

ISSUE

#2

July-August



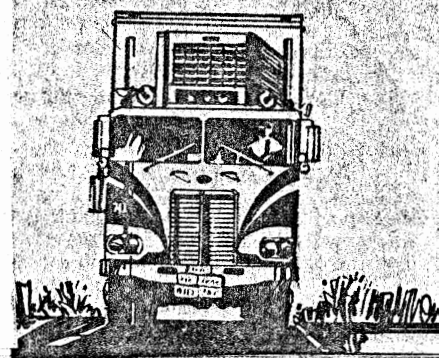
LIRR
GP38-2

IN THE
THIS
EVE

LIRR

+ RAILFAN
BOARD

Served by all major
truck lines.



EDITOR'S LETTER

Well we seem to be rolling pretty good now. We have a better cover thanks to some better printing and Ted Bedell's drawing. We have also cleared up the boundary mix up, the NER now officially owns all of New York State and the other NER states. But, the only people that have contributed articles are Ted Bedell and I. Now about something from you guys? You can write about your layout, a railfanning trip or anything that you want. I can also use black & white pictures or any drawings for the cover which I will return to you.

I also want to say that we need more members. I ask that you please send the person under your name a card asking him/her to join. Give some background on the NER and, if you have any friends in model railroading why not ask them if they want to join?

If you really care about what happens to the NER then please do the above things that I have asked you to do and anything else that you think would be of help. I want the NER to survive and I have some very good (I think) ideas/plans for us but I need your help. We don't want to fall as our region did once before.



STOP!

This is the last issue of the Northern you will get unless you have paid your dues. Please send in your \$2 to me: Ted Tait 16 Evergreen Dr. Syosset NY 11791

LONE EAGLE PAYNE

The following was written by Lone Eagle Payne and came with the list of prospective members he sent me. You may have to read it a couple of times to understand what he means.

Six months into '78, and 400 prospective members yet.??? What more could anyone ask that even half that number had been lured into membership in the organization. Who didn't hold out the "glad-hand"? You cannot put together a train, and pull it anywhere over the tracks unless the couplers "glad-hands" clasps each other, and hold tough thruout, to it's destination. In the the Election Results "Hot Box" I see that all regions are agreed on the fact that they need more members, and what better way than to tie into this consist and sort out the prospects in your region of Zip Codes. Set your crews to "snagging" these 'new cars'.

Congratulations to the 'new' crew, and may you always meet a "green board" and arrive "on the advertised".

Lone Eagle Payne
TAME Pivot Pin

LIRR continued

The EMD roster breaks down as follows:

No. of units	Model	H.P.	Type of Service
28	GP38-2	2000	Passenger
23	MP-15AC	1500	Freight, Passenger
8	SW-1001	1000	Switching

These EMD units were delivered in 1976 and 1977. Whenever a train is hauled by a diesel, it must be accompanied with a power car to provide electricity for lights, heat, and air-conditioning in the coaches.

There are four bar/generator cars which are used as power cars; they are most commonly used with the C-420's. Accompanying the EMD's in passenger service is a fleet of 19 power/cab cars. These cars were formerly Alco FA-1's and FA-2's whose traction motors have been removed. The cab is used when the train is run backwards. (see sketch) The railroad has 265 cars used in the diesel service. These include coaches, bar cars, parlor cars, lounges and even a single sleeper. The LIRR owns 766 M-1 electric cars built by the Budd Company between 1968 and 1972. These cars are permanently built into pairs, with cabs at either end of the pairs. These pairs of cars can be coupled together to form various train lengths. The LIRR owns 27 cabooses, some 20-30 pieces of maintenance equipment, but no freight cars. The railroad recently acquired 2 F9 car bodies to add to the fleet of ex-FA-1/FA-2 power cars. During the summer of 1977 the railroad was testing two four-car trains of gas turbine cars, one built by Garrett, the other by GE. I do not know what has become of these trains since then.

The LIRR runs some 90 freight trains each week. The passenger trains are much more frequent; the 33 mile Oyster Bay Branch alone runs 234 trains each week. Railfanning gets repetitive on the electrified lines, because all of the M-1's look alike. I have found so far that the two best places to railfan are at Jamaica/Holban Yard, and in Hicksville. At Hicksville you can check out the freight station (which is a peddler terminal), or hang out at the passenger station or Divide tower.

This article has been an overview of the Long Island Rail Road. There is much interesting material which I have not had space or time to include here. My information came from many places, including books and periodicals and correspondence with the LIRR's excellent public relations office which supplied me with data, photos, various rosters and schedules, and written information. If you have any questions or comments, please feel free to write to me: Ted Bedell 11 Hilltop Dr. Bayville NY 11709



If train goes this way use GP38-2 cab

If train goes this way use FA-2 cab

A TREK TO THE TRACKS by Bill Bishop (he is the former editor of the Northern)

About ten miles south of Albany Conrail's mainlines from Schenectady and Albany meet in the town of Bethlehem. They meet near a village named Selkirk. This is where you will find Conrail's Alfred E. Pulman Yard.

I came in near the southern end of the "humps". A whole track was filled with old, weathered snow-plows. Nearby was a boarded up New Haven passenger car. The bright orange still blasts the eyeballs.

I continued north past the hump and crossed over to the other side of the yard via an overpass. Underneath the bridge was the enginehouse. Eyes aflow, I descended and looked around. U-boats! Just outside the structure was a U-boat with it's engines, surrounding walls and roof ripped out. Not much horsepower!

Looking left, the sky blue of three Boston & Maine geeps was a pleasant surprise. Up the track was a trio of Erie-Lackawanna Locomotives of genus EMD.

The whole time my camera was busily taking pictures of these denizens of the rails. the area was filled with Penn Central employees as the new shift began. I wasn't bothered once all day. I guess if you stay out of the way nobody bothers you.

Right behing the B&M geeps, a large silver sanding tower rose into the air, and under it were about 35 PC U-boats (conservative estimate). It looked like a scene out of a horror movie where the monster stands among the cars on a street.

Even though it was Sunday there was a group of locomotives pushing an extremely long cut of cars to the hump. One by one, the cars slowly went over the hump and then began to pick up speed as they rolled down the other side. However the retarders made sure that none of the cars went to fast.

Since it was March it was getting cold and dark, so I bade farewell to Selkirk and hit the road for home, but not without memories of a pleasant Sunday.

THE BEDFORD & OLEAN RR

by Ted Tait

Before I tell you about my layout I want to explain how I got interested in Model Railroading. My older brother Michael used to be interested in Model Railroading but not enough to stick with it. When he was in High School he got bored with them and put them away.

When he was in college a few years I found the stuff and started exploring the boxes. I got permission and set them up. My first "layout" was more of an experiment. I didn't have a big board so I had to use a 1"x4" piece of wood for a bridge on a curve! Sometimes the engine fell off and hit the floor. I lost a front hook and a horn this way so I put a pillow where the engine would fall and it worked!!!

Since I liked this new hobby I went on to serious modeling and arrived at the Bedford track plan.

Bedford

The Bedford part of the Bedford & Olean RR was a track plan arrived at after trying others out on a 4'x8' board. I decided I liked it because it had a twist to it from the usual oval.

I found a 2"x4" board and attached it to the 4"x8" and started work. I found the plan in Atlas blueprints book and modified it by turning a spur into a small yard. Later I received a Bedford water tower (Life-Like) and decided that that would be the town's name.

All track in Bedford is sectional track and I have already re-done it to insure less derailments. It runs pretty well but I like running them with someone rather than alone.

Wiring

All of the wiring was done by me but occasionally I had to ask my father for advice. At the moment The layout is wired for 2 train operation but I plan to have 3 trains running when Olean is built. I have some of the buildings lit up and there are some street lamps. I hope to set up working crossing flashers in the future. I have found that I like wiring very much.

Scenery

Most buildings in Bedford are the ones left by my brother which look partially weathered (the result of age and dust). The grass and earth are Life-Like. I recently bought 48 unpainted people and so far I have finished about $\frac{1}{2}$.

As you can see Bedford is not a very industrial town but Olean will be. I have not done any weathering yet but I hope to (who knows when).

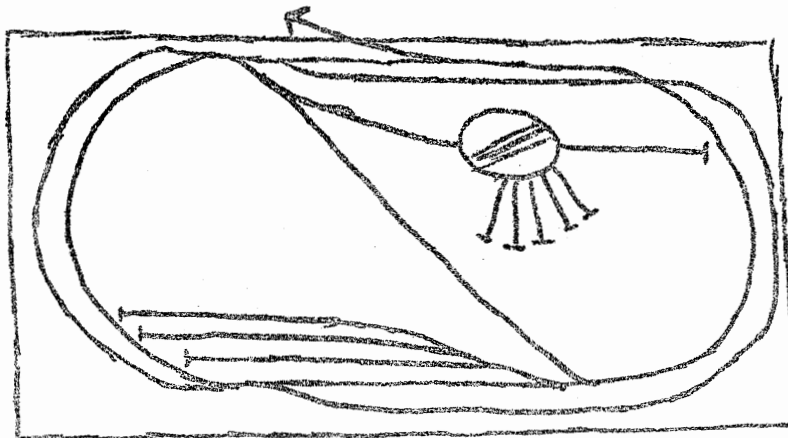
Olean

Olean is not built yet but I have drawn what I think it will look like. Most of the track will be flex track. As you may see it needs plenty of railroad business. The most important industry will probably be the paper company. It needs: Hoppers of coal, Tank Cars of oil and chemicals, and Gondolas of pulpwood. It sends out: Boxcars of paper and paper goods. I am now making up a card order system for my layout.

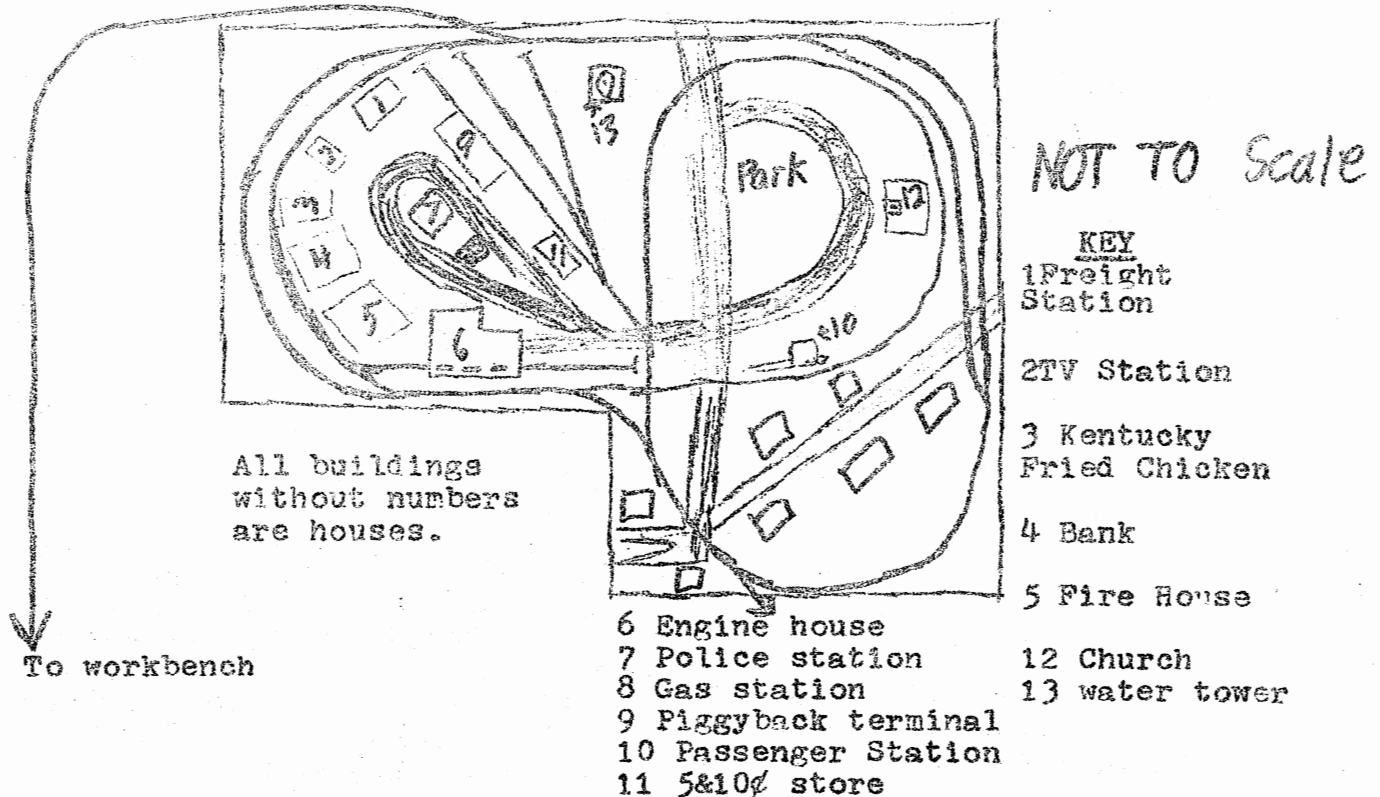
As A Prototype

The B&O (did you catch the coinage) runs from Bedford Pennsylvania to Olean New York. Interchange #1 (incomplete) goes to the Altoona shops (actually my work/repair area) via a very steep grade. From Altoona it goes south to end up meeting the Tonica & Santa Fe (Ted Bedell's layout).

The B&O uses Baltimore & Ohio equipment. Pennsylvania equipment and other railroad's equipment. All equipment has been bought or leased from other railroads and some will be painted in the B&O paint scheme (when I come up with one).



OLEAN

Bedford Track PlanMAIL CAR

Ted Bedell and I are planning a railfanning trip to Hicksville on Saturday August 19. If you are interested in coming please contact me. We will be there at about 8:30 AM (train arrives there at that time) but if you come early that is ok because Ted Bedell will be there at 7:30 and if you come later that's ok too. We will meet at platform "B" at the station. We expect to leave at 4:00 so bring a lunch or money to buy one (there are places nearby to eat).

CLASSIFIED SECTION

Long Island Rail Road color photo sets. Ten prints \$4.00, 15 prints \$5.00. LIRR map included.
 Ted Bedell 11 Hilltop Dr. Bayville NY 11709

by you?

How about filling this space with an article written

Please remember to send in your survey if you havent yet.

Here is the list of prospective members for the NER.

Ted Bedell please
write to:
J. Lockwood
6 Lee's court
Stonington, Ct
06378

Darren Wiza please
write to:
E. Sugoe
9 Larissa Lane
Wappinger Falls, NY
12590

Ken Letcher please
write to:
M.L. Lowinski
Box 1574
TUSLOO Det.63, APO NY
09324

Steve Haddock please
write to:
Ronald S. Cumps
186 Pythian Ave.
Hawthorne NJ
10532

Bruce Wolfeld please
write to:
Robert Gonzalez
25 Tompkins St.
Staten Island, NY

For those who have
people with just a
first initial say
something like
"Dear Model railroader"

We have a new member! Please welcome and add to your member list
Steve Haddock.

Steve Haddock 215 E. 17 Street Huntington Station, NY 11746

THE LONG ISLAND RAIL ROAD

by Ted Bedell

The Long Island Rail Road is the only railroad serving New York's Long Island. Once very closely related to the Pennsylvania Railroad, it now operates under the Metropolitan Transportation Authority. The MTA has it's blue and black "M" on all motive power and electric passenger cars. This shortline has a large commuter ridership and well over 80% of all trains are passenger trains.

The railroad connects with the rest of the railroad world at New York City stations, and via a Conrail freight connection at the northern part of the city. All trains going to the eastern 3/4 of the Island must go past the 8 track Jamaica Station.

Just east of Jamaica Station is one of the largest yards on Long Island: Holban Yard. Holban freight yard is a terminal for all freight trains in all directions, except for a few peddlers. Also near Jamaica are the general offices, passenger train facilities, and shops. The Morris Park park shops in Jamaica perform maintenance on locomotives and rolling stock as well as the conversion of locos and used passenger equipment. Most trackage west of Jamaica has third-rail electrification, but about about 200 miles west of Jamaica is not electrified. On the non-electrified track, trains are hauled with diesels; these trains terminate either at Jamaica or another electrified point, where the passengers transfer to electric trains for the remainder of the trip. Jamaica is the central and most important point on the railroad.

The Long Island operates a fleet of 67 diesel-electric locomotives, 59 from EMD and 8 from Alco. The Alco units are C-420's (which are 2000 horsepower), and are used in both freight and passenger service.