

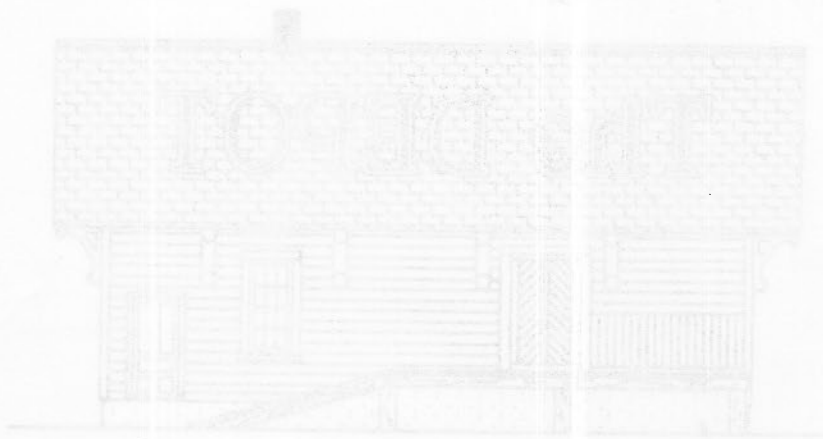
The **DEPOT** is the official publication of the Northeastern Region of the Teen Association of Model Railroading

**IN THIS ISSUE:** Pittsburgh '85: Convention Report.

**ISSUE NO. 31**

**September/October  
1985**





Issue No. 21  
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The DEPOT is the official publication of the National Rural Education Association. This issue contains the 1982 Convention Report.



# From the Editor's desk

by James Lincoln



Hello from the land of the C32-8 and the C420. I hope you like our inaugural issue. The "Depot" is here to stay, I'll see to that. I will try to keep this quality coming to you in the coming months, but most issues will not be as large as this one. First of all, I need writers. I will be using most of my material on this issue, leaving me with hardly any. If you don't contribute, there won't be a "Depot," no matter how hard I try.

The NR has been going through some turmoils for the past few months. The result is that some of the members have decided to form another organization that they will be naming the Iron Horse Club. Several of the people who will be working in this organization plan to remain affiliated with the TAMR. If they pay their dues, they have the right to have their views aired and their contributions to model railroading published.

On the issue of airing views, there is always the question of whether what appears to be "political" letters should be printed. In general, they do not seem to be appropriate for publications such as this. This newsletter deals with the interests of model railroaders and will continue to provide a way to exchange ideas and views about that subject.

We have a responsibility to make the TAMR the best that we can through our participation and active support. The next responsibility is to the NR. This is our region and we all need to support the activities and officers in this part of the country. Anything short of that and we are not going to have the organization that we all want to be a part of.



## The Photo Exchange

James Lincoln  
coordinator

Interested in exchanging slides? In this "Depot" I will be instituting a new service for NR members. If you are interested in exchanging slides please write to me your editor and give me your name, address and what roads you are interested in. This column is brand new and as the months go on, I will make the list of tradees grow. All I need is your support and this service can be a success.

### Name

-----  
James Lincoln  
139 Park Street  
Wrentham, MA 02093

### Roads that can be traded

-----  
Santa Fe, Indiana Harbor Belt, Chessie,  
Guilford, CP Rail, Conrail, Burl. Northern,  
Mo. Pac., Union Pac., C&NW, GTW(limited)



# Presidential Notes

by John Dunn



As President of the TAMR, I would like to shed some light on the recent events in the region. I've been receiving letters from both sides involved and here's a condensed report of the last seven months.

In August an attempt was made to expand the NR into Ohio, Kentucky, N. Carolina and Eastern Canada. Due to the quick action taken by the Canadian Region, the attempt was abandoned. Then notice was given that the name of the region would be changed as of 10/1/85 and a new constitution would be adopted.

Over the next few months the ER management did its own thing without informing the membership. Meanwhile, a number of NR members voiced their opposition to the flagrant violation of the NR constitution, only to be told that the ER had its own constitution. However, the NR group persisted until the ER gave up trying to take over the region.

Notice was given to me that as of 3/1/86, the ER would be part of a new nationwide organization, the Iron Horse Club. Members would receive the "Red Arrow Depot" and they will have their 1st convention in Boston. The ER also made several demands. They believe that every member who joins the ER from the NR should take \$5 from the NR treasury, for theirs. I see no reason why this should occur. If you join an organization and quit, you don't get a refund.

I would like to inform the NR membership that the IHC in no way represents the NR, TAMR or the NMRA. They are not officially recognized by any of these organizations. I will advise the membership to stay with the NR/TAMR, both are established organizations with credibility. Now that the NR has removed its burden, it can move forward.

I invite the membership to attend our convention in Boston this July. Through the NR and TAMR you will be able to attend NMRA activities at a reduced rate. This includes clinics, contests and the trade show. Lodging has been arranged and adequate transportation is available. If you've never attended a NR/TAMR convention before, consider attending this one.

Feel free to write to me with comments about this letter, the TAMR or railroading in general.

## BOOK REVIEW - Chris Brindamour

The Train Watcher's Guide to North American Railroads: significant facts, figures, and features of over 140 railroads in the U.S., Canada, and Mexico. Compiled by George Drury (TRAINS librarian), Kalmbach Publishing Co., Milwaukee, WI, \$10.95.

For anyone who is planning a railfan trip to unknown areas of North America, this is an excellent guide. For each railroad in the book the following is presented: a brief history, address of the general offices, miles of track, reporting marks, number of locomotives, amount of rolling stock, principal commodities carried, shop locations, junction locations, radio frequencies, major yards and recommended reading as well as a map of the line.

For any railfan this will be a much valued tool. How many times were you going on a trip and wondered which railroads were along the way and what radio frequencies they used? Or where a railroad's major yard(s) were or the shop location? This is probably the only book on the market that includes all this information for all of North America. I'm sure this book will get much use from any railfan.

# **RUNNING EXTRA**

by contributing writers

I enjoyed John Dunn's article "Guilford" in the July/ August issue of the "Depot" very much. Since that article was printed there have been a few events which I thought would be of interest.

The Maine Legislature approved a proposal that authorizes an \$850,000 bond issue to buy the 206 miles of track that Guilford wanted to abandon. This includes the Brunswick-Rockland and Brewer-Calais branches as well as the Crawford Notch line. The state will lease these routes to short-line operators, as many other states have done. If after a few years, the system is not working out, the state will sell the track for scrap and keep the right of way for public use.

Chris Hogendorn

This letter is a rebuttal to Dave Valentine's letter printed in the TAMR "Hotbox."

First of all, Bernie Stone's (former NR President) term had expired when I was elected President. Bernie served from 1/1/82-12/31/83 (two years).

Secondly, Bob Huron, an outside party, counted the ballots, all of which have a signature on the bottom. Bob still retains them as an official record.

Thirdly, I must get this clear, the ER or NR never made any attempts to expand into Ohio or North Carolina. The ER/NR also made no attempt to turn people in Canada away from their own region, we take anyone no matter where they live.

Next, the ER was printing the "Depot" for FREE. The "printing deal" spoken of was outrageous. We are now having Jim Lincoln print it at a nominal cost. When the milk is free, why buy the cow?

by John Krattinger

(\* Editor's Note \*) For those who have read my editorial, I said I won't be printing political material. I have printed this piece because I disagree with the "Hotbox" for printing the letter in question. As a rule, I will try not to print this type of material.

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The results of the layout planning contest are as follows:

**FIRST PRIZE** an Atlas GP40, goes to Dave Valentine for his Opossum Creek Sub Div.

**SECOND PRIZE** an Atlas N scale RS-3, goes to Bill Bokeke for his Penn. & New England

**THIRD PRIZE** the Kalmbach book, "Track Planning for Realistic Operation," goes to Chris Brindenour for his (no name but beautiful artwork)

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## BOSTON '86:TAMR-NR CONVENTION

by James Lincoln

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Hello from your 1986 convention coordinator. I have many things in the works and I will do my best to make this convention more successful than previous ones. In the past, our major problem has been transportation, I have done what I can to change that this year. At least one passenger VAN will be rented, for those who come without cars. Most accommodations will be at my house (the more people who bring tents, the more people who can stay), but I need eight people who can stay at a hotel. This hotel is just outside Boston and the cost is \$41.00 a day for 4 people. For each 4 people who stay there I require one passenger car. On the major days of the convention we will be holding to the NMRA's schedule. At the convention, our display table will be my 4x10 HO layout, which will attract more attention. There are 5 TAMR clinics planned, on scenery, operation, NE railroading, photography, and Midwestern railroading by Gerry Dobey.

The convention will officially start on Friday the 25th, but for those who want to, you can come earlier in the week to take part in the NHRS activities. For those with a limited schedule, I suggested coming on Thursday and staying into the following week. On Tuesday the 29th of July we will be taking a train ride on the Lamoille Valley Railroad, after which, we will be having a shop tour. The train ride takes 4 1/2 hours and runs through the second highest railroad pass in the U.S. The Lamoille Valley RR has the largest fleet of Alco RS-3's in the U.S. It is important that 25 members attend this, for if any less than that do, our fare for the train trip will cost \$5.00 more, so please attend.

For registration info, please contact me the editor and ask me for any information you need.



## **RAIL NEWS**

by contributing authors



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### K-4 TO LEAVE HORSESHOE CURVE by Eric Miller

The state of Pennsylvania has granted \$50,000 to restore the ex-PRR K-4 Pacific locomotive #1291 at Altoona's Horseshoe Curve. 20 workfare employees have been hired to work each week for one year. This adds another \$200,000 to the grant.

State rep. Rick Geist said, "The only way to restore this thing is to put together some custom program involving workfare and a one time appropriation." Restoration will mean that it will have to be moved to the Altoona Railroad Museum. "The K-4 has been on the curve since 1957 when it was dedicated by the PRR." It is one of the only two K-4's remaining today and will remain under protective cover at the museum. The K-4 cannot be moved from its present site until a replacement can be found. "Eventually it will be used for steam excursions from the museum to the curve about 3 times a day," Geist said. The locomotive once hauled tourists on excursions to the curve, but they were discontinued in the early 70's because of the internal condition with the locomotive.

The morning of July 27, 1985 dawned bright and clear, after a night of heavy rain. The flurry of activity at Jim Thorpe, PA began early as the Hawk Mountain Chapter of the NRHS prepared for the dedication and first run of their recently acquired RS-3. The society had bought the former CNJ unit from the Black River & Western and painted it into the CNJ "Toothpaste Stripe" design: dark green with two yellow stripes.

The dedication ceremony, held at Jim Thorpe Station, attracted a large crowd. It included an invocation and blessing of the engine by a local minister, along with the breaking of a bottle of champagne over the coupler.

Afterwards, #1554 departed with 4 cars for the morning trip over the Panther Valley (former CNJ Nesquehoning Branch) rail line. A water main break along the right-of-way prevented the train from passing Nesquehoning.

The break was repaired in time for the second run, which featured the RS-3 double-headed with C.P. Ten-Wheeler #972 for the 13 mile trip to Hauck's Jct. After its return to Jim Thorpe, the diesel along with its train, posed in front of the Jersey Central station at Jim Thorpe.

A night photo session was set up by the three photographers of "Rails After Dark." An article about their work appeared in Railfan & Railroad, July 1985.

A few interesting notes on CNJ #1554. Aside from being the last surviving member of the Jersey Central's RS-3 Fleet, it holds the honor for pulling the last CNJ passenger train out of Allentown, PA. It also headed the CNJ "Funeral Train" which removed all CNJ rolling stock and equipment, when CNJ ceased operations in Pennsylvania.

BLUE MOUNTAIN & READING: The BM&R, which started operation on the ex-Pennsylvania line between Temple, PA (Reading) and Hamburg, is fast becoming a railfan attraction in eastern PA. Andy Miller who operates this shortline is also the person responsible for the invasion of CF7's in the Northeast. He purchased several of the units from the AT&SF and sold them to various shortlines in Pennsylvania, New Jersey and Mass. The BM&R kept one #424. The line also uses ex-CR(Erie) NW-2 #413. Miller, who now plans to start running tourist trains, has purchased 3 RDC's which have already made some trips over the line. Late last year the BM&R acquired the Canadian Pacific Royal Hudson #2839 and ex-GM&O pacific #425. Both are now being readied for the planned July 2nd Grand Opening ceremony. The line's most recent acquisitions have been many of the ex-EL MU trailer cars. Many have already been painted for BM&R and will be used on the tourist trains. The former Reading Lines' Frackville, PA station was moved intact to trackside at Temple, PA and will also be used when the passenger trains begin to run.

#### A READING RAMBLES REVIVAL

by Bill Bokeko

Between 1959 and 1964 the Reading Lines became well known for their series of steam powered excursions called "Iron Horse Rambles." A total of 51 of these "Rambles" were run, featuring a Reading Lines class T-1 4-8-4 as power.

Now, in 1985, thanks to the sponsorship of the Reading Company Technical & Historical Society, the "Iron Horse Rambles" will return in September to celebrate the 40th anniversary of the Reading's T-1 locomotives. Four trips are planned, with Reading Lines 4-8-4 #2102 on the point. All four runs will originate in Reading, PA and operate over former Reading Lines trackage to Harrisburg on Sept. 14 and 21, to Philadelphia on Sept. 15, and to Jim Thorpe on Sept. 22. The Jim Thorpe run will feature ex-Jersey Central trackage between Allentown and Jim Thorpe.

## 90 MINUTES OF C.P. BURN INTERLOCKING

by Bill Bokeko

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Formerly the junction of the Reading's East Penn Branch with the Jersey Central's (Allentown Terminal) passenger trackage and the Lehigh Valley mainline, C.P. BURN is now part of Conrail's east-west mainline through Allentown, PA. Trains passing through the interlocking either follow the double track main into or out of Allentown yard or use the connecting track to the Bethlehem Secondary, used as a yard bypass, or the Lehigh Secondary leading to the piggyback yard.

Because of the frequent rail traffic at C.P. BURN, especially in the evening, I decided to take advantage of the longer Spring days to do some railfanning there.

I arrived at BURN, as Conrail refers to it, at about 6:45 with my camera and scanner, which is helpful in determining what is coming and when.

At 7:00 AL-PG-8 left the yard westbound with 3 GP40's. As soon as he cleared the interlocking, the eastbound PG-AL led by 2 SD50's followed the main into the yard with 140 cars. The next train was the INDUSTRIAL DRILL, which came up the connection track from East Penn Jct., with 3 cars being pulled by a SW-8. He pulled up to the home signal at C.P. BURN and waited for an eastbound. Ten minutes later the EN-SE with 2 SD50's and a SW-8m went by and headed up the main into Allentown yard. With the EN-SE in the clear the INDUSTRIAL DRILL was allowed to enter the interlocking and cross-over to Track 1. He then proceeded west to do some switching along the main. It was now 7:50 and the automatic switches were thrown for another eastbound. In two minutes, TV-12m showed up with 3 B36-7's on the point and an EOT device on the rear. Like most trailer trains, he went down the connection track and bypassed the yard. There was a 25 minute break in traffic while the next train, a westbound, put its train together. At 8:15 the AL-EN-8 left town with a CR B23-7 and GP38 along with a Chessie System (B&O) GP35 and a GP38 in B&O paint. Bringing up the rear was CR 10, Conrail's executive train observation car, tacked on behind the caboose.

It was getting pretty dark so I decided to leave. Two minutes later, I heard on my scanner an eastbound being told to stop at C.P. BURN while a Delaware & Hudson train (SB-4) pulled into the clear in the yard. Thus ending a rather busy hour and a half of railfanning.

### SHORT LINE SHORTS by John Dunn

MORRISTOWN & ERIE: RS-1 #15 was sold to the Valley RR of Connecticut. C-424 #801 is still in TP&W paint with M&E stenciled underneath the cab. Two new branches have been acquired: Kenil-Bartles and Wharton-Rockway.

WEST JERSEY SHORT LINE: began operations May 23, 1985 over 18 miles of ex-CR trackage between Swedesboro and Salem, NJ. Motive power consists of 3 ex-CR RS-3m's (9929, 9931, & 9937). Traffic levels have slowly rebuilt after a lengthy abandonment.

PITTSBURGH & LAKE ERIE: sold GP7 #1501, which pulled the last P&LE passenger train, to Ohio's Youngstown & Austintown RR. The magnificent paint scheme of 1501 was painted over except for the numbers. GP38's #2028 & 2029 are now in the black and yellow scheme.

CONN. VALLEY RAIL MUSEUM: acquired Atrak #417 with the intent to repaint the E-9 to New York Central #4096. The unit was actually UP #912.

### Background Trees Made Easy

by Dave Valentine

If you model an eastern railroad you have undoubtedly been faced with making thousands of trees for your landscape. I employed the following method to add background trees to my Allegheny Northern. I utilized a material used to stuff pillows called polyester fiber fill for the trees. This product is sold in the fabric or craft department of large chain stores (Kmart, Woolworth's, etc.).

The fiber fill resembles cotton to some extent and it is a good idea to tone down its white color. To do this, start by dissolving 1 package of green dye in near boiling water. Next, put the fiber fill in the water and work it under continuously with an old stirring stick of some sort. Drain off the excess dye and air dry the dyed material. If you are in a hurry, put the dyed fiber fill through the spin dry cycle only and then dry it in the dryer, but make sure you rinse out the washer after you're done to keep peace between you and your mother. When it is dry, rip off a piece of the fiber fill (the piece will be approximately twice that size when completed). Hold the piece with an old pair of pliers and spray it with some inexpensive green spray paint. Drop the painted fiber fill into a container (a coffee can works great) filled with your choice of ground foam. Place the lid on the container and shake 4 or 5 times. Now remove your tree and place it on a piece of cardboard to dry. While the trees are drying drill 1/16" holes in your scenery shell in the places where you want your trees and place round toothpicks (I painted mine brown) in the holes with some glue to secure them. Take the leafy part of the tree you have already completed and place it onto the toothpick. Gluing the fiber fill on is up to you, I found that it stays in place well.

If you are faced with making forests, this method yields realistic background trees and can't be beat!

### SHORT LINE SHORTS con't

**NEW ENGLAND SOUTHERN:** took over ex-B&M trackage between Manchester and Penacook, NH, including the Concord Yard. Interchange with the Concord-Lincoln branch of the NES near Tilton, north of Concord. Traffic has increased by 25% over the past year. During the summer, a tourist train line, the Winnepesaukee RR uses NES trackage between Plymouth and Laconia. The WRR uses ex-Goodwin RR GE 44 tonner and an ex-Portland Terminal S-1 to pull ex-NJT and EL passenger cars. Motive power on the NES is two Rock Island geeps.

**RAILS DIVERSIFIED:** purchased ex-NJ, ex-CNW F7's from Naporano for \$12,500 each. Both were overhauled by the Akron & Barberton Belt RR. Both will eventually power excursion runs.

**SPRINGFIELD TERMINAL:** this B&M owned line has all but given up its operations in Vermont and New Hampshire. However, the line is leasing track in Maine from the Georgia-Pacific Corp. which in turn leased the track from the Maine Central. The line runs in the Calais-Woodland area and interchanges with the Canadian Pacific at Milltown, NB. Power is a trackmobile and ex-D&H GP7 #569. This allows MEC to abandon its 124 mile Brewer-Calais branch.

## Conrail: Before and After

by John Dunn and James Lincoln

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The Eastern railroad scene was one of disaster. The Jersey Central went bankrupt in 1967 and in March 1970 was dragged to court because it defaulted an interest installment of its 5% first mortgage bonds.

The Penn Central, which was misrun and in unbelievably bad financial condition, fell in June 1970. The Lehigh Valley, which was controlled and dependent on the PC, folded a month after it in July 1970.

After its coal tonnage was cut 66% between 1967 and 1972, the Reading went bust in November of 1971. Having survived everything else, the Erie Lackawanna railroad was done in by Hurricane Agnes. The storm ripped out 135 miles of mainline and 11 bridges between Elmira and Salamanca, NY. EL's parent N&W did nothing and allowed it to go bankrupt in June 1972. The Lehigh & Hudson river went under in the spring of 1972 when the Poughkeepsie, NY bridge burned down.

After the Penn Central decided to abandon passenger service in early 1970, Congress created the National Railroad Passenger Corp., Amtrak, on May 1, 1971.

There were several plans drawn up to repair the situation. Two were a PC-EL-RDG/CNJ linkup and the Mid-Atlantic Rail Corp. (MARC), which would consist of RDG, CNJ, LV and possibly the EL.

Later, the B&M and the Erie Lackawanna announced that they would reorganize independently. The B&M succeeded when it was purchased by Guilford Trans. Ind. in 1983. The Erie Lackawanna almost made it but the recession in the fall of 1974 hit hard and ended any hope for the EL to become independent.

In 1975, after many years of ghastly operation, poor maintenance, and bankruptcy, the Penn Central was going to be bailed out by the government. The newly formed Consolidated Rail Corp. (Conrail), would take over parts of the Penn Central, Ann Arbor, Reading, Jersey Central, Erie Lackawanna, Lehigh Valley and the Lehigh and Hudson River railroads.

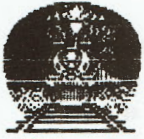
After PC filed for bankruptcy in 1970, legislation set up the USRA a non-profit organization that was given the task of coming up with a plan for the reformation of the Northeast's bankrupt railroads. Their first study, which was revealed in early March of 1975, called for the creation of Conrail, which would be the largest corporate reorganization in U.S. history.

In this first plan, the USRA called for the Chessie System and the N&W to obtain parts of the Erie Lackawanna and Reading RR's, thus creating lines to compete with Conrail. The plan also called for the elimination of 6,200 miles of little used and unprofitable trackage. This would leave many cities and towns without rail service. To obtain the service needed by these towns, each state affected would have to come up with 30% of the \$40 million needed to subsidize operation of the lines.

The remaining 15,000 miles of trackage would be funded by the government with between \$7 and \$10 billion over the following fourteen years. With these funds, new equipment would be bought and poor trackage would be upgraded. If this plan was successful, the USRA projected a profit for the three railroads in three years and by 1980, they could be earning as much as \$161 million.

Although this plan was a start, it was far from being accepted. When asked his opinion, Senator Richard Schweiker of Pennsylvania said the plan spelled "economic disaster" for his state. The Governor of Pennsylvania, Milton Shapp, believed that no "one state" could afford to subsidize the trackage that would be scrapped. He also stated that if the plan went through, as many as 3,000 jobs could be lost in Armstrong County alone. The Norfolk & Western was less than enthusiastic about obtaining the EL trackage the plan said it would have to. They had been owners of the bankrupt line and had no desire to keep any of it. There was also some dispute over whether or not the railroads should be nationalized, Arthur D. Lewis, chairman of the USRA, believed that the plan was the only way to keep the railroads from being taken over by the government.





# RAILS ALIVE '85

NR Pittsburgh Convention

by John Dunn



My convention started at 11pm Thursday when Jim Donohue, Bob Huron, John Krattinger and myself started out for Pittsburgh in Jim's car. After driving all night, we finally dropped ourselves beside the Conrail main in Greensburg, PA for some railfanning and a little sleep. Two trailvan trains, as well as Amtrak's "Pennsylvanian" went by, after which we again started off for Pittsburgh.

We were again delayed by the sight of six Union RR switchers moving a 200 + car train in Braddock. Although that train was out of photo range, we did catch a Chessie freight. Once again it was off for Pittsburgh.

Roadwork, as well as our stopovers, caused us to arrive at Pittsburgh two hours late. The other members had left a half hour earlier for the Monongahela Rwy. in Brownsville. There, they were given a tour of the shops, which, at the time, contained GP38's.

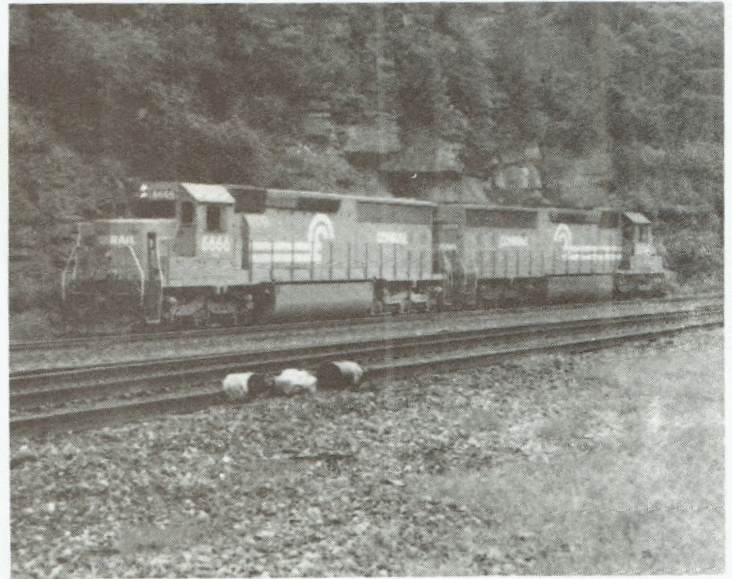
For the Long Island delegation, there was a two hour wait in the Pittsburgh Amtrak station. The two hours were not wasted, there was already a railfan there, who turned out to be none other than former editor, Jeff Ward! He is now married and living in Pittsburgh.

There were also trains at the station. Twelve CR trains went through in the two hours, including one with six units deadheading in the rear, as well as the three on the point. The "Pennsylvanian" also arrived.

After the join up with the Monongahela crowd and a bite to eat, it was off to Don Cassler's Baltimore & Ohio system. The layout is set in the Appalachians and has spectacular scenery featuring hundreds upon hundreds of trees. A Modeltronics sound system was used and was very impressive. Bob Huron even ran out superlatives to express his admiration of the layout! If it was for the need of sleep, some members would still be there!

The next morning it was off to Conrail's Conway Yard with a stop by the Pittsburgh & Lake Erie's shops at McKees Rocks.

At the P&LE, there were three ex-CR GP38's with the "can-opener" portion of the logo painted over and P&LE stenciled under the cab. There (con't next page)



were also two U28B's, two switchers (#1592, 1595, check roster book for type) and GP7 #1501 nice and clean from the last P&LE passenger run the week before. Pittsburgh, Chartiers and Youghieny SW9 #4 was also there. Next to the shops were long lines of stored P&LE equipment, mostly boxcars, victims of the P&LE's financial difficulty.

Conway yard was impressive, as was the Conrail police. After five minutes of being in a parking lot next to the engine terminal, we were asked to leave. So much for public relations.

Next it was to the Ohio Valley Lines Model RR Club in Sewickly. This HO club features modular construction to form a semi-permanent layout. I was especially impressed by the engine terminal and a town in which local merchants donated money to the club and in return had their names placed on the town's buildings.

The next stop was the Chessie System facilities in Glenwood. Besides Chessie units, including GP30's, there were also two sets of equipment that the Pittsburgh Area transit uses. The two rebuilt F7's, as well as the rest of the consists were painted in a stunning combination of brown, wheat and tangerine that even upstages Chessie!

The evening was topped off by the annual session of Rail Baron which lasted into the wee hours of the morning, after the return of the NR's president, keeping everyone up.

The convention ended Sunday with a visit to the McKeesport Model RR Club in Dravosburg. Their large layout features a spectacular steel mill and a working hump yard (using air jets). Mirrors were also used to enhance the layout.

This year's convention had the greatest variety of prototypes and clubs yet. I hope to see you all at next year's convention in Boston. The convention, which is also the national convention, will be held in conjunction with the NMRA national convention also being held there.

#### ATTENTION:

#### MODELERS OF THE PENNSYLVANIA AND LONG ISLAND RAILROADS!

PRR/LIRR author & historian Ron Ziel owns thousands of original photo negatives of the LIRR and PRR locomotives and equipment which operated on Long Island, as well as steamboats and trolley lines. 8"x 10" glossy prints are available to the serious model builder intent on being as faithful as possible to the prototype. Being large-format negatives, portions can be greatly enlarged to provide detail of parts of locomotives, cars, yard scenes, bridges, stations, terminals, etc.

Nearly 2000 photos of steam locos on the LIRR, from 1880 to 1955 are available. As well as electrics, MU's, diesels, cabooses, coaches, M of W and snow removal equipment. There are over 600 photos of stations, rare ones which have been long demolished. A thousand right-of-way scenes, showing crossing gates, signs, signals, bridges and buildings, as well as local scenery, are all available.

Serious modelers and historians may come to Ron Ziel's house to refer to the master files. He also sells photos at some of the train meets around long Island, as well as writing books on the subject.

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