOTYPE TOURS, MONONGAHELA
RAILROAD, AND THE PITTSBURGH, ALLEGHENY
AND MCKEES ROCKS RAILROAD, HOPEFULLY BY
PRIOR ARRANGEMENT

B) POSSIBLY A LAYOUT TOUR OF DON
CASSLER'S B&O SYSTEM, AND POSSIBLY A
LOCAL CLUB.

C) OUR USUAL ACTIVITIES AT CONVENTIONS,
SUCH AS SLIDE SHOWS (BRING A FEW ALONG),
BULL SESSIONS, RAIL BARRON, AND A GOOD
TIME, OF COURSE.

CAMPING-RAILFAN TRIP-1985

PROPOSED ITINERARY:

Leaving Pittsburgh at 1:00 PM
SUNDAY July 21, 1985.

DESTINATIONS:

West Virginia, Virginia and
Tennessee.

RAILROADS:

C&O, NS, SBD(Clinchfield)

We will try to travel 100 miles or
so a day, and will make use of
various state parks. We will chip
in for gas, food, tolls and other
expenses. There will be Six (6)
nights spent on this trip.

WE NEED A VAN or access to one
for this trip. Please contact
either Dave Valentine or Bob
Huron, if you can help.

DAVE VALENTINE
1028 MANATAWNY RD.
POTTSTOWN, PA 19464

BOB HURON
111 VALLEY AVE.
LOCUST VALLEY, NY 11560

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IN THE NEXT ISSUE.

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