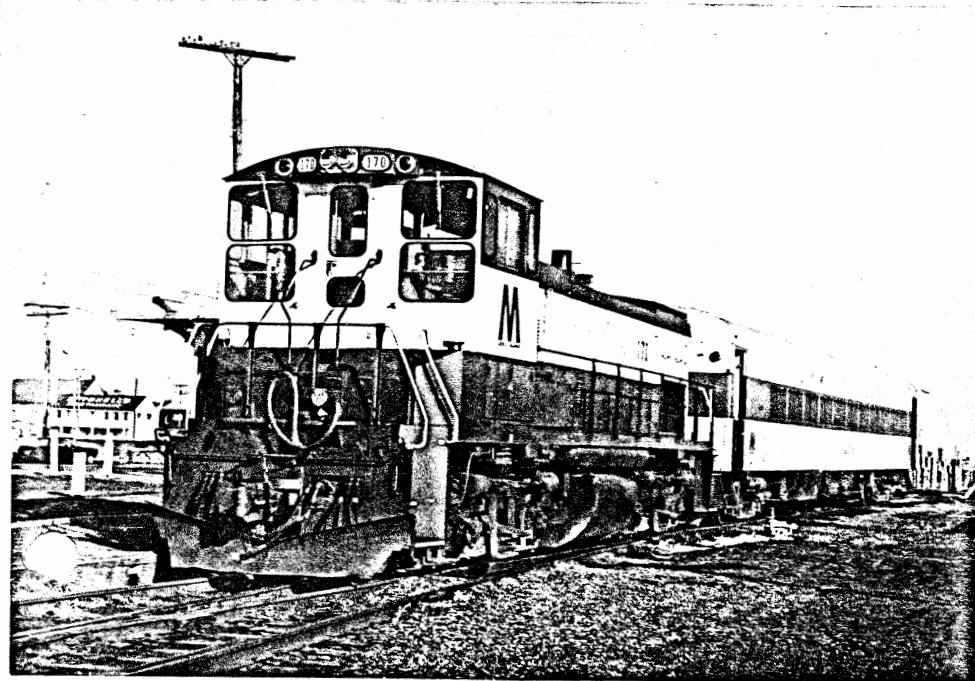
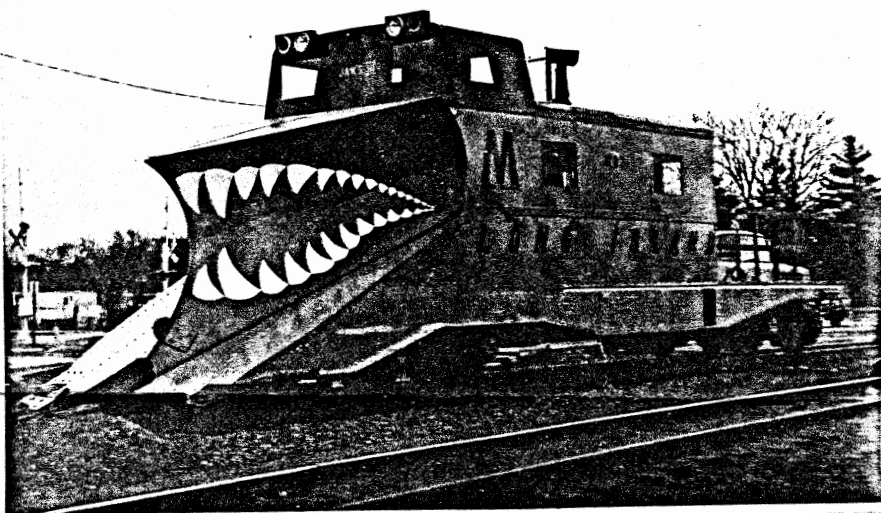


#3 January-February



CONRAIL® 

The Long Island Rail Road

OFFICERS

President-Ted Redell, 11 Hilltop Dr., Bayville NY 11700
Editor/secretary-Ted Tait, 16 Evergreen Dr., Syosset NY 11701
Associate Editor/Advertising Manager-Bruce Wolfeld,
35 Forsythia La., Jericho NY 11753

On The Cover

The Long Island Railroad snow plow (top left) Jaws III at its home in Ronkonkoma. The LIRR Greenport train (bottom). An eastbound Conrail Freight (top right) rolls along near the Mohawk River

Presidents Letter

First of all, I would like to congratulate the Executive board and all the members who have contributed to the Depot. The size of the issues has increased and hopefully will level off at a standard 10-14 page issue. I also think it is great to have the variety of articles we are printing. Hopefully this will be a continuing trend to keep our regional publication at the top of the reviews.

The membership figures are also looking better. If we continue to get new members at the rate of two or three every issue, we should do alright. I personally have recruited ten new members for our region in the past six months.

We are beginning to put our new member program into effect, but only on a small scale as we lack funds for postage. As the situation improves, so should our membership figures. As we send out the 1979 directory we will include our new membership card, we hope you like it because it cost a bundle. Most of the cost was for artwork charges and subsequent printings of the cards will be less expensive.

The time is upon us to talk about the possibility of having a summer convention. Steve Haddock, who is well on the way to total recovery from his accident, and myself have been discussing this subject. Since 30% of our members live on Long Island, we think it should be here. We would like it to be a two or three day affair, consisting of railfanning and layout touring. Please feel free to send us your suggestions about this. I will keep you posted as to what develops.

The last thing I have to say is about your comments and complaints. Several members have come up with good suggestions for the Depot. We are always glad to receive a complaint or comment because it helps to provide for a better publication. Please continue to send us your articles so the next issue will be even better.

Ted Redell

From The Cab

I have two pieces of information for you. First, we are starting several new columns that I hope will become regulars in our newsletter. They will be Product Reviews which is similar to Trade Topics in MODEL RAILROADER, Letting Off Steam will be where all your comments about the depot will be published, and Prototype News will contain information on the real railroads. These columns are a great way to contribute to the Depot if you can't (or won't) write a full length article.

I have been reviewing our membership lists and noticed that several people will have to renew their dues soon. If you would like to find out when your membership expires, send a self addressed stamped envelope to myself and I'll tell you. Anyone who would like information sheets to give to prospective members, send an SASE for the sheets and application forms

-Bruce Wolfeld

The Long Island Railroad

Ted Redell

The Long Island Railroad is the only railroad serving New Yorks Long Island. Once owned by the Pennsylvania Railroad it now operates under the Metropolitan Transportation Authority, which has its blue and black "M" on all rolling stock. The road has a large commuter ridership, more than 90% of all trains are passenger trains.

The LIRR connects with the rest of the world via Conrail freight connection in New York City, where most of the commuters work. Except for the trains operating on the Port Washington branch, trains can only go to Nassau and Suffolk via Jamaica and past the 8 track Jamaica station. Nassau and Suffolk are the easternmost counties which include 3/4 of Long Island. Just east of Jamaica station is one of the most important yards on the island; Holban Yard. Holban Yard is a terminal for all freight trains in all directions except for a few peddlars. Also in Jamaica are the general offices and shops. The Morris Park shop perform maintenance on locomotives and rolling stock, as well as the rebuilding and conversion of locos and rolling stock. Jamaica is the central and most important point on the railroad.

Most, if not all the trackage west of Jamaica has third rail electrification, but the 200 miles of track east of Jamaica is not electrified. On the nonelectric track, all passenger trains are hauled with diesel locomotives. These trains terminate either at Jamaica or an electrified point east of Jamaica, where westbound passengers transfre to electric trains for the rest of the trip. The LIRR has several Dutch Colonial style passenger stations, they are reputed to be the last existing in the country. The railroads branches have heavy passenger traffic, the 24 mile Oyster Bay branch gets a maximum of one freight train a week. However, the passenger traffic consists of 234 trains a week!

The LIRR(cont.)

Among all the passenger trains the freights have to run, usually in the hole or running to clear the line. These trains are generally short, although there are some on the mainline that total up to 68 cars. Most freight ~~trains~~^{cars} average less than 60 miles, with some trains working the branches on an as needed basis. All freight is gathered in Holban yard, where it is dispatched in new trains for interchange with Conrail. Freight customers were greatly reduced when trucks invaded Long Island, as with most railroads. However, freight is generally stable at this time.

The LIRR has a very good public relations office. I obtained much information through it, in the form of letters, data, photos and various rosters and schedules. My next article will be about the LIRR's new motive power fleet.

Conrail

Ed Luzine

Conrail is probably the largest railroad in the United States. It was formed by a number of bankrupt railroads by the United States Railway Association. The federal government is now in charge of the Consolidated Rail Corporation.

Conrail was formed by these railroads: New York Central, Pennsylvania NewHaven (Penn Central), Reading Railroad, Central of New Jersey, Erie-Lackawanna and the Lehigh Valley. All these were bankrupt at this time.

The Delaware&Hudson and the Boston & Maine were not included because the D & H was financially strong and the B & M was bankrupt at the time but handling its own problems. With the creation of Conrail the D & H expanded into Buffalo and Southern Pennsylvania on trackage abandoned by Conrail. With the takeover of these these rundown, low business lines the D & H went bankrupt. However don't worry the government is giving them funds to service equipment and upgrade rolling stock.

Ever since the creation of Conrail the government has been putting money into it, but no money is coming back. Conrail is putting money into repairing and repainting rolling stock. Conrail has been working on locomotives that are so bad that if they traded them in for new ones, they would come out ahead in the long run. In fact they should trade in old rolling stock for new equipment instead of painting the whole fleet. Most railfans would like this as they would get a chance to take roster shots of paint schemes that no longer appear. (CONT.)

GOPS

In the last issue there was a mistake. In the article on the P & W, the roster said that it owned 2 RS16's and 1 RS15. Since there is no such thing, the P & W must have goofed on the info they sent me. It probably meant 2 RS3's and 1 RS2.

CONRAIL (CONT.)

CONRAIL has been spending most of the governments funds on upgrading track. This is a large program on throughout the entire system. The ex-NYC tracks from Schenectady to Selkirk yard is being completely relaid with welded rail and rebalasted (except for turnouts and sidings). These two have about 30 train movements per day. It is good to see CONRAIL doing something right as this will cut down derailments, loco/car servicing and provide high speed operations. Conrail is also installing CTC and HOTBOX detector circuits for heavy duty mainline.

AMTRACK will be very happy with track upgrading running smoothly as this will work out for a better AMTRACK schedule. It has added seven high speed trains for the tri city area of Troy, Albany and Schenectady on highconrail track. This is good as CONRAIL is the worst rail line allowing AMTRACK operations. This is also strange as CONRAIL operates on some of the most famous passenger train lines such as the 20'th Century Limited, Phoebe Snow, and the Broadway Limited.

While all this is going on, because of slow traffic, shippers are moving to different rail lines. However, CONRAIL is getting them back with reduced rates. So any way you look at it, they are losing money.

It is a shame to see a railroad in 13 out of 50 states go bankrupt, but that's life.

PROTOTYPE NEWS

Amtrack is receiving a fleet of rebuilt G22's from the Rock Island Silvis shops. They will be used in the northeast corridor for freight and work trains. They are light orange and numbered in the 770 series.

Boston and Maine is receiving delivery of 18 new GP40-2's from EMD #300-317. They are painted in the regular scheme but have Boston and Maine on the sides. These are the B&M first turbocharged EMDs.
-Ed Luzine

THE HILLSIDE JUNCTION RMY.

Eric Pfunk

It started about 5 years ago when I got a "train set". This was put away for about a year and a half until my brother and I took it out and worked on it. Then my father got involved.

He bought us supplies and said they were advances towards Christmas. In about April of this year our layout was evicted from the TV room, but where should we put it? We finally decided to put it in the furnace/storage room. After moving we decided to enlarge our layout from 4'x6' to 6'x10'. We then had to earn

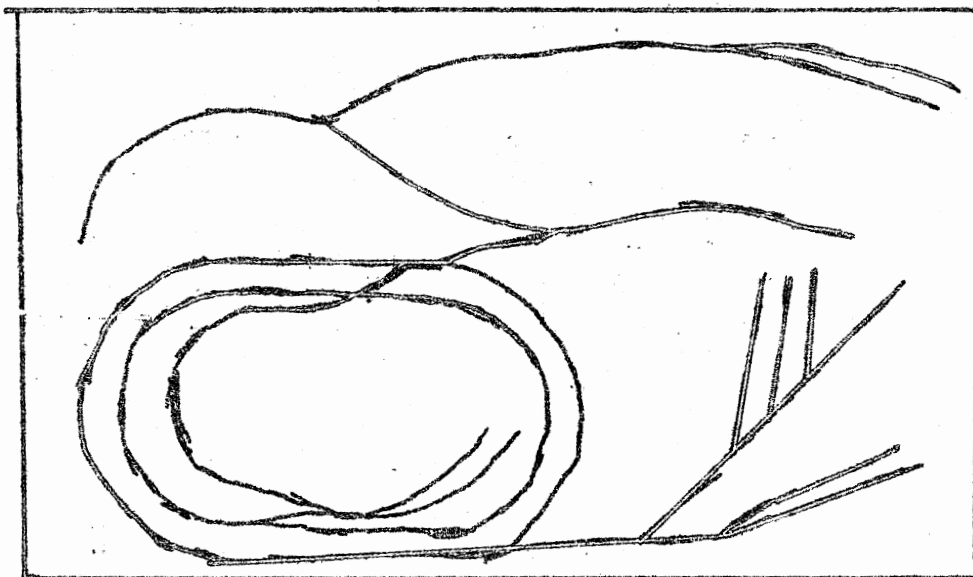
THE HILLSIDE JUNCTION RAILWAY (cont.)

money for more supplies because my father became bored with trains.

About the middle of July we had saved enough to buy plenty of track, switches, and other stuff. When we went to put in the new track and switches, we discovered a problem. My kid sister had cut a lot of wires under the control panel. This forced us to rewire, it took 2 weeks of moderate work, 150-200 feet of wire, a spool of solder, and 50 feet of lacing cord (used to wire into bundles)

At the writing of this article we have 20 electrical blocks and 16 electrical turnouts. Most of the scenery is done in paper maché which will be covered with a layer of plaster and then will be textured using zip texturing. The Hillside Junction Railway has 5 engines (2 diesel and 3 steam) 35 pieces of rolling stock, and 85 feet of track.

The future of the layout is to finish all the scenery. When this is finished, we plan to add an extension.



A TRACK PLAN FOR THE HILLSIDE JUNCTION RAILROAD

SECRETARY REPORT

As the new year progresses we should do OK. We are sending ~~the DEPOT 2nd class to save money on postage~~ and we are also including the directory for the same reason. With any extra money, we will be sending posters to hobby shops to put in their windows. Hopefully this will bring us more members.

The new membership cards have been printed and should be inside this issue.

I hope you all had a wonderful holiday and will start the year off right by flooding me with articles!

-Ted Tait

PRODUCT REVIEW conducted by the Depot staff

(Editor's note--This will be a regular section in the Depot. It is intended to help you in buying quality model railroad equipment. If you would like to send in a product review, contact the editor.)

This first review covers Athearn's HO scale GP7. Athearn markets it as a GP9; this is an error, it is really an exact model of the EMD GP7.

The prototype GP7 is a 1500 h.p. diesel locomotive. They produced between October 1949 and June 1953. There were 2,610 units sold in the United States and a large percentage of these are still running today. The GP7 is powered by a 16 cylinder 567B (567 refers to the number of cubic inches per cylinder.) They were indeed "general purpose" (GP) locomotives as the railroads used them for freight, passenger, and switching duties.

I bought two samples of Athearn's flywheel equipped GP7. They come in assembled form with a detailed parts diagram and parts list. The only work required is to put the wire hand-rails which come with the unit. The stanchions must be folded onto the railing as illustrated in the parts diagram. This is tricky operation, but once you get the hang of it you can finish one unit in about a half an hour. If you are careful you will have a very nice locomotive.

There are no lead weights in Athearn's models, the underframe is cast metal and the loco is good and heavy. There are two flywheels, one on each side of the motor. The model is equipped with NMRA style couplers. The detail on both body and trucks is excellent: I have never seen better detail on any commercial diesel locomotive.

Thanks to the flywheels, the models perform flawlessly. They coast over dead spots in turnouts, and run over all but the dirtiest track. The slow starts and stops are quite an improvement over the jackrabbit starts of other equipment. The GP7 looks and works very realistically on switching chores. I did not take an exact reading, but each model uses less than 0.5 amps under normal conditions.

The Athearn GP7_n has more pulling power than the average pik~~e~~ can handle. I had unit pulling 26 cars and a caboose at over 30 scale m.p.h. This was on level track, but with curves. This is almost the maximum for a prototype GP7!

I repainted my units for the Tonica & Sante Fe, but the Athearn model comes in a variety of road names including undecorated. My rating for this model (we will use a #1-10 scale for all product ratings) is a 10. List price for the HO scale Athearn Flywheel GP7 is 16.98. and is certainly worth it.

-Ted Redell

CARD ORDERS

In the next few issues I will be talking about different ways to make your railroad "come alive" through operations. These are ideas that I am going to use on my Bedfed & Olean railroad.

This first article is on card order system that I use. The card order system dictates where each car will go. They also tell you what the car is going to transport. In my system there are two cards: one which represents a certain car on my railroad (there is one for every car) and another which is called a waybill. The waybill says what is being shipped and from where to where.

Before I explain just how to use them I will explain how to make them. For the car cards I cut a piece of cardboard approximately 3 1/4" x 6" and then took a 3" wide piece of paper cut its length to 3 1/4" and taped it to the lower portion of the cardboard to make a pocket. For the waybills I just used 3" x 5" cards. I then put holes in the tops of the cards so I could put them on nails.


After I made enough cards I took the car cards and wrote them up as in figure one. With the waybills (fig. 2) I first wrote where to send the car to be loaded and then what it would be loaded with. Then it was flipped over and says where to get the car, and where to deliver it. Lastly it says "when delivery is made take out waybill".

Here is how the system can be put to use:
When making up a train, the waybills act as a company's order for a car. When the dispatcher gets a waybill he finds a car that fits the load and puts the waybill in the car's pocket. He then finds a train that is going towards the company. The engineer then takes all his cards and makes deliveries. When he makes his delivery, he flips over the waybill and the car gets "loaded". The card is then put on the nail for that area. Later on when there is a freight going on in the right direction for the now loaded car, the dispatcher has that freight stop and pick up the car. After the freight delivers the car, the waybill is taken out and the car is empty again. The waybill is put back on the pile and the car is left on the siding until it is needed again.

This system seems to work well, and I hope it adds as much life to operation for you as it does me since we now have a way to generate traffic. In the next issue I will talk about how I designed my schedule for fast clock operation.

DIAGRAMS ON NEXT PAGE

CARD ORDERS


Box car Tuscan B+O 90015

To: <u>mm</u>
Empty Car for loading Paper goods
From: <u>mm</u> Del. <u>mm</u> S. <u>mm</u>

A TREK TO THE TRACKS...MECHANICVILLE

Bill Bishop

Not far north of Albany lies the small city of Mechanicville. My friends and I left for the Mechanicville yards of the D&H and the B&M about 11:30 one morning. Our first look at a train came when three B&M locos trundled in front of us on their way into the yard. Two of them were B&M bicentennial paint scheme Ceeps. They had minutemen silhouetted on the front and red, white and blue stripes on the nose. The rest of the locomotive was a basic B&M blue.

Continuing on into the yard, we found several trains made up and ready to leave. A Ceep 7 and several later models were the power for the trains. Winterization hatches and dynamic brake housings dominated the rooftops.

We walked farther down towards an old sanding tower and loco servicing facilities. Down the line a B&M switcher was moving towards where we had just come. I believe it was an SW1200 the number was 1213. Suddenly my eyes almost bugged out of my head, for about 200 yards away was a gallows turntable. Off to the side was a black B&M switcher numbered 1212. It looked very much like an SW8.

Eager for more things to see, we wheeled down a dirt road towards the hump. Some B&M CEEPS pulled a train over the hump, so we sat by a tower and talked to a yard worker for a few minutes. Finally the train passed and we crossed the tracks to some D&H C-628's. I looked down the track to my right and almost fell down with surprise for bearing down on us was the northbound "Adirondack", led by the proud old PA's! After it passed, we crossed and photographed C628's and a D&H RS-11. A fitting end to a fine day.

RAILFAN MEET: GREENPORT

Ted Bedell

The year 1978 closed with somewhat of a muffled bang for the Northeastern Region with three members turning out for a full day of railfanning on the LIRR. The first and last region organized trip of the year was made on December 2.

Our day started at 9:00 AM when we arrived at Hicksville Station. We proceeded to the ticket office where it took 15 minutes to get our tickets written up; not many people take this trip. We went to platform B to get on our train. As we looked down the mainline we saw MP15 #165 coming up the line smoking like a steam engine. We were amazed; the MP15's are less than 2 years old and the smoke was as thick as cotton! Next we saw train 615 off the port Jefferson branch with an FA and two CP38's, a very rare sight. The weather was clear to boot!

With our trip started on the right foot, we departed on train 240 only 7 minutes late. We arrived in Ronkonkoma where we would change trains. Suddenly.... we saw it! There in the yard was the LIRR's snow plow W-83, presumably at its winter terminal (see cover photo)

We got on the one car train (see cover). As we pulled out of Ronkonkoma our engine (MP15 #170) was belching white smoke all over the place. The track is in bad shape on the eastern end of the main line. The speed limit is 35 mph and the ride is like a bucking bronco. We got to Greenport at 12:12 pm, where we saw the old turntable pit of the steam days. We had 9 passengers out of Ronkonkoma, and five when we arrived in Greenport.

We adjourned to have lunch with a good morning of railfanning behind us. Our train had a 2 1/2 hour layover. We left only 2 minutes late with 5 passengers. It looked like the 3 railfans were going to pay for this trip, with the LIRR standing to lose about \$400 on the round trip.

We arrived in Ronkonoma at 4:18 pm with a grand total of 13 passengers (it's a 93 mile round trip in 3 1/2 hours travel).

I got some more pictures of the wedge plow for the Depot. We changed trains and left by 4:31 pm.

When we got to Mineola (after changing to an electric train at Hicksville) we found that no trains to Oyster Bay would stop until 4:13! We decided to visit the local hobby shop nearby. After unloading about \$25, we returned to the station.

We heard from the station announcement that an eastbound electric train had broken down about a mile west of Mineola. Suddenly the whole Mainline stopped--all the signals were restricting and no trains were moving. After a half hour of this, things began moving again. Our train was 20 minutes late because several other trains had to clear the line.

We felt it was a great day and the delays were an exciting way to end it. Everyone got home by 9:00. Attendees: Ted Bedell, Jay Hawthorne, Bob Huron.

RAILROAD STRUCTURES #2
Water Stations

Bruce Wolfeld

Water stations are used by railroads to supply locomotives with water. They are usually located 5-20 miles apart depending on the nature of the traffic. The type of water stations used depend upon whether the locomotive is to be filled before or after starting, and if the train is stopped or moving. The addition of a shop or engine house will increase the amount of water needed.

Water stations should have two independant water supplies in case of breakdown or repairs. They should be located so as to accomodate the heaviest traffic expected, and should be as close as possible to the water supply.

The size of the station is dependant on the the number of engines to be watered, the size of the engines, and the distance to the next station. This total should be increased 25-50% to allow for flucuations in supply.

The quality of water is most important. Dirty water causes deposits and corresion. inside the engine. If water nearby is not good quality then it might be to the railroads advantage to pipe water from farther away. For the most part water comes mainly from springs, brooks, streams, ponds, lakes and wells.

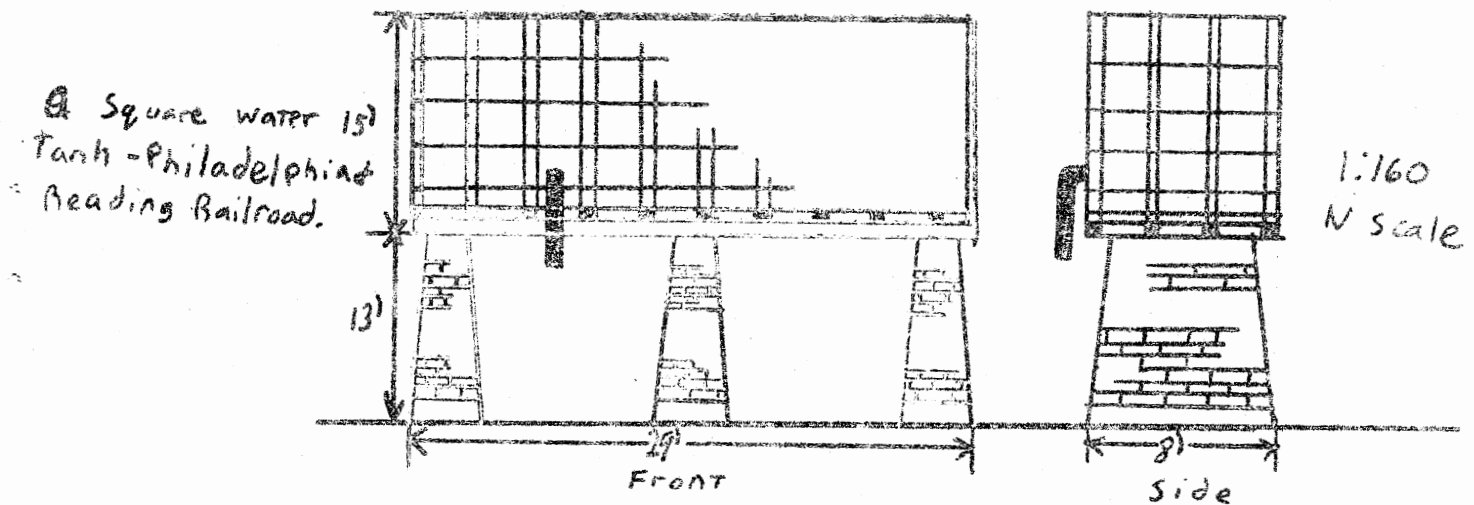
Water is loaded into engines from a water tank usually located right near the track. Another way that was used by the Pennsylvania Railroad was to have a funnel shaped pipe lowered into a shallow trough located between the rails. The force of the engine moving at high speeds sucks the water up into the engine. thus the engine does not have to stop to pick up water.

On large yards the tank is usually located near the engine house or coaling station. It can sometimes be located nearat the head of the yard so the engine can take on water just before it starts its run.

On single track roads, the water tank is located on the oppisite side of a station right where the engine stands. In a double track line the tank is at one end with a pipe going to the other side at the other end.

Wooden tanks are used most, and are a distinct feature on American railroads. In europe metal tanks are most common. The tanks are usually 16-30 feet in diameter and contain 20-80 thousand gallons of water. The floor of the tank is usually 12-15 feet above the track on foundations that are mainly stone or wood. In colder climates the tank is usually enclosed to keep the water from freezing.

Diagrams on next page.....



747's vs. A-B-A's

Jay Hawthorne

Let's face it, I've loved the railroads for many years, and it angers me to hear the unknowledgeable public constantly "bad mouth" our nations most important form of transportation. Little do they know the importance of "steel wheels on steel rails". I'm constantly hearing from people that planes are our greatest form of transportation for long distance traveling. Don't get me wrong, I'm not putting ^{down} AWA, I'm just expressing my viewpoint. You have to admit that plane travel does have one advantage over trains and that is speed, nothing else.

But let me get off that subject and get back to the "bad mouthing" situation, and for this I have two superb examples: Example #1. Recently Newsday printed an article claiming that the LIRR ran faster in 1903. I don't see how you can possibly compare the LIRR in 1903 to 1978. Of course the LIRR ran faster then the then but it only ran 200 odd trains daily compared to todays figure of 715. Also in 1903 they handled only about 17,000,000 passengers yearly, compared to todays figure of 50,000,000 passengers.

Example #2. The country went through a recent nationwide rail strike. It wasn't very long before it started showing up on the nations economy! So I ask you, How can they be old fashion? It's obviously been proven that any rail strike in this country definitely hurts.

So for those who still believe that railroads have gone out of style, tell them you just can't believe that that brand new "in style" 747 can haul as much coal as that out of style A-B-A set of F units.

TO ALL MEMBERS OF THE NR:

I am in the process of compiling information on a map of NR's members railroads that operate in this region. This will interchange for more information in a place you model where another line runs through. If you wish to take part in this, send 50 cents (for duplicating and mailing costs), a map of your road and major cities on it, it's name and your name and address to Ed Luzine Jr., P.O. Box 22, Guilderland, N.Y. 12084. The deadline for maps is the last week in February.

The first region organized railfanning trip of 1979 will be a one day trip to Montauk. Plans are... all attendants will meet at Jamaica station (N.Y.) at 8:30 AM. We will take the LIRR to and from Montauk. Fares are \$10.30 round trip. The trip will be on February 23, 1979. Dress warmly and bring lunch; NO FOOD OR DRINK AVAILABLE IN MONTAUK!! Interested members should contact the president.

Here are the names of two members that are not in the directory:

Kurt Zille	Chip Tondreo Jr.
891 s. Wilder St.	2013 Parkwood Rd.
St Paul Minn. 55116	Charlston West Virginia
	25314.

If anyone has a copy of Train Shed 'Cyclopedia #7 please contact the publisher.

Long Island Railroad color photo sets, 10 prints \$4.00.
Ted Bedell, 411 Hilltop Dr., Bayville N.Y. 11709

Custom model railroad painting/lettering. Reasonable prices.
Send SASE and questions to Ted Bedell (address above)

I HOPE YOU ALL HAD A
HAPPY NEW YEAR AND WILL
START IT OFF RIGHT BY
WRITING ARTICLES...

AND MORE ARTICLES...

AND MORE ARTICLES...

AND THEN SOME.

TED J. BEDEL

11 HILLTOP DR.

BAYVILLE, N.Y. 11709

