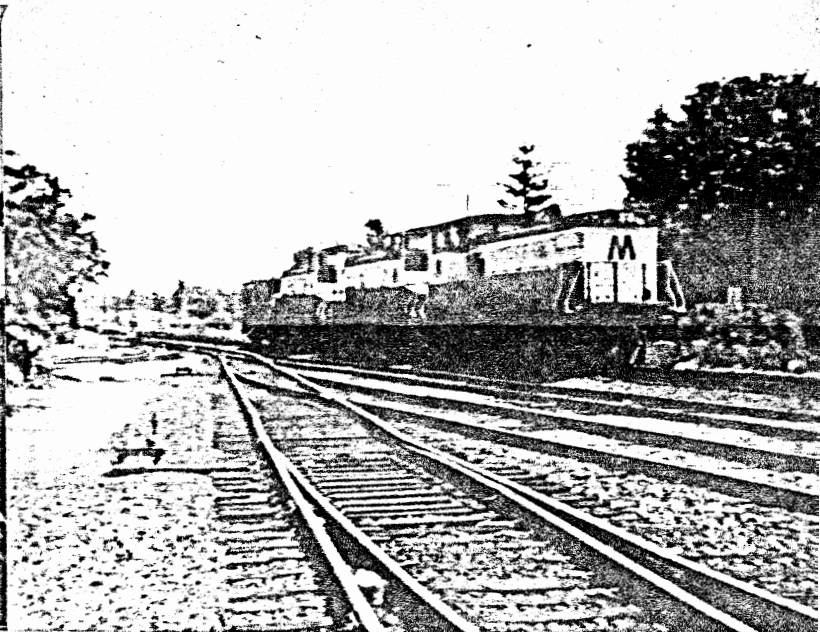
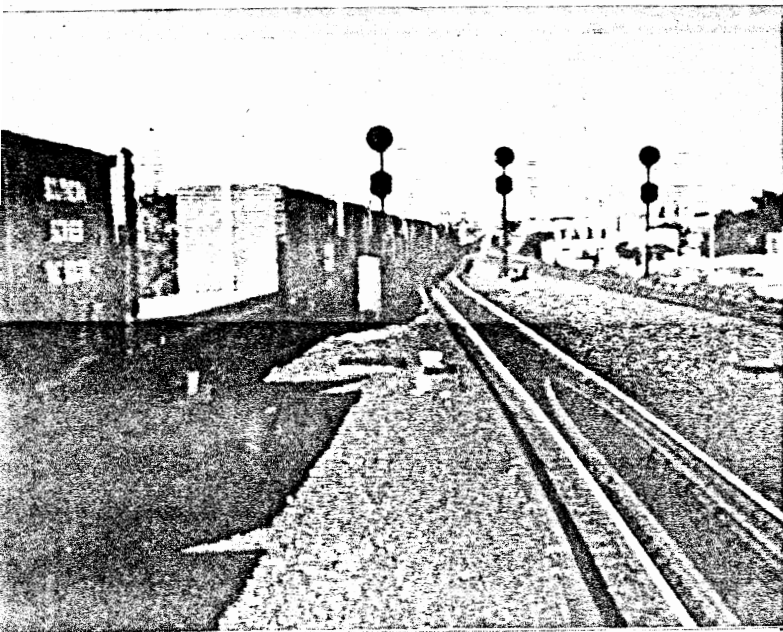


THE NR WDEPOT

#1 Sept.-Oct.

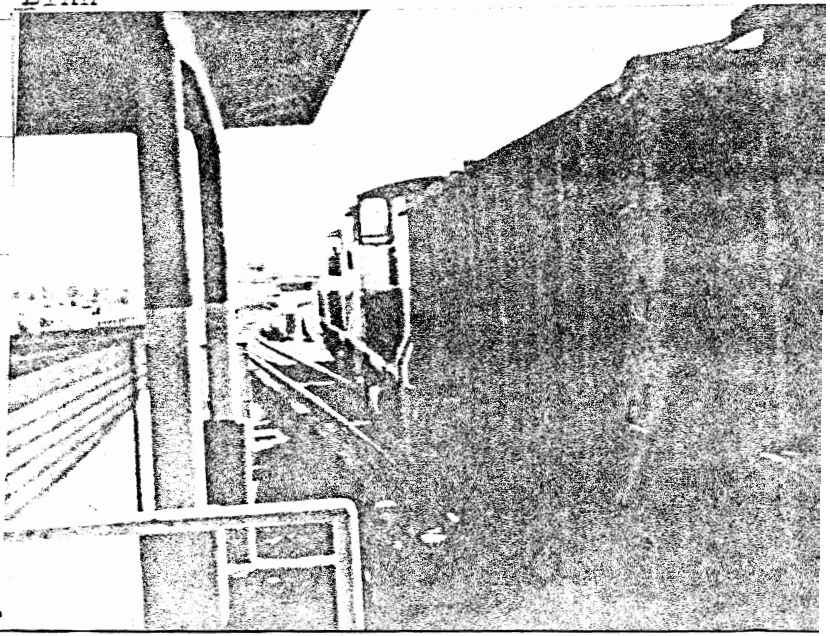
PICTURE 1 A double headed freight stopped at Hicksville station.



PICTURE 3 A string of Hoppers lead by 3 MP15AC's on the LIRR

PICTURE 2 the engines going back with caboose.

FLASH - The AR
and the NER have merged
to form the Northeastern
Region. See inside for
information



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FROM THE CAB

by Ted Tait

Yes, it's true the Allegheny region and the New England region have merged into the Northeast region. The newsletter is called the Depot because we didn't want complaints if we chose one of the old names. The new symbol is the keystone with NR in it. The details as to why the AR and the NER have merged in in Ted Bedell's "President's Letter". You former AR members will find out some things about the Depot. Here is what you can expect: First, I try to get pictures for our cover and get them printed compliments of Bruce Wolfeld. Second, you will find that I try to get each issue out on time. I know what it is like to be waiting and wondering when I will get something. Actually the last issue of the former Northern came out early.

I try to do my job well but I need your help. I need articles from you. I know that you may be busy but can you spare five minutes each day? If you get an idea, all that I ask is that you spend a few minutes each day writing your article. You could finish in plenty of time to send it to me. I print any articles I get gladly. So make sure your train stops and delivers your important news at the Depot where I'm waiting.

PRESIDENT'S LETTER

Well, here it is: your first news-filled, jam-packed issue of the all-new Depot. The Depot is the regional equivalent of a real railroad depot: a place where train orders and information can be gotten, as well as the latest news and gossip. We encourage you to contribute anything that you can articles, photos, comments and suggestions-to help make the Depot a high quality publication on the level of the old AR Dispatcher.

The Northeastern Region (NR) is the only "super-region" in the TAMR, being formed from the merger of the Allegheny Region and the New England Region. The reason for the merger is this. Over the past several years, the AR membership has been steadily dropping, from 86 in 1974 to 32 presently. The NER on the other hand has been growing very slowly with only twelve members currently. Since there is a low participation rate in any group, there were not enough contributors to support both regions.

We (Ted Tait and myself) feel that the answer to this problem is the merger. Now (hopefully) there will be enough material to keep a good newsletter in production. We hope to be very active for the remainder of this year and in years to come. Railfanning trips are a must, and maybe we can have a convention this summer. We on Long Island will be reporting most of our railfanning trips in the Depot, and hope that you will do so too. I know many of you have joined as model railroaders: we will have as many modeling articles as we can get.

The last thing I have to say concerns the dues. They are

President's Letter Continued

\$2.50 per year, and some of this goes to putting a Xerox cover on the Depot for photos. For people who originally joined the NER, you will still get the same number of issues you paid for, less any you already got. The same thing goes with former AR members. When your membership expires, I hope you will be satisfied to the extent that you will renew your membership.

Keep Reading.....

Q&A DEPARTMENT

If you have any questions or a helpfull hint that you think will help our readers just send it to the Editor and mark it "Q&A DEPARTMENT".

A HELPFULL HINT

Ted Tait

If you model HO or N scale and like to detail your layout with people but don't like those stands here is a way to have them without the stands. First cut off the stand all around the person's feet. Then take a small piece of Scotch clear tape and stick it where the stand used to be. If the person does not stand try a larger piece of tape. Most of them should stand pretty well depending on the position they are in. Now you can put them anywhere you want because the tape is clear. If you want to go a step further you can sprinkle a little grass or whatever they are standing on, on the tape to make them blend in even better.

THE BR&W

by Bruce Wolfeld

The BR&W is an "N" scale railroad. It is located in the basement and covers roughly 24 square feet.

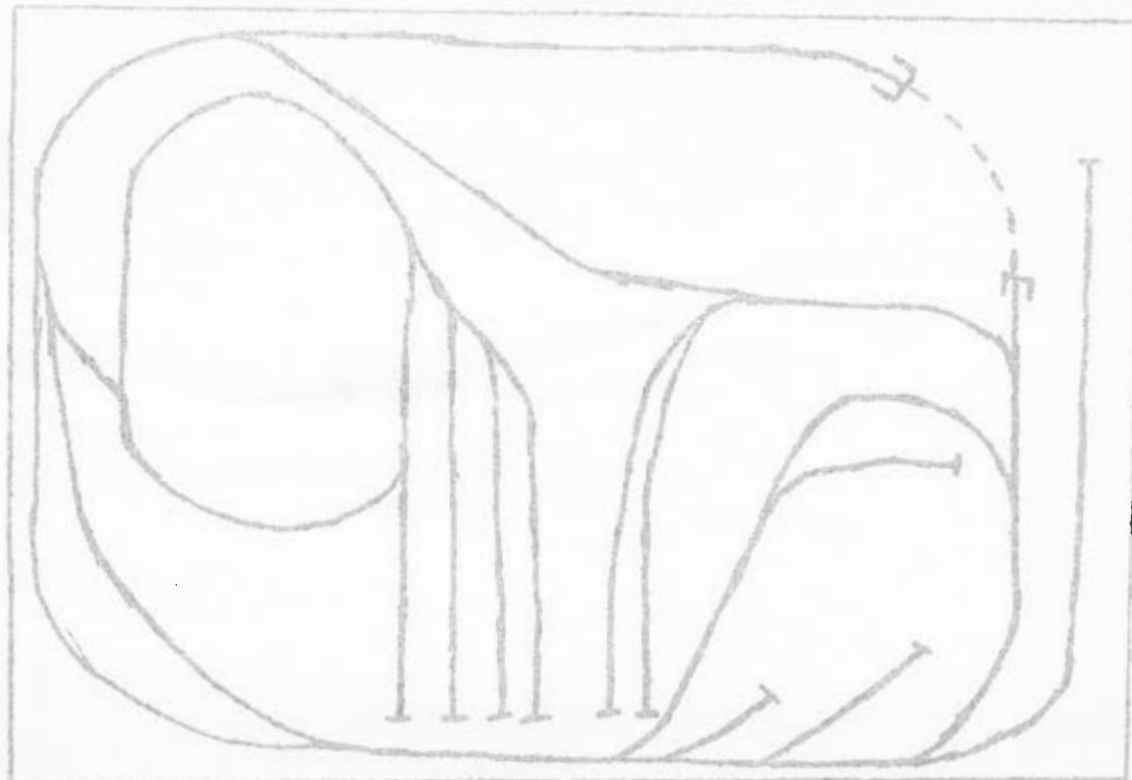
The railroad started as a 2X3 board containing a small oval and two sidings. The space was given to me on the condition that the railroad never expanded (Ha!Ha!). A year or so later, the BR&W expanded and it expanded again three years later to its present size.

The BR&W has been rewired many times. I always found that the finished wiring worked well but looked like a bowl of spaghetti. (I know what you mean Bruce!Ed.) This past summer the railroad had a major repair job. The track was relaid with roadbed and the wiring was done over. This time the wires looked like wires, not spaghetti.

Structures on my railroad are mostly AHM or Atlas plastic kits, and a few scratchbuilt structures. The lumber mill is soon going to have a crane to load and unload lumber, and the coal company will soon load coal into it's hoppers automatically from the control panel.

The BR&W still has to lay ballast and finish wiring it's turnouts. It also must color all the plaster that it replaced during the summer.

The next step will be to push out the walls of the house as to encourage expansion.



OUR "MINI-CONVENTION"

by Steve Haddock

Our day started when Ted Tait and I arrived at Hicksville at 8:03. We met Ted Beall on the platform "B". After we realized that we were the only members to come to the "Convention" we walked to the Western most part of the platform to watch the trains pass.

Some of the highlights of our "Convention" were a through freight Westbound in the morning. It happened to stop just West of the platform leaving about three cars and a caboose-which we entered and looked over.

Another was an Eastbound gravel train with 3 MP-15AC's pulling almost 40 cars. That is something that you don't see too often. At least on the LIRR. (see cover for pictures)

Later in the afternoon we decided to take a short trip to Ronkonkoma and back. We arrived there with enough time to look over the yard and to get pictures of the 3 MP15 AC's returning.

One thing that was far from being a highlight was LUNCH. We ate at a luncheonette next to Hicksville station. I won't even begin to tell you how bad it was.

SECRETARY/TREASURER REPORT

Ted Tait

I'm afraid that I am in the dark as to who is up to date with their dues in the former AR territory because I have not yet gotten the AR records. To those who are behind in dues we are sending you this issue of the Depot in the hopes that you will like it enough to renew your membership by sending me \$2.50.

Just below this report you will find Lone Eagle's list. Please choose the person with the closest zip code to yours. Later we may use some other kind of system to get new members.

Well, I guess anything else to be said was covered in my "From The Cab" or Ted Bedell's President's letter. The last thing I have to say is that I believe the NR has approximately \$30.00.

Well, that is all for now. Untill later.....

LONE EAGLES LIST

Peter Van Stone	RD #1 Box 309-B	Branchville NJ	07826
Harry Keba	RD #1 Box 316	Branchville NJ	07826
Mike Hirsch	240-17 66th Ave.	Douglaston NY	11362
Greg Ceryton	667 Leonard Ave.	Uniondale NY	11553
Tim Nelson	105 Crawford Ave.	Syracuse NY	13224
Stephen Spahr	3 B Jasper Parish Rd.	Buffalo NY	14207
Richard Topeka	134 N. Spring St.	Blairstown PA	15717
Garth Johnson	24 Glenwood	Oil City PA	16301
David M. Williamson	53 Woodland Dr.	Jacobus PA	17407
Jim Grover	214 Dickinson Ave.	Swarthmore PA	19801
Rich Kirschner	446 Hartel Ave.	Philadelphia PA	19111
Clifton Linton	11128 Hurtle Hill Dr.	Patomac Md	20854
David Tondreau Jr.	2013 Parkwood Rd.	Charleston W.Va	25314

CLASSIFIED SECTION

This section is for anyone who wants to buy, sell or trade any train equipment. So if you want to sell something put an ad here, it's free.

RAILROAD QUIZ

Ted Tait

1. Who invented the sleeping car?
2. What was the first common carrier railroad?
3. What is a wheel report?
4. What is head-end traffic?
5. Name the first locomotive to run on US trackage.
6. What is demurrage?
7. What does ACI stand for?

LAST MINUTE COMMENT

Ted Tait

Well, this is the end of the first issue of the Depot. I hope that you enjoyed it enough to renew if your dues have run out. Unfortunately this issue is very late because of this new information on the merger, lateness of all of the staff (including me), and trouble in knowing what is going, who is up to date in dues etc. because I do not have the AR region records yet. In the next issue you will find some of the following: 1, The Providence & Worcester RR, 2. Railfan trips, 3. Modeling and/or part one of an LIRR series and more.

If you want to send something in to the Depot please have it in by November 25, 1978.

We hope to have more meets during the year. If you want to have one in your area you can send in an announcement to the Depot.

Some time later we will send out a directory of all the members addresses.

PLEASE BEAR WITH US UNTILL WE CAN GET UP SOME STEAM AND GET UNDER WAY.