

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

IN THIS ISSUE: Guilford Transportation Industries,
Cabooseless Trains

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Maine
Central



Boston &
Maine



Delaware &
Hudson

Guilford Transportation Industries

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PRESIDENT'S LETTER

It is once again time for our annual convention. As you probably already know the site of this years convention is Pittsburgh, Pennsylvania. Pittsburgh '85 promises to be one of the most exciting conventions ever. There will be plenty to see and do. I also hope you the membership will also join us on the camping trip which begins immediately following the close of the convention. I wish to extend the most cordial invitation possible, I will personally make sure that every step imaginable will be taken to insure that everyone who wants to go to the convention and or camping trip gets to go. I am currently scheduling car-pools as a means of transportation in addition to Amtrak, bus lines, and airline flights to Pittsburgh. So fill out the registration form and return it to the editorial mailbox: P.O. Box 7140, Garden City, NY 11530.

On a more serious note it has been one year since the overthrow of the previous NR government. At Convention '84 in Rhode Island, a ruling junta was formed, which was later voted in during a subsequent election. The rebuilding process has not been easy. The entire outfit was in a state of disrepair. The progress we have made can be viewed by just looking at the the Depot starting with the absence of publication during the period of November 1983-September 1984. In September 1984 issue #26 rolled off the presses. This classic issue was the butt of many jokes about the purple cover, but we marched forward. Issue #27 was generally well recieved, but lacked anything on the cover except a big white space. By issue #28 the Depot had recovered by most indications. We had now begun to print railroad logos that corresponded to the feature articles on the covers. This did not compare to earlier Depot issues - the ones with photographs on the covers and throughout the issues. This had been feasible through the means of being cost-free to the NR through the generosity of Ted Bedell. When Ted's employment came to an end so did the printing of the Depot. The NR took a nose dive and crashed soon after. From this wreckage the new NR emerged. This new NR promises more improvements which are forthcoming. Your participation is solicited and desired. Apathy is malignant.

-John P. Krattinger



Secretary/Treasurer's Report

Issue 29 of the Depot was mailed out at a cost of \$28. Subtracted from the balance at that time of \$56, \$28 was left. This being a rather paltry sum, the Editor decided to cover the cost of printing himself, leaving the \$28 alone. Since then, three members renewed, bringing the Treasury balance to an astounding \$43. One person tried to join, but he didn't know how to write a check, so the balance is still \$43. But wait, the Editor's mailing expenses haven't been paid for yet, so there will only be \$33.96 left by the time you read this. That's not counting the still undetermined cost of printing and mailing this issue. The financial outlook at this point: ↓.

Now the good news, the Membership Cards that were previously thought to be lost have been found ! A certain previous president of the NR had them in his possession and forgot where he left them. The cards will be mailed out as soon as possible to all those who should have got one.

-James Donohue

GUILFORD

No longer do such greats like the New Haven and the New York Central have control in the Northeast. Instead it's new blood with a new image. the force in New England railroads today is Guilford Transportation Industries which owns the Maine Central, the Boston & Maine and the Delaware & Hudson. Behind this force is Timothy Mellon of Pittsburgh. But how did Mr. Mellon create an empire in such a short time? By using New England ingenuity.

In 1982, GTI purchased the Maine Central for approximately \$25 million. Next GTI went after the B&M. After working out a deal with the B&M's creditors, GTI purchased the line for \$24.25 million. This made the B&M the first railroad to have a successful inside reorganization from bankruptcy in over thirty years.

With the MEC and B&M in his control, Mellon next went after the ailing Delaware & Hudson, which had not shown a profit since 1974 and was barely keeping out of bankruptcy proceedings. The effects of Hurricane Agnes in 1972 coupled with the elimination of friendly connections Lehigh Valley and Erie Lackawanna in 1976 helped along the D&H's financial difficulties.

On January 5th, 1984 the D&H was purchased from DEREKO, a Norfolk & Western subsidiary for the mere pittance of \$5 million. The N&W was glad to get rid of the D&H before it followed the path of the other DEREKO company, the Erie Lackawanna.

However, there was much more on the purchase. Congressional action forgave \$75 million in loans that the D&H owed the government. New York state chipped in with \$21 million in transportation bond money for track improvements along with another \$3 million to subsidize local freight operations. Pennsylvania also contributed some subsidies. Guess who's paying for all this? That's right, the American taxpayer.

All this gave GTI a 4,000 mile system which included 897 miles of trackage rights that the D&H had had since Conrail was formed. Much like Conrail, GTI started chopping off segments which weren't needed. Gone went the MEC's Mountain subdivision through Crawford Notch, and MEC's Rockland and Calais branches.

When it became apparent that Norfolk Southern had a chance at buying Conrail, GTI was there. Having missed out on it's own bid for Conrail, GTI would get trackage rights into Chicago and St. Louis. Basically GTI would have a system in which about sixty percent would be trackage rights. Of course GTI has had their designs on other railroads over the past few years. One line is the Pittsburgh & Lake Erie which would get Mellon into his home town. However with the Prorail alternative of GTW and the P&LE, this doesn't seem likely. Another line is the Bangor & Aroostook. GTI has made it known that at this time they only want to work together with the BAR, not purchase the line. Quite a change from four years ago when the BAR was considering purchasing the MEC.

But what does all this mean to the railfan? It means the Northeast is seeing the most colorful railroading in the post-Conrail era. The pooling of locomotives provides the railfan with a wide variety of paint schemes. GTI

grey, D&H blue and grey, MEC orange, B&M blue and black, B&M GP40's acquired from Conrail along with occasional BAR units provide colorful railroading. Not only has motive power been pooled, it's been swapped. The D&H had it's U23's go to the B&M and MEC. Other things besides engines have moved around with things like MEC snowplows showing up in Binghamton, N.Y.

The new system has its headquarters at the B&M's headquarters in N. Billerica, MA. There have also been operational changes. Besides the elimination of the Mountain subdivision, interchange traffic from the CN and CP now move on the D&H as much as possible as opposed to the B&M's Connecticut Valley route.

The major problem GTI has other than trackage in wretched condition on the D&H is the lack of high horsepower units. The most horsepower the system has is 3000 h.p. GP40's. A partial solution to this was tried with the building of a slug from an ex-UP GP9 for the B&M. The slug operates mainly with B&M #300 and 301 on the Portland-Mechanicsville mainline providing the GP40's with SD40 tractive force equivalent at slow speeds. However it is well known in the industry that GTI will eventually have to purchase some high-horsepower units if it wants to become a regional force. There are many cases where GTI uses 4 and 6 units where others would use 3 or 4 units. Since N&W still owes the D&H 50 units as per the sale agreement it will be interesting to see what the D&H gets. Will it be the stored C-424's since the D&H is quite fond of ALCO's? Will it be U23C's which GTI already has? Or will it be GP9's of which GTI now has more than enough of? Only time will tell.

The major places to see Guilford are Binghamton, N.Y. and Deerfield, N.H. Out of the two I would go with Binghamton. Guilford has become security conscious, especially after a railfan was killed on the B&M in 1983. Binghamton is much more accessible and also has CR and the Susquehanna. Binghamton is also a "jumping off" point for freight to Buffalo and Potomac Yard in Washington, DC. It is nice to see that the revival of the Northeast has been done without too much help from the government.

-John Dunn



RAILNEWSRAILNEWSRAILNEWSRAILNEWSRAILNEWS

The Pittsburgh & Lake Erie will run it's last commuter train on July 12, one week before the NR convention. And Trains magazine has a jinx?

BOOK REVIEW

Chesapeake and Ohio Diesel Review, Compiled and edited by Carl W. Shaver, Published by Chesapeake and Ohio Historical Society, Box 417, Alderson, WV 24910. price \$18.95

The C&O is one of the largest coal handing railroads in the East. The Pere Marquette had been a large contributor to the C&O roster. This of course means that the C&O has had a rather large amount of motive power in diverse sizes. The Pere Marquette (PM, now known as the Northern Division), was noted in steam days for its light power, but it did have some rather famous Berkshires(2-8-4's). The C&O had a range of steam power from 0-4-0's to 2-6-6-6's. With this history in mind, one might think that today's diesel power would be standardized to a great degree, and have no oddities.

The Chesapeake and Ohio has had a large fleet of GP7's and GP9's. Of well over 300 units there were a number of rather diverse variations. The dispositions of these units was also as diverse. They wound up in many places, and in many ways changed. For example, there were some GP7's that were manufactured by GMD,(GM-Canada), that were used in Canada and were later sold to the NYC and only changed roster numbers, and retained their C&O colors and number style for quite a while. On the NYC roster, they were also unique, as they were set up to run short end first, all other NYC diesels were set up to run long end first, ala N&W. The switchers of the C&O were and are a variegated lot, and their histories are a rather fascinating look into just how some rather straight vanilla machines can be transformed by some rather different hardware. The use of cab sunshades as applied to Alco S-1's, 2's and RS-1's is a study in how to change engines to a point that they couldn't be recognized from certain angles.

The main engine covered in this book is the GE U25B, and just how it fit into the motive power philosophy and operational rigors of the system. The U-boats covered the entire railroad, at one point in time or another. They did just about every freight assignment.

Of more than passing interest, there is a complete painting guide to the second generation power of the C&O, which should help modelers questions on the Ches-C paint scheme. The U-25's are interesting in the fact as the C&O's first second generation power, these engines showed the way to today's high horsepower C36-7's and 8's. The second numbering of the U-boats (8100's) was meant to be geared into the N&W system, which didn't go through, so they remained out of pattern with the rest of the C&O roster system.

Many C&O engines are running under different guise on the CSX system. You can find them on the B&O, WM and other places. Some Alco C630's [the 2100's] actually wound up in Australia, working on the Hammersly Iron Railroad. The C&O book is arranged in an extremely interesting manner. The roster is presented first, and the notes show the dispositions, photographs, paint schemes, and much detail for modelling purposes. Anyone who is a student of motive power and operations will enjoy this book for its surprises and its historical aspects. The whys of the C&O policy are covered, and the operations providing the whats and wheres are shown in the context on the railroad. The Chesapeake and Ohio is one railroad that deserves a lot of study, and this is one of the better studies of an old line company, and worth reading and enjoying.

- Bob Huron

PITTSBURGH - CONVENTION '85

The weekend of July 19th-21st is going to be well filled with much activity and fun. We've got a good chance to see the Monongahela Railway Shops in Brownsville, Pennsylvania. This railroad was famous for being the home of some rather famous locomotives, the much renowned and far travelled Baldwin Sharks. Times have changed, and now what we'll be seeing will be quite different. A layout tour and other modelling activities are in the offing too. Railfanning is also definately on the agenda, for there is much to be seen.

For our out of area visitors, there may be one snag. Port Authority Transit (PAT), Pittsburgh's transportation operator may be out-of-service due to lack of money. This will take place on July 12th. Harrisburg is the only one who can take care of this one.

Convention Cost will be **ten dollars** to be collected at the Convention. This will cover all anticipated miscellaneous Region expenses.

The camping trip is a separate event and will be paid for by the participants. Any gas and/or rental expenses will be shared evenly.

Mail this Registration Form to:

John P. Krattinger

P.O. Box #7140

Garden City, NY 11530

PITTSBURGH '85 Registration Form

NAME _____
First Middle Last

ADDRESS _____
Street

City State Zip

TELEPHONE () _____
Area Code

DATE OF BIRTH _____
Day Month Year

Check here if you plan to attend the Convention: ☐ (July 19-21)

Check here if you plan to go on the Camping Trip: ☐ (July 21-28)

Check here if you plan to do both: ☐ (July 19-28)

How are you coming (mode of transportation)? _____

Do you have access to a van(s)? _____

How many? _____

Do you have access to a tent(s)? _____

How many? _____

Do you have access to a cooler(s)? _____

How many? _____

Are you driving? Yes ☐ No ☐ (Check one)

How many additional people can you hold? _____

Are you coming with anyone else? Yes ☐ No ☐ (Check one)

Who? _____

Prototype Practices

CABOOSELESS TRAINS

Many railfans think that the cabooseless trains are something new, but they really aren't. What is new, though is the application of radio to show train formations.

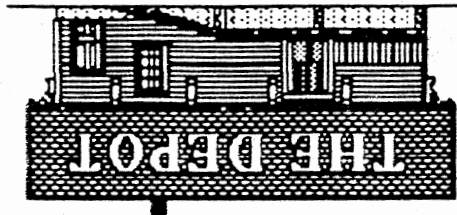
The Europeans have stopped using brake vans on their through freights for quite a few years, and even local freights very rarely use vans today. One can gather that the non-use of cabooses, or vans in the United States as a whole is rather recent. There are more than a few reasons why there has been such a great delay. The first being safety, and rear end protection to prevent crashes. The European operations worked with short trains, and fairly lightly loaded locomotives. Not so with American trains, as the average train is about a mile in length. This is quite a hike from the front end, and the locomotive cabs also don't provide space for the conductor to work. However, the GE, Q-type cab which has seen limited production was supposed to provide for the same. It though, has not been accepted that widely, only the Family Lines (SCL) has them.

Several states are considering banning cabooseless trains because the UTU is showing that there are some safety factors that some people forgot to mention. These states are primarily on the Santa Fe. So all is not well yet for the cabooseless train, and there are several areas where there could be definite hazards. For example take some coal roads running 200+ car trains, with or without pushers (mid-train and/or rear); since these trains can go over three miles in length, what happens when an air line breaks or a draw bar is pulled. Would railroad management put up with a lengthy delay to locate and fix such a problem, because the crew would have to walk from the head end to cover all the train, maybe even more than once. Kept confined to TOFC, COFC trains, the end of train (EOT) equipment should work rather well, but the real test is the heavy coal/mineral service. So far, it hasn't been used on that yet.

For the black-box producers, only time will tell. Union Switch and Signal, Glenayre Industries, and Pulse Electronics are currently manufacturing these devices. So look closely, the boxes aren't all alike, although the principles are.

-Bob Huron

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The DEPOT

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P.O. Box #7140

Garden City, NY 11530



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