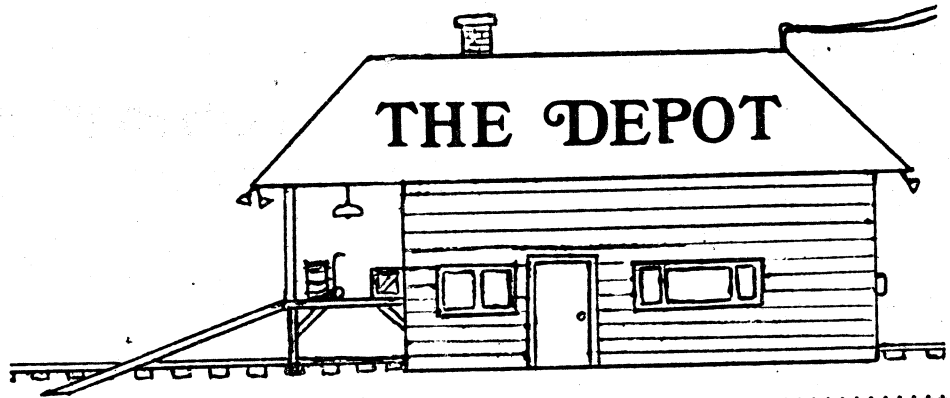
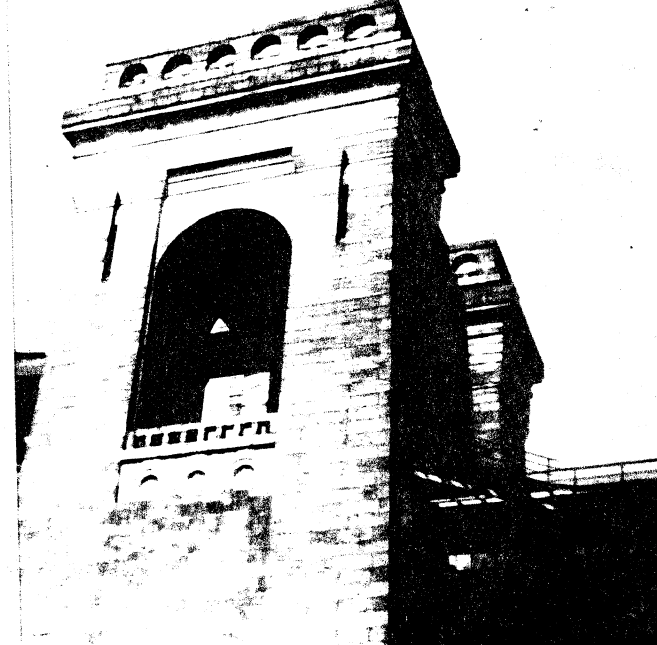
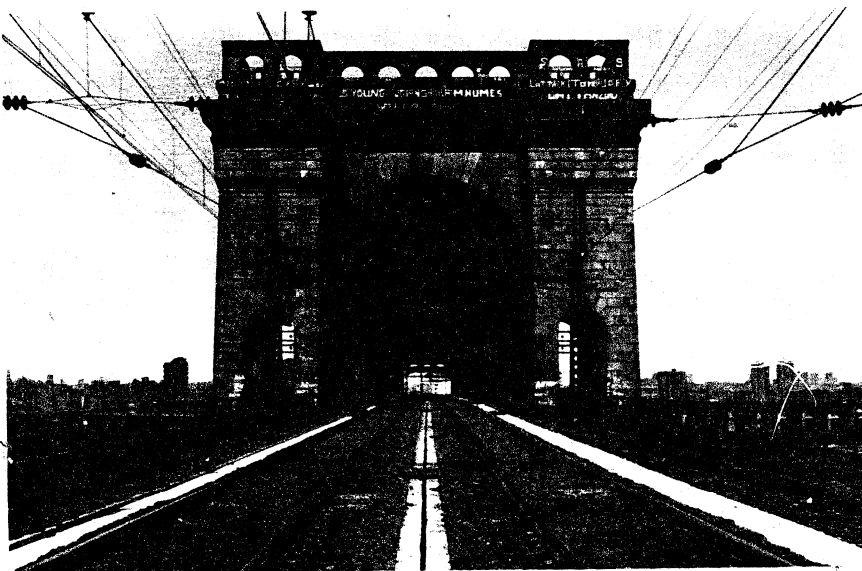


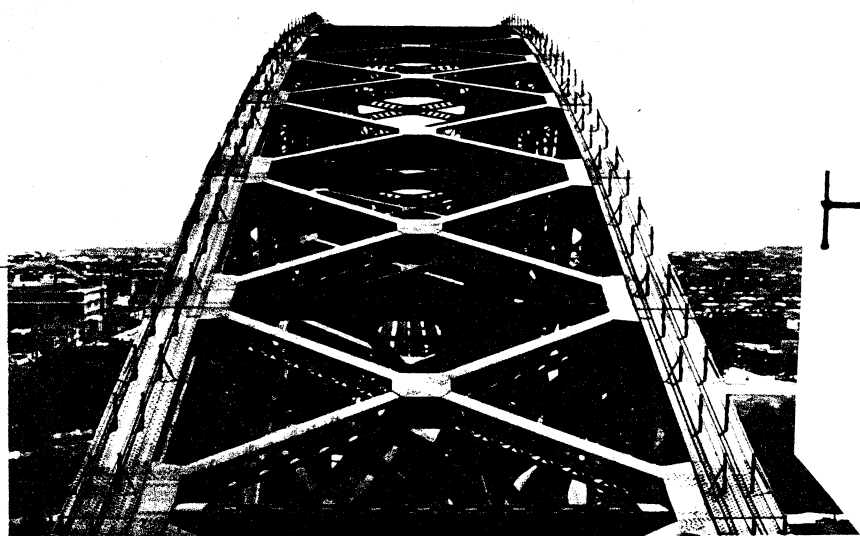
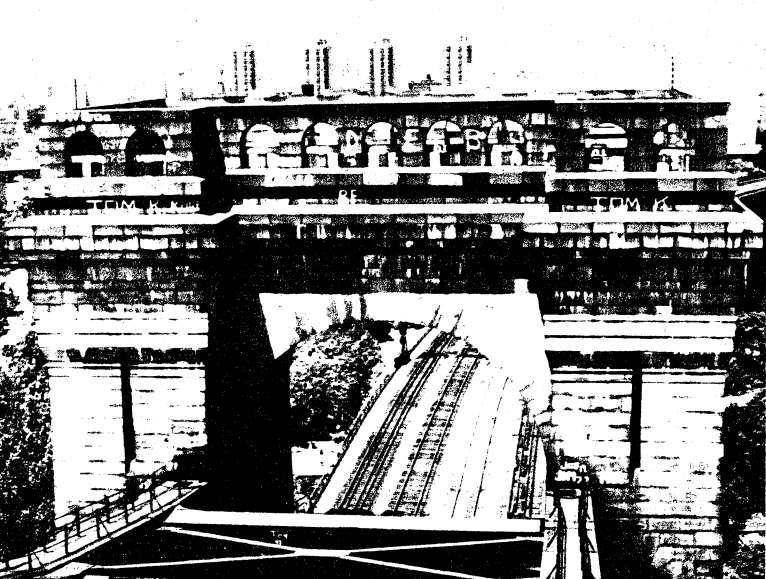


The Depot is the official publication of the Northeastern Region
of the Teen Association of Model Railroading.
In this Issue:

Issue #11 (July-August 1980)

Photo Special: THE HELLGATE BRIDGE, Letting off Steam, Prototype Practices,
A Look at Trackwork, Our new Car Shop column, and more!





THE HELLGATE BRIDGE



DEPOT

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OFFICIAL NOMINATION FORM LOCATED ON BACK PAGE.

FROM THE CAR

Ted Tait

Well, we are still a bit behind schedule, but I am catching up, and as I said before, it was NOT my fault. I do admit however, that it was my responsibility even though I had no control over the situation. Our report on the convention will be coming with the next issue, along with many photos of the events throughout the upcoming issues to come. I am now collecting reports and photos from our attendees to make for an excellent photo and article presentation. We will continue to bring you convention photos throughout the year!

In this issue, we have a special photo feature article on the Kellgate bridge by Anthony Casamassima. I must thank Anthony here publicly as I know he must have spent a fortune on film. He sent me over 25 pictures!!!

As you might have noticed, I am being helped out a bit in the typing department by Jim Schweitzer. Although you may not realize it (just as Ted B. did not until he did it), but the typing for this thing is a big job. I have done it for about two years, and I am getting tired of it. I would appreciate it if there were any of you out there who can type fairly well, to lend me a hand in this, possibly to do all of the typing. Please let us know if any of you could do it. Thank You!

That about completes my comments for now, this is a standard size issue (thanks to some new writers answering my call), and the next issue will be out as soon as I can do it to try to get back on schedule.

LEADING THE WAY-Where readers voice their opinions.

"I was very surprised to hear that Ted DeBell is resigning his job as being the first president of the RR. He has done a really great job (and Ted Rait and all of the others) by merging the dead New England Region with the Allegheny Region to form one really great region. I will miss Ted and I hope that we will be able to find somebody as good as he is and maybe if we're lucky, find someone better."

Ed Lucine

"In regard to Gerry Dobay, who in the last issue of the Deputy, said that Conrail does know how to run a railroad. Well to prove him just the opposite, I suggest a trip to Northeastern Pennsylvania.

The ex-Brie Lackawanna main line through Scranton has fallen from mainline to way-freight status, due to all through trains being shifted to the longer and formerly less maintained ex-Lehigh Valley line between Jersey City and Buffalo, NY via Wilkes-Barre.

The ex-EL yard and shops have fallen into disuse, resulting a loss of jobs, and much poorer service to the Scranton Area. Most operations were shifted to the ex-Lehigh Valley yard in Corton (Pittstown) PA which in my opinion could not compare to Scranton's. Corton is plagued by mine subsidence, occasional floods, mainly due to the fact that the yard is built on the banks of the Susquehanna River. The various yard buildings are just about ready to fall apart, and the only road to the area is a bumpy and narrow dirt path on the river bank! So now most employees in the area are ex-LV, ex-EL men left out in the cold.

Derailments occur frequently and slow orders are the order of the day. Branch lines have been left to rot most of all. Proof of this is the ex-EL (DL&N) Bloomsburgh branch, which runs almost through my backyard. Once (pre-1976) up to 5 trains operated through here per day. Now it sees service about twice a month, if you're lucky. And they usually run up to two cars per train. Not the 100 car trains that plowed through here a few years back. The once double track line, now all weed grown, is torn up south of Kingston.

Poor service by Conrail discourages big corporations from locating in the area. I am sure other areas also experience the same problem. Today's rail service is a far-cry from the days when days such as the great 'Phoebe Snow', 'Black Diamond', and the 'Maple Leaf' served the heart of the 'Anthracite Region'."

Scott Paul Sterowski

"Another letter directed to one Chris Anderson, however I invite all of you to listen in as you may just learn a thing or two. Let's see, where should I start, well since my name was again mentioned in the LOS column about the Anthracite RR's, I shall start there.

First I hope they never catch you riding in an E60. Locomotives are not for passengers, and they should remain in the passenger cars (that's why they don't have passenger locomotives--I realize I am sounding a bit like a person on the pre-school level but that's the way you have to teach some people). Leave the occupancy of locomotives to the engineers, firemen, and other railroad employees."

continued on page

Amtrak's "G" Switcher con't

"Why do you keep consid'ring anything that goes wrong on Amtrak, is Amtrak's fault? Ever you ever heard of the use of the term 'faulty design' or 'design problem'? Amtrak does not design locomotives. They can only purchase what GE or EMD furnish for them. What I think you should take your gripes about the E60 to GE and not be nosy (intrude) for that matter.

What's this about Amtrak losing their insurance policies? The GG1 is being retired due to the fact that Amtrak is increasing the voltage on their electrified sections and the GG1's have no provision for adjusting to this increase in voltage, and it would be quite costly to rework the units, and let's face it, although the Faus love GG1's they are becoming a bit old. Don't you think it's time to bring some new power in to replace these units? The AEMU-7 is just the locomotive. I'm sure you'll let me know what's wrong with these units though, won't you?"

Gerry Dobey

Gerry also sends along the following:

"Because of tracking problems which held up delivery of the Amtrak units (E60's) during 1975 (and which coincided with similar problems with the SDP40P diesels), Amtrak became disenchanted with the locomotives--FRA limited them to 90 mph in a corridor where Amtrak wants to operate at 110 mph and up. Hence, it appears these units will eventually be sold to Conrail to replace freight GG1's, and the new ASFA EMD E-B's will replace E60's in corridor passenger service." -Diesel Spotters Guide Update

"The Oddballs & Oddities column states that the SW1500/RS15's were the first EMD switchers that could out haul the Alco S2/S4 units, however, EMD produced a number of switchers that were rated at the same 1000 hp as the S2/S4's. Included was the NW2, NW3, NW5, F81 (which could out haul the Alcos being rated at 1350hp), SW7, SW9, and SW1200 (also could out haul Alcos rated at 1200 hp) plus a few more. Actually the RS2/3 could be put in the same class as the EMD geeps in which EMD matched Alco in 1949 with the GP7 and topped Alco in 1954 with the GP9 which was rated as 1750 hp compared to the RS2/3's rating of 1600 hp (earlier RS2 production models had a rating of 1500 hp). However, as Bob pointed out, it is interesting to note that the SW1500/RS15's are the first EMD switchers to have a horsepower rating that seems fairly low in today's world of SD40-2's, SD50's, and DD units."

Gerry Dobey

CAR SHOP-A new column!

conducted by Martin McGuirk

I would like to start this, our first edition of the Car Shop column with a brief explanation of what this column should be about. Maybe this will spur those of you who refuse to write anything. So far, despite two notices in the Digest I have received 1 unsolicited article, the other I personally asked for a goodly amount of time ago. We are the second largest region in the NARS, so why won't anybody write anything? I sure don't know.

Continued

In answer to this question might be "The reason I didn't write anything was because I didn't know what you wanted me to say." Well, OK, that we have a brief article 1/2 to 1 page long. Of course an occasional longer article will be occasionally received. Don't worry about the grammar and of it. Ted or myself can correct that, all we need is the raw material.

For those of you who want more information, here is a rough format to follow:

- 1) Describe why you decided to model the item you did.
- 2) Give some prototype background (if possible) such as when the item was built why it was built etc...
- 3) Describe the raw materials used. Be sure to tell what companies products were used.
- 4) What you would do differently if you were able to do the project again.

Now that isn't all that difficult, is it?

VIRGINIA & THURGOOD OLD TIME REVIEWER

Eric Rayman

My Spurwink River RR is set in today's modern era, but I like to run steam power now and then too. Most of my steam era equipment is passenger to signify a fun trip, but I decided I needed some steam era freight cars.

Since four of my steam era passenger cars are lettered T&F, (P&C 50" old time Italian palace cars) I decided I needed a T&F head end car to signify work carrying. I had to guess on spacing of the T & F signifying to say the least and ended up with paint scheme and lettering because I did not have any information to go on, so please excuse any errors.

I started with an unrec. MPC old time reefer kit. The first thing I did was assemble the underframe without trucks and couplers. Then a coat of flat black was sprayed on. The underframe was set aside to dry. The reefer body was assembled according to MPC's directions, pinning all handrails, hatches, and the roofwalk on but leaving the truckwheel off for now. Floquil barrier was sprayed on the body and let dry. This is to prevent melting of the plastic which can occur when using Floquil paints. One of my hangers looks like it was in a wreck after forgetting to use barrier before using Floquil paint!!! (Ed. Note: Floquil paint can cause melting on some plastics, however not all of the time. This depends on the model.)

The sides were masked and Floquil dark green was applied to the sides and roof. After this was dry, the masking was removed from the sides and new masking was put on the ends and roof. The sides were then painted reefer yellow. This was allowed to dry.

While the paint was drying, I put on the underframe. When it was dry, and all the masking was removed, I applied a Floquil gloss coat on the body to provide a good surface for the decals. When that was dry I applied Champion decals 1/16 Roman Black alphabet set (cat. #13-0). Several coats of Solvaset were put on to hide the decal film. While this dried the trucks were put on and tested for proper gear. Assembly of the car was completed, and it was put on the line for service.

The Jailbox car manufactured by Walther's that I recently won in the NAMS March model contest is a fun and exciting car. It comes with a 40' car completely lettered Jailbox and has some funny lettering on it. It also comes with 2 convict or ex-railfans who couldn't keep their cotton-pickin' hands off of the equipment, just as the car side says. It has steel bars inside and more steel bars located on the outside as windows and the main sliding door. The car comes with steel trucks, bolus, and wires, so you can make it light up. The Jailbox car is both fun and exciting to assemble and everything cut, painted, and lettered. Just put it together and you'll get lots of laughs! I rate this kit a 9.

A Look At Trackwork

by Tom Bass

The other day I accidentally tripped my shutter release (this is easy to do since it is very sensitive, sort of a "hair trigger" variety). I got a picture of the ground, I thought. Usually, it's the inside of the lens cap. I forgot about this accidental shot until I got the slides back from processing and, lo and behold, the first shot turns out to be a section of track. I guzzled over the shot for a minute before I could place it as being the one that was accidental. A "wasted" slide? Not at all, for it provides a good lesson in observing.

First of all, the track didn't look familiar. Why? Well the rail looked quite heavy, indicating mainline trackage and probably heavy traffic density. Also, the coloring of the rail was darker than the basic rusty orange rail I'm used to seeing on the long island R.R. Lastly, the crushed rock used for ballast had a different color than the variety on the LIRR. It turned out that the mystery slide was the Chicago & North Western in Chicago.

The lesson I learned was that all track is not alike. There can be significant differences in rail size, for example, that heavy C&NW MAINLINE RAIL WOULDN'T likely be found on one of their branchlines in N. Dakota. Neither would the good ballast be found on their branch in N. Dakota, matter of fact, you might not find much ballast at all. Incidentally, ballast usually varies by region depending upon what type of rock is available in the area the railroad serves. Logically, since ballast is a heavy commodity, a railroad would most likely have a source (or couple of sources) on-line.

Another point that came to mind from that "wasted" slide was that as a rule, most model r.r. track I've seen on layouts does not look like real track. For one thing, model track is made of nice, shiny brass or silver (nickel-silver or steel). It looks new & clean in the box and I doubt that most people would buy it if it looked dirty and used. So, most folk buy the shiny track and put it on the layout as is, instant model railroad. And it looks like a model, because the real track is dirty and used.

Once again, back to the slide of the track. How can we modelers make our track look more realistic?

A Look At Trackwork Cont.

R

For one thing, the rail shouldn't be shiny - the color of the rail can vary from rust to brown to black. A lot more modelers are painting the rail or chemically "weathering" (with products like Hobby Black) the rail to achieve a weathered effect.

The railroad ties on model track are usually unrealistic bright shiny plastic or fiber strips with shiny staples holding the rails in gauge. On plastic ties, the shiny plastic can be oversprayed with Floquil (regular or Polly S) colors as grime or weathered black. Don't use water-based colors, such as Polly-S on fiber ties as the water may cause the fiber ties to buckle which will put the rails out of gauge.

I use a two-step approach. I prefer commercial flex track, such as Lambert or RailCraft, and spray both the rail and the ties in one shot. Don't worry about getting paint on the top of the rail, this is easily removed with an abrasive track cleaning pad. The color I use is a rusty-brownish color, my own mixture that I like, but you can use the colors "straight" or mix to your personal preference. This assumes you have an airbrush (a worthwhile investment), but good results can be achieved with Floquil spray cans. Use more than one color and blend the colors by overspraying colors. This will give a more varied effect than a single color, which yields a monotone effect not found in nature.

After spraying the track, I install the track on the layout and ballast (using regular commercial brand i.e. Campbell, Highball, etc.). Be careful to scrape off the paint where the rail joiners connect each track section or you won't get good electrical contact. Rail joiners can also be painted on their outer surfaces to blend into the rail. Lastly when the track is laid and the ballast is bonded in place, give the track (ballast and all) a light overspray of the basic color (grimy black, rust, or whatever) to unify the rails, ties, and ballast into a convincing roadbed for your models. A very light application will represent relatively recently ballasted main line. A heavy application of overall color will indicate trackwork that has been in use, not necessarily neglected, for some time. As a sidenote, the outer edges of the ballast usually remain closer to the original color than, say, the middle area between the rails. The ballast color weathers from the center to the outside edges.

These are a few suggestions for improving the appearance of your trackwork. Your track will look more realistic if it is not shiny and new-looking. I guess that "wasted" slide was not so wasted after all. It's amazing the amount of information that one can find in one picture, even one that didn't count. A camera can be a very valuable modeling tool if you take the time to really look at the details.

Let's see now, here's a slide of a plain, garden variety boxcar. What can I find there?.....

Prototype Practices

by Bob Huxon

Editor's Note: There was more history on loco classification. Our last issue had 2 such items.

Classification Systems (Motive Power and other)

Herein we explore the ways, severally done, of various Master Mechanics and how they put numbers and names (in some cases) on their charges.

Some steam practices:

Up until the 1900's, the most common way to classify was by cylinder diameter, number of drivers, or engine weight. In the first instance, we take the St. Louis SouthWestern. This line had a rather anomalous system, right up into dieselization (and the diesels had their own system).

Class E1 covered the following wheel arrangements: 4-4-2 (Atlantic), 2-8-0 (Consolidation); Class G1 covered 2-8-0's and 2-6-0's, and the 4-8-4's were covered by L-0, L-1.

The preceding classes were based on a nominal cylinder diameter, so the smallest size was A, the largest M, A=16", B=17", C=18", D=19", E=20", F=21", G=22", H=23", I=24", J=25", K=26", L=27", M=28". The stroke was not counted, nor was the tractive effort.

A railroad that used a system based on number of drivers was the B&O, who also later combined it with a slightly different system. There was originally a system based on a driver and load system. The system had a load rating (Class) from 1 to 4, so the smallest class (at that time) was Class 1, to the heaviest Class 4. Later the B&O went to an alpha-numeric system, i.e. A1, B2, etc. plus subclasses for rebuildings. For further reading, see B&O Power, by Larry Sagie and Alvin Stoufer.

And last but not least, the engine weight classification systems; the D&RGW, and RGW (Rio Grande Western), used a system based on nominal weight in tons, then the gauge type, N for 3' gauge, S for 4'-8 1/2" gauge. So an early 4-6-0 narrow gauge was 45N, and a later standard gauge was 105S for a 2-8-0. The D&RGW later went to an alpha-T.E. (T.E.=Tractive effort in pounds) system. The letter was set up for each wheel arrangement, a few examples-C=Consolidation, M=Mountain, T=Ten-Wheeler, etc.

This is to be a continuing servix, and will be enlarged and updated periodically.

NYC Tender

by Christopher Anderson

In the Putnam yards in Patterson, N.Y., there sits a ex-NYC Mikado tender. It was used over 30 years ago on the Putnam Division. It is painted Penn Central green with a PC logo on it and it is used to supply steam for one of the shops!

Loop and Junction - SOUTHERN PACIFIC

By Bob Huron

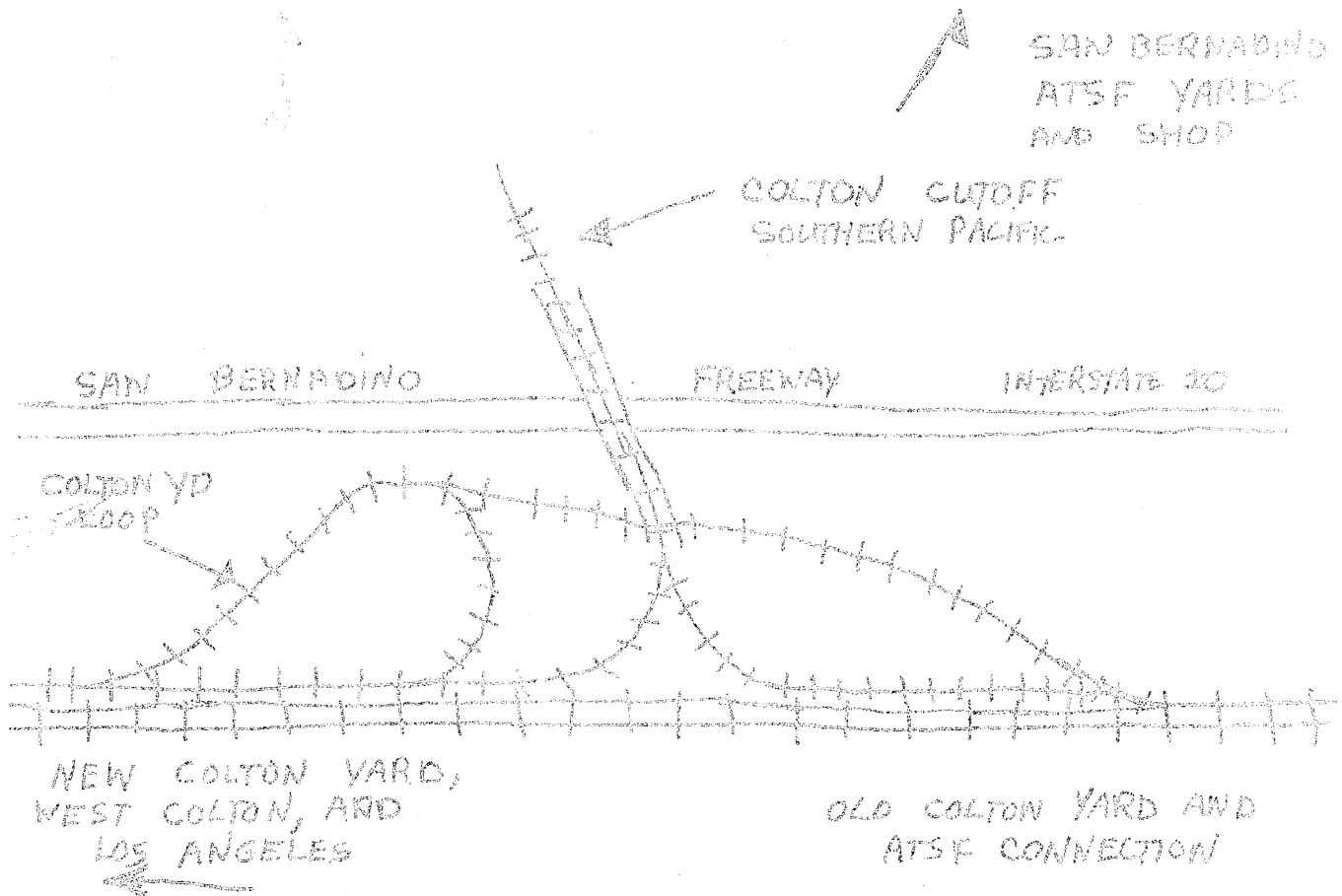


DIAGRAM FROM RAILROAD MODELER MAY 1979, PAGE 62

THIS DIAGRAM HAS BEEN INCLUDED AS A POINT OF INTEREST.

NEXT TIME SOMEBODY TELLS YOU THAT RAILROADS DON'T HAVE LOOP

OPERATION, SHOW THEM THIS!!!!

A look at the E60CP-CH Thyristor type locomotive

by Jon Kinnach

In an effort to replace the aging fleet of GG-1s, Amtrak in 1974 put in an order for 7 E60CP (Steam Equip) locomotives from GE nos. 950-955. The E60CP #950 was the test loco which, on a test run, derailed due to yawning in the lead truck, this was later corrected by GE. Later on 8/75 an order for 19 more E60CH (Head End Power Equip) were ordered #ed 956-975.

The E60 is a more versatile loco than the GG-1 in that it can tap 11,000 volts, 25 Kz, 12,000 volts, 60Hz & 25,000 volts, 60Hz which is the voltage that the New Haven Division is now being converted to. The E60 uses it's many complicated parts are as follows:

The pantograph collects ac power from the catenary and feeds this high voltage to the main transformer. The main transformer steps down the high voltage, then feeds the resultant ac voltage to the rectifier, where it is rectified into pulsating dc. This pulsating dc is then "smoothed" by the main smoothing reactor and fed to the traction motors, which drive the wheels for acceleration (or provide power for dynamic braking.) See Diagram

A lot of people wonder or look confused at me when I refer to HEP or "Head End Power". This is controlled in the cab with what is called the MA set or Motor Alternator. The function of the MA set is to supply 480-v., 3 phase 60Hz power to the Amfleet cars for heating and lighting etc. The MA set is located behind the front end operator's cab next to the main smoothing reactor. It consists of a dc motor driving an ac alternator that provides a 3-phase output. (See Diagram) The only part of the E60 that is of any need to know is the Main Transformer which is the heart of the locomotive. The function of the main transformer is to receive this high voltage and step it down and then supply it to the rectifier panel. The secondary windings consist of four 524-v. windings, two 629-v. windings, and one 803-v. winding. The 524-v and the 629v windings provide power to the six traction motors. The 803v winding provides power to the auxiliary transformer for functions such as wheelslip, battery charging and cab heating. Each secondary winding is equipped w/ a surge protection circuit consisting of a fuse, a capacitor, and a resistor. Each secondary winding is also equipped with a secondary over-current relay. The main transformer is an forced-oil, air-cooled type which uses Pyranol as the cooling medium. The Pyranol is circulated by a pump through the transformer windings and through the heat exchanger. An air blast is blown across the external surfaces of the heat exchanger tubes by means of air ducts to aid in cooling. This oil circulation pump and air blast are in operation whenever the main transformer is energized.

Now that I have informed you guys on how the E60 functions, I thought you might like to learn how to operate one of these striped monsters.

A look at the E60 cont.

Once you have checked all of the requirements on the checklist, you may now proceed with the moving of the loco as follows:

- 1) Place the Automatic brake valve handle in the ~~RELEASE~~ position, and the independent brake valve handle in the FULL APPLICATION position.
- 2) Move the motor cut-out switch on the front EC panel to STAND-BY.
- 3) Move the power source changeover switch to panto ~~FOR~~ OPEN pos.
- 4) Move the ~~power~~ "Panto Down" switch on the master controller to the NORM pos. at both ends. Then CHECK THAT NONE OF THE FAULT DELAYS ON THE REAR RELAY EC PANEL SHOW TRIPPED.
- 5) Move the motor cut-out switch to BOTH F&R TRUCKS IN.

Important before moving the locomotive

- 1) The reverse handle must be inserted before the Throttle handle can be moved out of IDLE position.
- 2) The reverse handle can be moved into forward or reverse only when the throttle handle is in IDLE position and the braking handle is in OFF.
- 3) The reverse handle cannot be moved out of FORWARD or REVERSE position when either the throttle is advanced beyond IDLE or the brake is advanced beyond OFF.
- 4) The brake must be in the OFF position before the throttle can be moved out of IDLE.
- 5) The throttle handle must be in IDLE and the reverse handle in FORWARD or REVERSE before the braking handle can be moved.

Lead or Single-unit Operation

- 1) Remove reverse handle.
- 2) Braking handle in OFF.
- 3) Throttle handle in IDLE.
- 4) Set reverse handle into the forward or reverse pos.
- 5) Braking handle remains in OFF.
- 6) Move the throttle to desired notch.

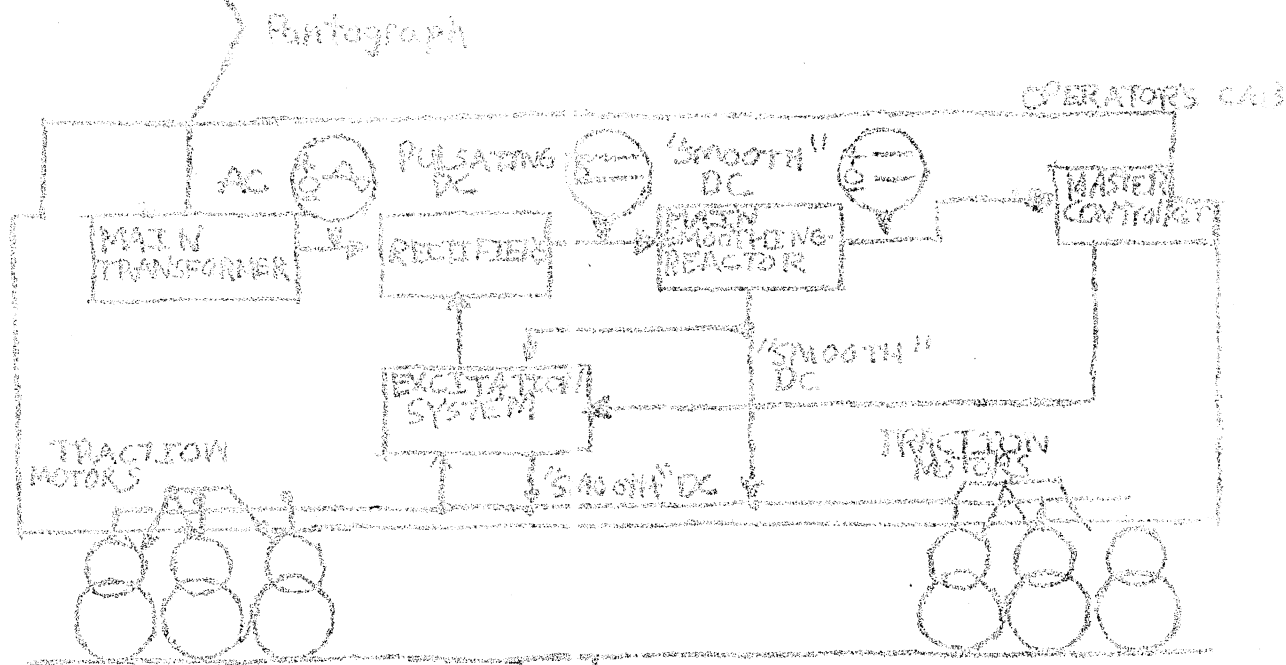
To Stop Unit

- 1) Throttle handle to IDLE.
- 2) Move the braking handle to SET-UP, pause for several seconds, then advance brake.

Now that you have learned to operate these units, PLEASE DON'T GO OUT AND RUN ONE ON YOUR OWN!!! The future of these E60s in Amtrak passenger service is glum due to the recent order of the AEM7 engines produced by EMD. The E60s have not been well liked by the railroad workers because they ride poorly over poor track in the corridor. They are called "Flying Shoeboxes" and "Bouncers" by engineers for their poor riding quality.

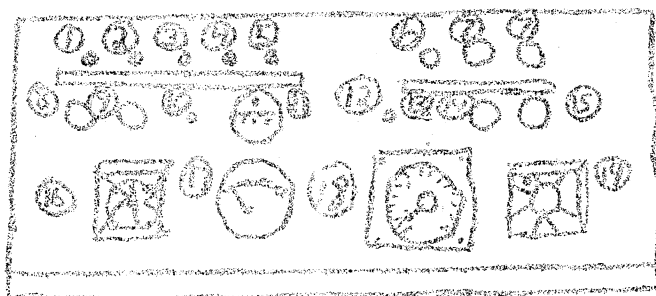
Conrail will reportedly take the E60s for \$1 apiece from Amtrak for freight service. This will be interesting to see the variations that CR will adapt to the E60s in the future.

11,000 VOLT, 25 Hz
 11,000 VOLT, 60 Hz CATENARY
 11,000 VOLT, 50 Hz



BASIC ELECTRICAL SYSTEM

M.A. (MOTOR ALTERNATOR) SET



- | | |
|----------------------------------|------------------------------------|
| 1) Under Frequency Light | 11) M.A. Set Hour Meter |
| 2) Over volts & Frequency Lights | 12) M.A. Disconnect Breaker Switch |
| 3) Ground Relay Light | 13) End of Train Switch |
| 4) Overspeed Light | 14) Power Breaker Close Button |
| 5) Trainline Complete Light | 15) Power Breaker Open Button |
| 6) Power Breaker Closed Light | 16) Alt. Voltmeter Transfer Switch |
| 7) Phase Lights | 17) M.A. Set Voltmeter |
| 8) M.A. Set Run Button | 18) M.A. Set Ammeter |
| 9) M.A. Set Idle Button | 19) ALT Phase AMP Selector |
| 10) Auto Restart Button | |

When I read Eric Haysen's Car Show feature, I was prompted to write this article. Why? Because although Eric probably did a fine job on his cars, there are some things that should be pointed out that could be done for a better job.

To start the job, you may want to wash the model with some mild soap to take off skin oils (from handling), or other oils especially if it is an undecorated model. You can then put on an undercoat if you wish to. If the model has decals on it to start, be sure to remove them as they will be noticeable even if you paint over them. Decals can be removed with window cleaner or Solvaset and some elbow grease.

If you are using Floquil paints, you might have to use Floquil Barrier. Barrier is a substance put on the plastic of a model to protect it from being damaged by Floquil paints which can "eat" away at the plastic. I personally have never used Barrier and I have never had any trouble with my plastic melting. If you airbrush, Floquil should be thinned with Retarder or Dic-Sol with a few eyedroppers full until it flows very easily. If you use Dic-Sol, remember that the more you add, the greater the risk of the plastic melting. Again, I have thinned paints with Dic-Sol rather than Retarder and have had no trouble. Just be careful and test out your plastic models first! When thinning any paints, be sure to use the right stuff! Some paints are different than others, you have water base, laquer base, etc. If you are unsure of what to use where, your hobby dealer that sells you the paint should be able to answer any questions you have.

After a few coats of your painting are complete, a few coats of gloss should be applied to prepare the model for decals. The decals need a smooth surface to allow for a good looking job. When applying decals, position it the way you want it, blot away water with a paper towel, and check to make sure it has not shifted. If it has, just add water and reposition. When the decals are in place, gently brush Solvaset on to set the decals around details. Allow the Solvaset to evaporate DO NOT BLOT, and be careful not to touch the decals while the Solvaset is working or you can damage the now very soft decal. I am telling you to use Solvaset simply because I prefer it over other brands of solvent that I have tried.

When the Solvaset has dried, apply a few coats of dull to cover the decal film, to give a dull finish, and to protect your decalling work. Also to aid in the hiding of decal film. I assume that you always trim your decals as close as you can to the actual lettering. Finally, always remember to be very careful not to get fingerprints in your painting work!

SECRETARY/TREASURER REPORT

After such a long report in the last issue, I have very little to say now. Our convention was a great success, and those of you who missed it missed a great time. Elections are now in progress. Nominations for the office of President are still open and will be until November. You can nominate any regular member (including yourself). Our next issue (hopefully to come out soon to get us closer to on time) will have elections and a winner will be announced in #13. Use the nomination form enclosed to nominate people.

NEW MEMBERS AND OTHER INFORMATION ON NEXT PAGE

MODELING WITH PLASTIC - PART 1

Table Below: The Following are due to the Ad.

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THE WASHINGTON REGION NOW HAS 20 READERS.

CHARLES PERRY BANK	Previous Balance	\$41.40	This new balance
	Income	+ \$21.78	includes the
	Expenses	- \$ 7.42	cost of issue #10.
	New Balance	= \$55.76	10/9/80

MODELING SAWS-The Razor Saw

Eric T. Peckham

(Part II of this series will be on the Jeweler's saw)

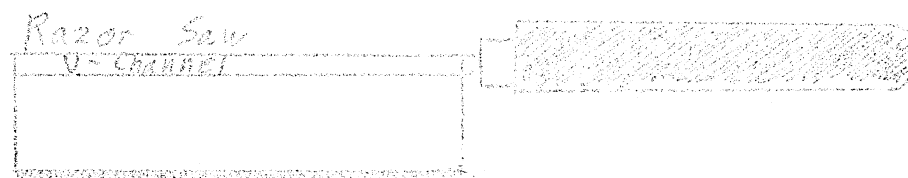
The Razor Saw (fig. #1) is best for straight cuts such as cutting a section out of a locomotive or car shell. Most razor saws are between 8 to 10 inches long, with the blade itself being normally around 4 to 5 inches long. Most razor saws have 30 to 40 teeth per inch and the teeth are normally pointed forward causing most of the cutting to be done on the push, or forward stroke (fig. #2). Most saws have a 'U' shaped channel along the back of the blade to hold and strengthen the blade as it is very thin. Although this limits the cutting depth, the blade is very strong while still being thin (fig. #3).

Good, accurate, smooth cuts can be obtained with the saw used against a straightedge. When cutting, use slow strokes to keep control of the blade. Always start the cut with a backwards or pull stroke. This sets a good notch in the material for the cutting without having the saw bounce all over the place. Apply downward pressure on the forward or push stroke, and then ease up on the pressure on the backwards or pull stroke.

When cutting through thick plastic, smooth cuts can be made easily without melting the plastic from the heat caused by friction between the blade and the plastic by lubricating the saw blade with vaseline. You would be surprised at how much heat can be generated between the blade and plastic. Soap can be used but it is not as good.

Zona, Dixon, X-ACTO, and other companies produce razor saws and some companies have replacement blades so that the entire saw and handle do not have to be replaced when the blade becomes dull or damaged. Always remember when cutting something, to clamp the work to a table. Don't risk your fingers!

FIGURE #1



MODELING SAYS can't

1980-1981

1980-1981

NEW YORK, N.Y. (UPI) -

1980-1981

--U Channel

--Blade

(enlarged)

PROTOTYPE NEWS

The New York, Susquehanna and Western RR Co. has been bought by the Delaware Otsego Corp. of Cooperstown, NY. DCC also owns the Cooperstown & Charlotte Valley; the Ponds, Johnstown & Glensville; the Central of New York; and the Lackawanna & Stourbridge.

President Carter has announced \$750 million for five years for the Northeast Corridor work between Washington D.C. and Boston. \$37 million is for improvements of the B&O tunnel in Baltimore.

After the announcement of the SP-ATSF merger, the SR and N&W announced merger talks are on again. Some people in New York like this as the D&H is envisioned as a major part of a N&W-SR network. The D&H is really in financially hot water.

(all three) Ed Lazins

Boston's MBTA plans to purchase some Canadian LRV's (Light Rail Vehicles). The exact number being purchased is not known at this time, nor is the reason the MBTA is buying them, although the Canadian LRV's will probably be used to replace the troublesome Boeing LRV.

--Eric Hagman

MORE LETTING OFF STEAM-The letters keep coming in! Here are some late entries:

"I, Christopher Anderson attended the 1980 Convention for many reasons, one of which was to clear myself. Through past 'Letting Off Steam' articles, I must have been seen as a narrow minded, hostile idiot. I knew I was trying to make a point but obviously went about doing it the wrong way. For me to recognize my mistake, I was lucky and learned something from it. I'm deeply sorry and promise to finally wise up: I will appear in Letting Off Steam making non-hostile news on Conrail and more."

"To Gerry Doherty, your response" (from the last issue Ed.) "was alright but didn't make much of a point. As far as Conrail is considered, I will not actually back down. I have some backup from some NR members and have pictured evidence if you want. Also the word 'stink' is a very flexible word in my vocabulary because it can mean either 'Okee Dokes' to 'a total loss'. I promise to ease up on Conrail and help it instead of destroying it."

"Well Gerry, if you are in my area come on over. I'll try to set a railfan trip on the Upper Harlem Line. So let's meet this country on the right track, OK?" Christopher Anderson

1977 JANUARY 24

...and the fact that the government is not doing enough to protect the railroads from the competition of other modes of transportation. The government has a number of lines with the purpose of making it a profitable freight and passenger service. They have done a lot of work and still have a lot to do, but we still have a working railroad transportation system (better than anything I could think of), including some private roads still doing alright despite the intense competition of other modes of transportation.

Now I ask, why are we even arguing about this? It is an understated fact that we all like trains. If it were not for the government coming in we might have a lot finer trains to look at. So maybe you miss the different paint schemes, or you miss the long trains that went right by your house, but many decisions as to the fate of many a mile of track had to be made. You may think that many mistakes have been made (as any human can make a mistake), but you may not know the whole story behind the situation.

If you want to hear, or talk badly of the railroads, why not refer to the paper or other media who only announce the mistakes of the railroads and seem to make them sound bad. So let's keep 'I hate this RR or that RR', as well as politics and personalities out of the Depot. Discussion and debate are one thing, but personalities must not get in the way of debating with factual evidence or just general opinion."

Ted Tait
A concerned member

...The NR is in a pretty sad state of affairs. Ted Tait and Bob Huron and several others are the only ones who seem interested in keeping us together. I try to get together with the guys as much as possible. Being in the NR isn't just sending in your dues to get the Depot. It is a chance to get together and to get to know each other. Since the resignation of our President (a good cause, Ted B, I'm not knocking you down) Ted Tait has had a tremendous amount of work put on his back. If it wasn't for Ted this organization would crumble. Literally! I figured it was about time I sent in some articles to help out. Sitting on your duff is not going to accomplish anything. Send in anything you might think is of interest to us. If Ted will accept this I will nominate myself as President. I will try to do my best if he accepts. (I think you just nominated yourself! -Ted) As I said before I try to get together as often as I can. Almost always it is the same people: me, Bob Huron, Ted Tait, Ted Sedell, and Kevin Lindstrom. If you want to get in on a mini-mini convention give Ted or me a call or write. By the way my new address is: Rich Eyerly, 96 Gulberson Rd, Basking Ridge, N.J. 07920. So if you're interested drop Ted or me a line. Come let's make the NR something to be proud of."

Phone # (204) 766-0164

-Rich Eyerly

I HEREBY NOMINATE _____ TO THE OFFICE OF
 PRESIDENT OF THE MEMORIAL BOARD OF THE ROSS ASSOCIATION OF
 RAILROADS FOR A TERM OF TWO YEARS.

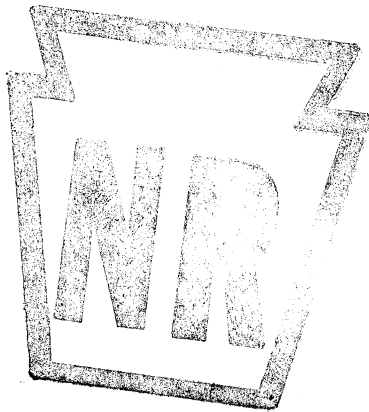
(you may sign here if you wish
 your nomination to be known
 by the nominee)

MAIL TO:
 Ted Teit
 16 Evergreen Dr.
 Syosset, N.Y. 11791
 ALL NOMINATIONS MUST BE IN BY NOVEMBER 17, 1980

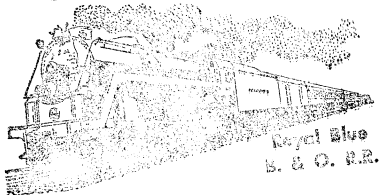
YOU MAY NOMINATE YOURSELF IF YOU WISH.

EITHER THIS FORM OR A FACSIMILE MAY BE USED FOR THE PURPOSE OF NOMINATING.
 ELECTIONS WILL BE HELD WITH AN ELECTION FORM IN THE NEXT ISSUE.

(the above space is to be left blank for no particular reason)



Ted Tait
116 Evergreen Drive
Syosset, New York 11791



Royal Blue
E. & O. P.R.

