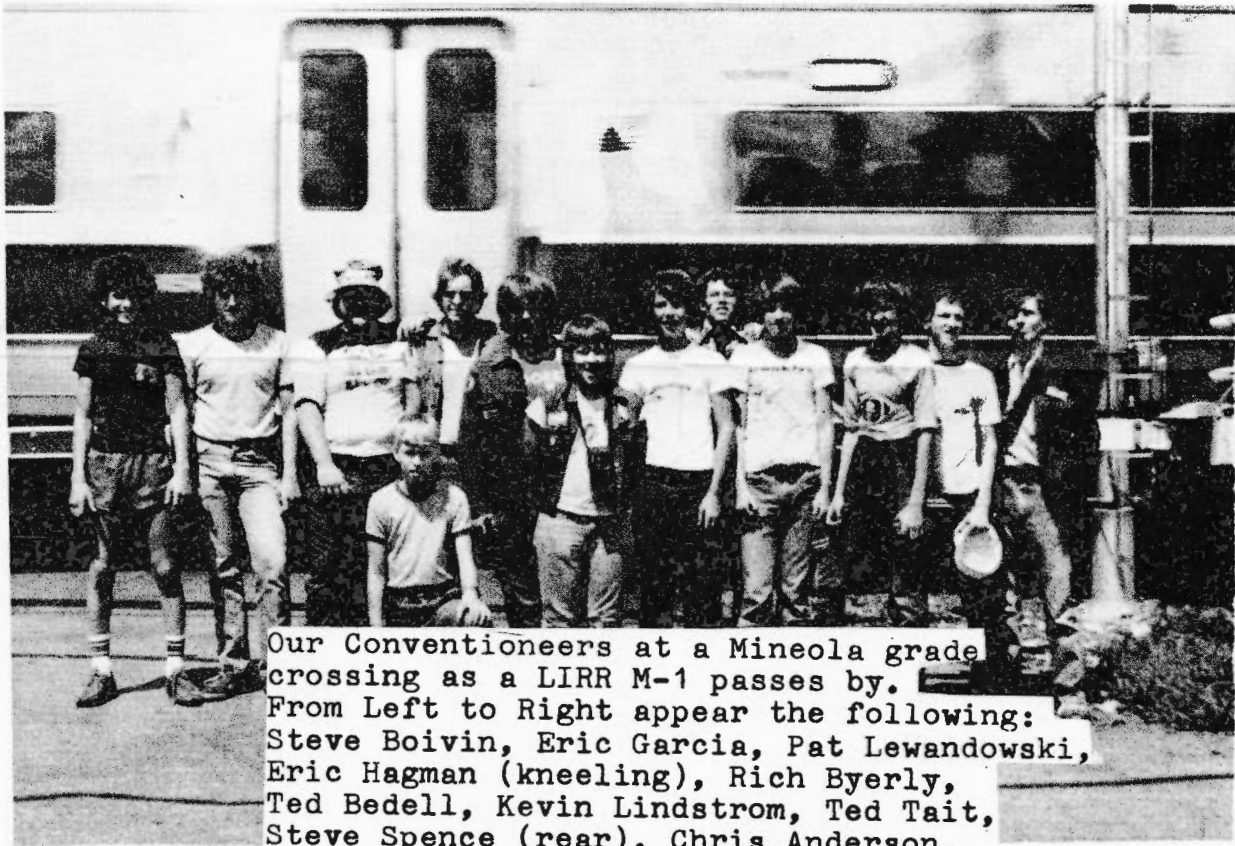


The Depot is the official publication of the Northeastern Region of the Teen Association of Model Railroading.

Issue #12 September-October 1980

In this Issue: CONVENTION 1980, Presidential Election, Modeling Saws II, Action In Traction, NEST News, Prototype News, and More!!!



Our Conventioneers at a Mineola grade crossing as a LIRR M-1 passes by. From Left to Right appear the following: Steve Boivin, Eric Garcia, Pat Lewandowski, Eric Hagman (kneeling), Rich Byerly, Ted Bedell, Kevin Lindstrom, Ted Tait, Steve Spence (rear), Chris Anderson, Bernie Stone, Jim Schweitzer, and Bob Huron. See story on page 1.



OFFICERS

Acting president- Ted Tait 16 Evergreen Dr. Syosset, NY 11791
Secretary/Treasurer- Ted Tait
Editor- Ted Tait
Associate Editor- Bob Huron 111 Valley Ave. Locust Valley, NY 11560
Associate Editor- Ted Bedell 6 Oak Pl. Bayville, NY 11709
Publisher- Ted Tait
Typists- Ted Tait, Jim Schweitzer 72 Doud St. Farmingdale, NY 11735
NEST Coordinator- Martin McGuirk 285 Melville Ave. Fairfield, CT 06430

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FROM THE CAB

Ted Tait

I am sorry for prior delays and I am now making an earnest effort to catch up. I have just finished the final typing of issue #11 and here I am, starting work for #12. If I follow my schedule, you should have this Sept.-Oct. issue by Dec. 31, 1980! I have provided extra time allowances because of the holidays. The Nov.-Dec. (#13) will be out in about a month after that if I have enough material. Please send in those articles because these issues are coming out fast and I need your continued support! Hope you enjoyed the Holidays!

CONVENTION REPORT

Convention by Murphy's Law
(If things can go wrong, they will)
TAMR-NR National Convention
By Bob Huron

Our group pulled itself together from all over the East Coast, an average group. From Dover, NH and Springfield, MASS in the North, and Wilmington, DEL in the South, they converged on Long Island, the scene of the convention.

Aug. 15, Friday: Hicksville, NY (Long Island Railroad), a very busy main station, and an important junction for the Main Line and the Port Jefferson Branch. Here the Long Island North shore group met up with Ted Tait's group from Syosset. The North Shore group consisted of: Ted Bedell (TAMR Rep), Kevin Lindstrom, Eric Hagman (Dover, NH), Rich Byerly (Basking Ridge, NJ), and your author. Ted Tait's group group from Syosset consisted of: Pat Lewandowski (Wilmington, DEL), Eric Garcia, Steve Boivin (Granby, MASS), Bernie Stone, and Ted Tait (NR Sec.).

continued next page

CONVENTION REPORT cont.

We then got tickets to go to Greenport, a trip which everyone was looking forward to. On the way, we picked up at Farmingdale, one of the NR/TAMR's newest members, James Schweitzer. And so on our way we went, little did we know what was in store. At Ronkonkoma, Murphy's Law struck for the first time. There was NO connecting train to Greenport, just a bus. That was a real letdown. We thereupon stayed on the same train we came in on to return. The nicest part of the trip was a railfan conductor, who was also a modeler. Plus we got to know each other quite a bit better.

Back to Syosset via Hicksville we went, or almost. The North Shore contingent in Ted Bedell's car wound up in Melville, near Huntington, and there we ate lunch at the Golden Arces. The Syosset gang wound up at Wendy's in Syosset, where we eventually all met up again. As we passed Wendy's, we saw Ted Tait and group enter Wendy's and they were waving at us. We quickly backtracked and met them. Murphy's Law again.

We then all adjourned to Ted Tait's house for a regrouping. Since we couldn't get to Greenport, we then opted for the Grand National two-barrelled Rail Baron championship. There were two groups playing simultaneously, as there were two games available. One game was played with 4 teams, and the other with 4 singles. This continued for several hours, as Mrs. Tait plied us with goodies, and got a feast fit for a king put together. Taking a break from Rail Baron, we proceeded to break bread and chops. In order to further occupy a little more time, we showed the Kalmbach movie, "The Magic of Model Railroading". This movie is highly recommended as it shows you not only how to put a model railroad together; but shown in reverse it shows you how to unzip zip textured scenery! There was also a slide show of Pat Lewandowski's slides, and a movie that didn't fit the projector. Murphy's Law again, for the third time. Some of the group went to see "The Blues Brothers", and the rest had a bull session. So ended Friday.

Aug. 16, Saturday: The day started off on a good note, we were supposed to see two very good club layouts, the Nassau Model Club, in East Williston, and the West Island Model Railroad, in Farmingdale. Now Murphy's Law interfered with a vengeance. The West Island was flooded out the week before, and we were unsure whether they'd even be able to operate. You guessed it, they couldn't.

Well, we made the jaunt to East Williston, and it was well worth it. Some of our group had a chance to run their motive power on the Montauk Valley (Nassau's club name of their layout). This line appeared not long ago in Model Railroader, in a great color spread.

We also visited (rather invaded) Willis Hobbies in Mineola, which was welcomed by all present! (We added a couple of people to our roster who later attended our banquet. They were: Chris Anderson (of Model Railroader fame) and his brother, Ed, and Steve Spence and his father. We had our photo taken by Nassau Tower (Mineola) for the Official Convention Photograph. We then adjourned to Ted Tait's house where we prepared ourselves for the banquet at the Ground Round in Hicksville. There we had a real great meal, and the awards were presented. By now, we had said "Farewell" to our arrivals of this morning, as they could only stay for the day.

continued on next page

After this, we went to Sayville and had a great beach party. This ended the day on a very good note.

Aug. 17, Sunday: This day was our long awaited trip to Princeton Junction, NJ. There was a little preparation getting our timetables together, but we made it. We departed Penn Station on time at 12:00 Noon, on the Betsy Ross (Train #134), with full Amfleet service and an E60CP on the headend. About 45 minutes later, with three stops, we were in Princeton Junction. The train was doing about 90 between stops, this with about 10 cars.

At Princeton Junction, we were all extremely famished by the time we got there, so we went to Princeton to eat at a Wawa store. (Honest!!)

It was a great day for photos, and this newsletter will be chock full of Amtrak photos for awhile. We saw about seven GG-1s and there were two sets of doubleheaders; these were on Southern trains (the Crescent). There were also plenty of E60CPs, Metroliners, and Amfleet equipment. The Metroliners were in both modified and unmodified versions. Add to this the New Jersey Department of Transportation M.U.s, and a Conrail train and engine movements, it was quite a day. One of the highlights of the day was a light engine movement of eleven engines in a lashup. This consist had everything, SD45s, C23-7s, and assorted SDs and GPs.

We passed the "juice train" on the way going through Kearny Yard in Jersey City. This train carries orange juice from Florida for Tropicana, and is operated with #4 E44s on the headend. Sorry, but we don't have any photos of these.

All in all, a very good day. Murphy's Law struck though. Pat Lewandowski thought he lost his camera, but he had actually left it with Bernie Stone on the next car. He needed some help, so Jim Schweitzer volunteered to go. So they jumped off and sat in New Brunswick and watched trains and got back about 2 hours after we did, happy to hear that his camera was waiting for him at Ted Tait's house. So everything worked out, and everyone at this convention agreed, "IT WAS GREAT!!"

Editor's Note: In conjunction with the convention, a number of contests were held. The following letter was sent to me by Andy Nortnik, winner of this year's Grand Prize, an HO scale Bachmann Mikado.

Dear Ted and TAMR staff,

I don't know how to thank you for choosing my model of Tiller;s to be the contest winner. The pictures I sent were crummy and didn't show much detail, Sorry!

The model came in perfect shape and will surely go into my engine collection as well as running under the Christmas tree with Santa Claus this winter. Please be sure to thank Bachmann for the locomotive, I've always appreciated their detail. The locomotive really makes me appreciate my work more!

Thank you very much!

Sincerely,
Andy Nortnik

P.S. The TAMR really helps me and I enjoy getting it. I hope you're still around when future railroaders need help and enjoyment!

We also wish to thank the following for their contributions:
Bachmann Brothers Inc. Standard Hobby Supply
Moses Enterprises No. 1001 Woodland Scenics
Walthers Inc.

Conrail Caboose

It seemed that everywhere our family goes, we see a Conrail train and everyone likes these little cabooses, so they persuaded me to model one. I agreed as long as they got the paint, caboose, etc. The next day, we went to the hobby shop and got an Athearn HO Day Window caboose. It was painted for the Chicago & Northwestern Railway. I also got a jar of Floquil Conrail blue and sent away for Walther decal set 934-325-06. Meanwhile, I painted the sides and ends with a few coats (thin) of the blue. After this dried, I painted the roof and the bottom edge with Pactra black. I would suggest that anyone modeling a prototype car should get a picture of it. I used a picture of Conrail N7E 21151 in the Feb., 1979 issue of Rails Northeast. Once I got the decals, I soaked them and put SMD Industries Decal Set all over the body where the decals would go. Be sure to put the Set both over the body and over and under the decals. This will eliminate a lot of air bubbles. The few air bubbles I had were poked open with a knife and more Set was put in. After everything dried, I sprayed the whole thing with Testor's Dullcote which hides the decal's film.

Automatic Car Identification

By Eric Hagman

I have always wondered what the color coded labels I have seen on the sides of railroad cars were for. (See Diagram) So, I decided to find out. I would like to share with you what I learned.

There are now over two million railroad cars moving constantly over 260,000 miles of track in North America and keeping track of the day-to-day movements of each and every car is a very tedious job. Every time a train enters or leaves a classification yard, interchange, or junction, it's cars must be recorded. This very cumbersome task was normally done manually and while this operation was taking place, train speed was limited to 10 MPH. But with automatic systems of recording, trains are able to go up to speeds of 65 MPH, such as with the Sylvania Kartrak 800. The Kartrak 800 has three main parts: The color coded label, (See Diagram) which is placed on the railroad cars, the scanner, which reads the label, and a detector, which prints out (decodes) and stores the information.

What happens when the train goes by, the scanner shoots a beam of light out and records the reflection of the color coded label. Then, the detector reads it and stores it.

The scanner reads the labels bottom to top in these steps:

- 1) Start (This starts the decoder's memory up)
- 2) Equipment code # (tells the type of car)
- 3) Car #
- 4) AAR-ACL owner's name and identification #
- 5) Stop (This stops the decoder's memory)

The equipment code #s are as follows:

- 0 for railroad name
- 1 for privately owned cars
- 2 through 5 for trailers and containers
- 6 for work equipment
- 7 for passenger cars
- 8 for cabooses
- 9 for locos

continued on next page

Proper placement of these labels is important and they must be on a unobstructed vertical flat surface, free of doors, channels, railings, rivet heads, seams, etc. The label can be no lower than 15" above railhead and no higher than 9'6" above the railhead. Labels should be on both sides of the cars that are using this system and for vehicles with 6 axles or more, there should be two per side.

The scanner is enclosed in a steel cabinet weighing 160 lbs. and measures 39 inches by 14 inches deep. A scanner should be placed 12 ft. away from it's facing rail so it has a vertical scanning range of 15" to 9'6" above the railhead. The scanner is designed to withstand all weather conditions and temperatures ranging from -50 to 150 degrees Fahrenheit, along with 100% humidity.

The scanner cabinet contains the illumination source, scanning optics, photodetectors, cable drivers, electronics, and it's power supply. All of this is connected to the decoder by no more than 100 feet of cable and the decoder must be in an environmentally sound building. (One that has controlled atmosphere, air conditioning, heat, low humidity, etc.)

The scanning equipment can read a label up to 4 times, if necessary. The light is projected out at a label, where ~~the~~ it is reflected back to the Sivercol mirror lens, where the label's image is created for the decoder to decode. (See Diagram)

Some problems are dirty, defective, or damaged labels, which give false readings or none at all. Because of these problems, not every railroad uses them, but some railroads use them to keep track of a certain car type, like unit coal cars. (See following)

Q&A-The column that answers YOUR questions

Dear Ted,

In issue #9 Ted Tait told you that you could make inexpensive coal loads. Well, the same thing can be done with logs. Use a small piece of cardboard to fit in the car, then, using dowels from 1/10" to 1/4" in diameter (depending on your scale), paint them brownish or whatever suits you. The same method, used with fine sawdust with yellow food coloring, dyes and dried, makes great wheat and corn grain for your hoppers. (Experiment with other colors to simulate sugarcane, barley, or other vegetation.)

Sincerely,
Chris Anderson

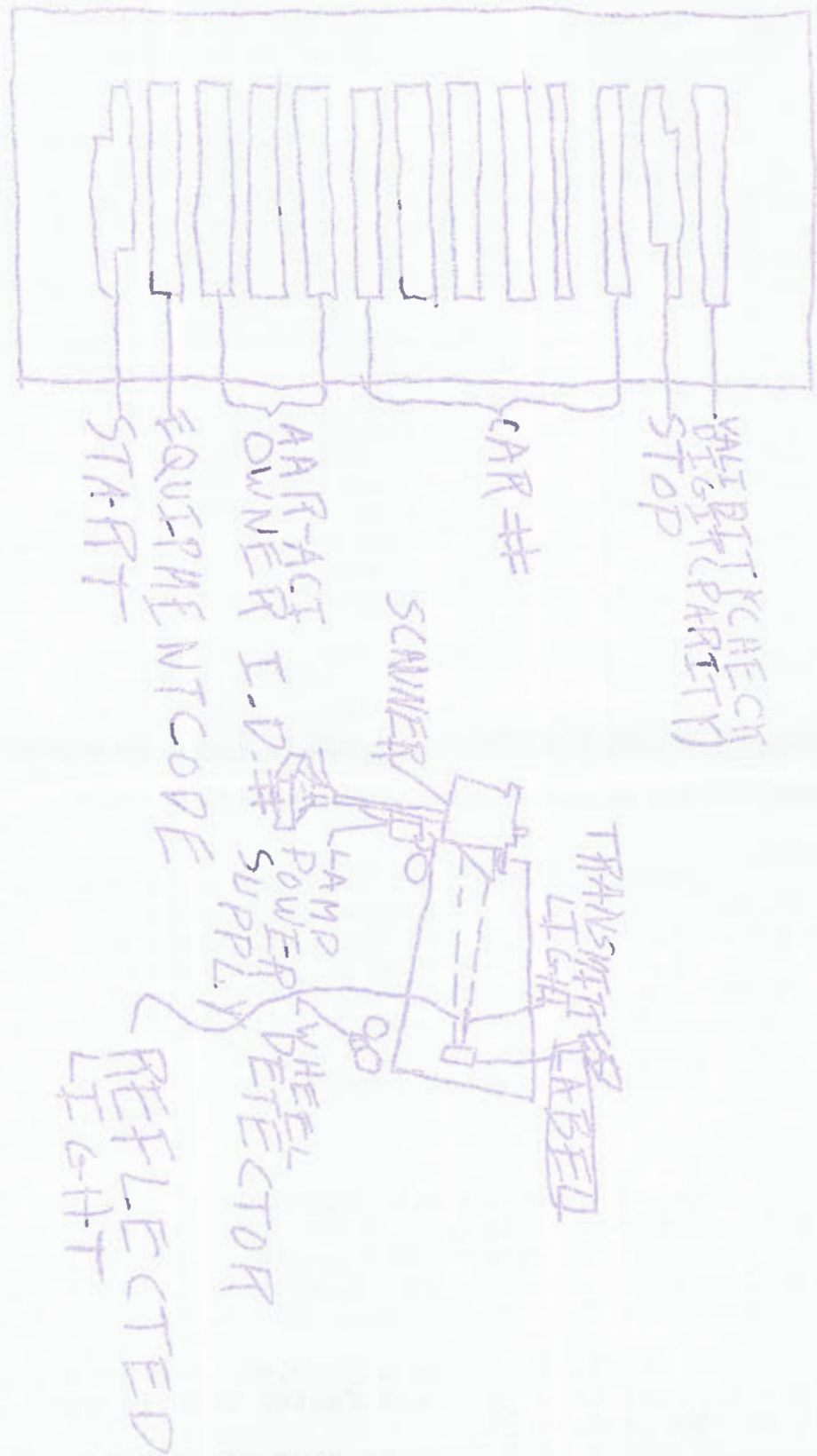
This article is not intended to urge you to rip up your RR, it is merely to help you if you have to move your RR. In June of this year, I got word that I would be moving over the summer. At first, I took the news wholeheartedly until I went upstairs to the train room. Then it hit me, I had to destroy the RR.

At first, it posed a problem but, once I got started, it (the layout) came up a lot faster than it went down. It's time to get to the good stuff.

To start with, remove your structures. Most people don't permanently mount them, but I did. I used white glue (Elmer's) in each of the corners, as I intended them never to move, I used a lot of it.

continued next page

DIAGRAM: KARTRAK 800



When it came time to rip them up, I used a sharp chisel. It worked well. I only destroyed one of the buildings. Next was the ground cover. A lot of model railroaders use a stocking in a vacuum cleaner. I found this very time consuming and I simply swept it up. There wasn't much left afterwards, so I dumped what was left.

Now it's time to rip up the trackwork. I use only flextrack and snap-switches, so it wasn't too bad. To start with, remove as much ballast as possible. Then find where your nails are. Place a putty knife under the tie where the nail is. Then lift up slowly and evenly. Most of the time the tie will come up with the nail. Sometimes, the tie will break if it does it can be repaired by dropping some plastic glue on it. Whatever ballast is left should be picked up by now. Well, fellow model railroaders, I hope this will help you if the situation arises where you have to destroy your RR.

Rich Byerly

(Typist's Note: Rich's railroad was the Norfolk and Western.)

PROTOTYPE PRACTICES -a regular column of interesting railroad practices

By Bob Huron

For some really different way of operating a trolley line, try this one. Operate your trolleys through a barn (cow barn, that is); this actually happened on a streetcar line that operated around Washington, D.C. The line involved was the Washington & Great Falls, a suburban line, which was one of the more scenic of the lines around the area. The barn involved was directly on the right-of-way, and the dairy operations were carried on, with the cars going right on & through. This admittedly is a very different prototype. As for regular passenger lines operating through carbarns, there were prototypes for that, too. The Market Street Ry. in San Francisco had one of it's lines operating through one of it's barns, during the normal course of operations.

For a note on a slightly different subject: With most railroads around the country scrapping their old Alcos, and in some cases, rather new Alcos. The irony of the situation I'm going to speak of, will be rather apparent. Amtrak is now buying Canadian LRC trains (Light-Rapid-Comfortable), built by Montreal Locomotive Works (ex-Alco subsidiary); and the ownership of the 45 Alco RS-3s used in work service is making Amtrak into one of the larger Alco operators. Of course, parts for Alco engines and the GE electrical equipment are still very readily available, and, really, Alco engines can be used and rebuilt ad infinitum. The 251 engine has a good record for strength and reliability, the only bad mark is the fact that Alco was forced out of business, not by it's own actions, but by a competitor's.

To change the subject slightly; how many of you know what a restricted service boxcar is, or a dedicated service gondola? These are what yardmasters have to know when trains are made up. A restricted service boxcar is a car that can handle only certain types of cargo and is set up to handle them. A few examples of restricted service cars are XAP(Auto Parts Box), XAF(Food Service Box), LO(Covered Hopper), FW(Well Flatcar), LF (CONTAINER FLAT CAR), XAN (Box-newsprint Service). Dedicated service cars are cars dedicated to a particular manufacturer or industry. Virtually any type of car can be used in dedicated service, although box cars and gondolas predominate. For instance, would be the use of flat cars for a quarry, or boxcars for leather&hides.

A dedicated service car would be marked with the phrase-

RETURN TO AGENT -B&ORR

Olean, N.Y.

MUD SERVICE- OIL WELL Cont. on next page

A restricted service car would be marked as below with the phrase -
 RETURN TO AGENT
 - B&O RR-
 NEAREST INTERCHANGE
 NEWSPRINT SERVICE
 NO BACK LOADING

Also there is a system restriction operation; the NYC had a prefix they used for restricted cars. the number had S-000000 on the cars. These showed that they were restricted to the NYC system, and could not be run off the line. there was and is, the maintenance-of-way equipment prefixing. This is the system using X before the number. these apply to the wreck cranes, flatcars, hopper cars (for ballast), etc.

So there are a few ideas to play with. Special paint jobs for dedicated equipment are sometimes used, but not always. Maintenance-of-way has usually a special scheme, but it depends on the roads involved (Colors used-gray, mineral red, yellow & silver (ATSF)) @. The lettering scheme used varies also to suit. The latest numbering system using the Automatic CAR IDENTIFICATION, uses 9XXX, 99XXX, 999XXX series, also some railroads use the series for cabooses. the ATSF and N&W cabooses are numbered in the these i.e., 999153 (ATSF class Ce-1), 995153 (N&W class), etc.

Modeling Saws II: The Jeweler's Saw

By Eric Hagman

This is the last article on modeling saws, there will be more articles on tools following in later issues. The first article was on the razor saw. I hope these articles are helpful.

The jeweler's saw has a c-shaped frame with clamps at each end to hold it's thin, narrow blade. (See figure 1) The big advantage the jeweler's saw has is the blade can be turned while sawing, making it possible to cut at many angles. The blade clamps can turn in their sockets, so cuts can be made backwards, sideways, etc. (See figure 2) The depth of the cut depends on the depth of the frame. (See figure 3)

The thinner the material, the more teeth per inch are needed on a saw blade in order to make a good, clean, smooth cut. These jeweler's saw sizes are best suited for modeling.

GRADE	# OF TEETH PER INCH	WIDTH	HEIGHT
2/6	32	.018"	.036"
4	36	.015"	.030"
1	51	.012"	.024"
4/C	68	.009"	.017"
6/C	76	.007"	.014"
8/C	81	.006"	.013"

When cutting, the blade must be both straight and taut. So taut that when the blade is plucked, it makes a musical note, but when the blade is not being used, it should be relaxed. (loosened)

When putting a blade into the jeweler's saw, always secure the front end of the blade first, then secure the rear end (not intended as a tip of the blade. And, finally, pull the frame tight to stretch the blade. Then turn the frame tension screw or twist the saw handle to place tension on the blade. ALWAYS make sure that there are NO twists or kinks in the blade itself or breakage will occur.

To saw, start with the handle close to the work and draw

MODELING SAWS cont.

the blade downward using the whole whetstone. Apply only enough pressure to make the cut or the blade will break, for they are very brittle. (See figure 4) then ease up on the backstroke. (See figure 5) Always work slowly when cutting plastic, for the saw blade can get very hot, causing the plastic to melt or get gummy.

Safety and storage

When cutting, always use a vise or clamp! DON'T RISK FINGER! Always store your saws where they will not rust or dull. Always, when cutting, use SHARP blades, work slowly, and use the whole blade. (The diagrams are on the following page.) Good Luck and Happy Modeling!

An Electric and Diesel Mix

By Rich Byerly

Down here, where I live, about a mile and a half away from my house, there is an electrified mainline (Hah-hah, one track), on which Conrail now runs. It is ex-Erie Lackawanna and they still run Erie Lackawanna passenger electrics. The rush hour trains are six cars, three powered and three trailers, the trailers are spaced between the powered coaches. They run trains every half hour during rush and every hour in between.

Freight operations are a little strange. They run the trains in backwards to ease the switching chore. The train is made up of 30' open hoppers, as the only customers are three quarries in the area. There are usually about 15 to 20 cars in the train. The motive power is 3 GP 15-1s. Two of these wait, while the other does the switching chores. The whole move takes about twenty minutes. Two of the three quarries have electric car pullers, which are winches stationed at trackside that pull the cars into the siding.

The location for this action is in North Central New Jersey. The branch is called the Gladstone branch, as this is where the line ends.

Build an Electronic Train Whistle

By Brian Lecuyer

This nifty little gadget is good for producing realistic whistle sounds for steam as well as diesel locomotives because you can adjust the tone of the whistle any way you want to, and it is relatively easy to build. It is probably the most realistic train that you will ever hear, other than the real thing, of course. As I stated before, the way in which you construct the whistle will determine how it will sound, low, high-pitched, or just plain loud.

The leads to R1 and to the speaker, as shown in the diagram, are twisted. You may have to substitute slightly different values for C1 and experiment with different lead lengths to achieve the best effect. Also it's a good idea to insulate R1 to avoid shock, since the voltage in the circuit is fairly high. You can retrieve the speaker from the junk box; the older it is, the better. Experiment with these old pieces of junk to get the best train whistle effect. I did not include detailed instructions as the diagram speaks for itself, good luck!

PARTS LISTTube

V1 - 117L7GT

CAPACITORS

C1-.027mfd. Experiment with this value for the best whistle

tone.

C2-.015 mfd.

C3-20 mfd, 650 WVDC electrolytic

C4-20mfd, 650WVDA ELECTROLYTIC

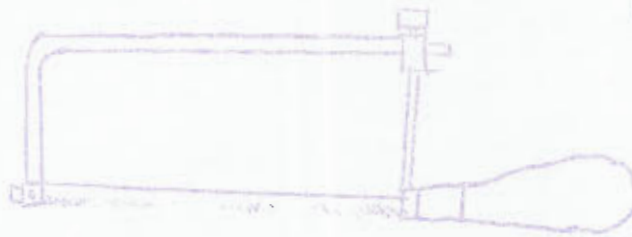
RESISTORS

R1- 2K pot., 5-watt. Insulate to protect operator from shock.

R2-cont. on next page

FIGURE 1

NOT
TO
SCALE



JEWELERS SAW

Figure 2

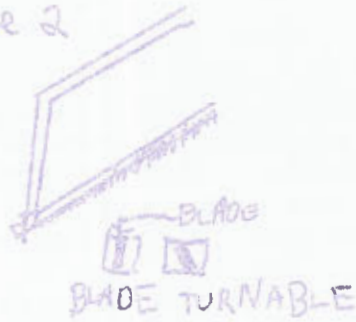
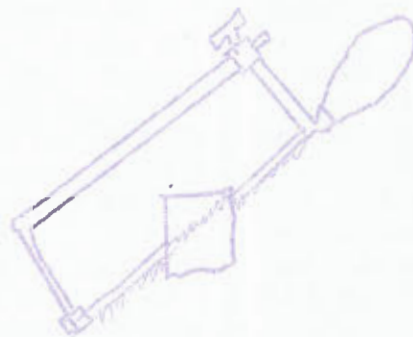


Figure 3



Figure 4



HOLD SAW
AT ANGLE FOR
MAXIMUM CUTTING.

19
List cont.
R12- 2.7K
R23- 39K
R4 - 270, 10-watt

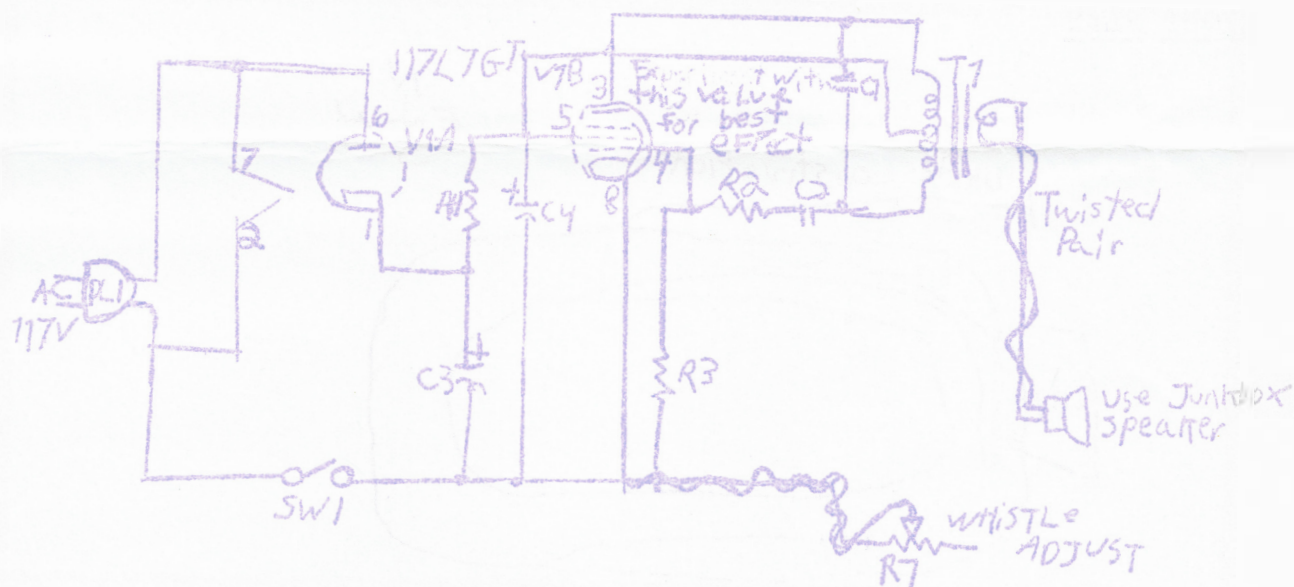
TRANSFORMER

T1 - Standard audio output transformer.
5K primary, 3 to 8 ohm secondary.

MISCELLANEOUS

PL1 - AC wall plug. Amphenol 61-F11
SW1 - SPST. Oak 200 Junkbox speaker.
The older the better; experiment with
different speakers for best "train whistle"
effect.
Standard 8-pin tube socket. Amphenol 88-8X

Diagram

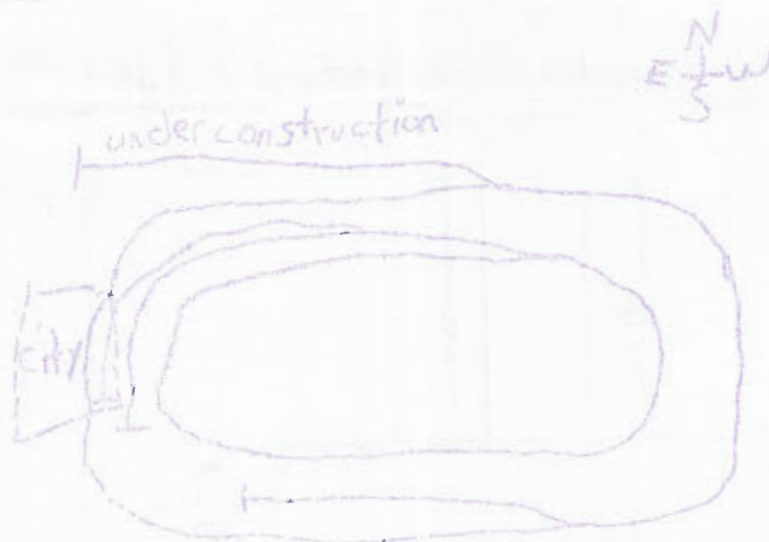


You are invited to the Santa Fe Railroad in San Bernardino, CALIF, which is scaled down to an SXS layout in Cranby, MASS. The engines consist of GPs and steam locomotives. Also F9s, which are out of service, I like GPs and steam locos because they have a better shape.

The layout is mostly industry and some old-fashioned buildings like the Hardware Store and the Gas Station. The year is 1976, on July 4th. There lies a small city overlapping my small town. The population is over 9,000 people. Jobs are busy and, if you are not working, then you might go to the city and take a subway ride or go railfanning. There is little vandalism in the small town, but it is greater in the city. Muggers and drug dealers in the streets are seen sometimes. The layout buildings are mainly by AHM, but some are scratchbuilt. A waterfront scene is under construction right now. The layout improves daily, it seems.

My model railroading started like many people's by getting a Lionel train set for my birthday, in 1972. Then I got another set for Christmas, in 1975, then we had our "Great Flood" because of the "Great Winter Storm", which ruined my 20X10 floor layout. I hauled the trains away in boxes. I later hauled them back out, in 1977(Sept.). I then discovered HO, switched, and called myself the Santa Fe RR club. In 1978, I also have had floods with my layout, even with wooden horses. We exchange passes & schedules, and would be glad to trade.

LAYOUT PLAN



PROTOTYPE NEWS

The Senate Appropriations Committee on September 2 approved \$900 million for Amtrak's FY '81 budget, \$13 million over the house appropriations bill.

-Steve Boivin

Deliveries of cars in Amtrak's latest 150 car fleet order are expected to begin in late 1981. The cars will have larger windows and larger capacity air-conditioning units. Amtrak has already designated 48 homes for its inclusion (34 coaches, 7 sleepers, and seven lounges).

-Steve Boivin

New Connections, in the westward "Lake Shore" Boston section will gain a Springfield connection to Hartford/New Haven. So Boston, Hartford, Worcester-Hartford, and Worcester-New Haven passengers will once again have rail service in both directions.

-Steve Boivin

Chessie has cancelled its 1981 order for GP40-2's and B10-7's. Cumberland shop yard contains at least 50 GP9's and 7's. They will most likely be out back in service as many carry fresh Chessie paint. Chessie has sold R&O SD35's #7437-#7440.

-J.S. Ward

A new steam locomotive competitive with diesels has been designed by American Coal Enterprises. Called the ACE 3000, the unit is comparable to a GP40 in horsepower. Chessie has expressed serious interest in the locomotive. Will we soon be saying so long to LaGrange?

-J.S. Ward

Conrail is getting rid of its first 50 GP40's (3000-3049), which contain old 567 engines as opposed to the newer 645's. These were supposedly the first 50 GP40's built and were old NYC units. #3035-3049 are already gone and #3010-3034 are being sold to CNW.

-J.S. Ward

The stockholders of Norfolk&Western and Southern have approved the N&W-SR-D&H merger. Now it is up to the ICC.

-Ed Luzine Jr.

MAIL CAR

Darren Phillips informs us that J.S. Ward ~~informs~~ and he are in the process of creating a division of the NR. It would consist of western PA and Northern W. Virginia. They have six members so far and need more, so why not join them and help recruit more people. If you have any ideas/suggestions you can write to either Darren Phillips 226 Hemlock Dr. McMurray, PA 15317 or to J.S. Ward RD#1 Box 217a Ruffsdales PA, 15679. Since the idea of divisions has not been discussed at any length yet, please read the Sec./Treas. report for the NR policy toward this....

SECRETARY/TREASURER'S REPORT

Since the question has now been brought up, I will, as acting chief executive of the NR let you know our "policy" toward the formation of divisions. As was stated in the old NR constitution and as will be in the new NR constitution (soon to be distributed and voted on by you folks), any geographical area within the U.S. having ten or more NR members is eligible to become a division. The boundaries will be determined by a vote of the Executive Board under the direction of the President who will also appoint a representative to divisions. The President chooses the rep. for each.

Secretary/Treasurer Report con't

I will not go into the full details here as they will be in the constitution, but there are a few basics you should know if you too are interested in forming a division someday in the future. Divisions may publish a newsletter, copies of which must be supplied to the Secretary/Treasurer for Region archives and continuity purposes. Members of an area should contact the Sec./Treas. for information on what to do. Divisions can be great for meets and the like, but the same can be achieved if people would try to organize meets and announce them in the Depot. I do not know if divisions will help to keep us as a close knit organization, but if they do I am all for them!!!

Our membership is once again on the rise with 76 members currently. I hope that we can keep this trend. In order to keep things rolling along I am passing along some of my work. I now officially appoint Eric B. Hazman as Activities Director for the region. If you want to plan any kind of meet or event, write to him at 209 Littleworth Rd. Dover, N.H. 03820. Also, the following people have offered to help us continue in gaining new members by spending a little of their time and money for the NR:

Eric B. Hazman; Jefferey S. Ward; and George Fletcher.

If you want to help too, write me a note and you'll get an answer with a bunch of names to write to (eventually, please be patient).

Lastly, let us NOT FORGET to VOTE, VOTE, VOTE for President of the NR. This person will be taking a bunch of my work and is, of course a crucial part of the organization. Be sure that your voice is heard! I will be counting the ballots (located elsewhere in this issue) as I am neither running nor voting. Any platforms recieved from the candidates appear directly after this report.

WE NOW HAVE 76 MEMBERS.

IN THE PIGGY BANK:

DATE: 12/15/80

Previous Balance	\$67.69
Income	+ \$30.00
Expenses	- \$15.83
New Balance	= \$81.86

PLEASE WELCOME THE FOLLOWING NEW MEMBERS:

Chris Brindamour 10 Meadowland Dr. North Kingstown, RI 02852	George Fletcher 80 Greenport Ave. Medford NY 11763	Clarence Gouger Sr. 32 Clinton St. Newton, NJ 07860
Ken Keels 624 Birch Tree Ct. Rochester, MI 48063	John M. Pierdinock P.O. Box 213 Roebing, NJ 08554	William Bokeko 1207 Zorba Dr. APT #1 Whitehall, PA 18052
Kent Ross RFD 3 Canton, NY 13617	Jesse Vallely 139 Rockland Ave. Larchmont, NY 10538	Robert N. Moore 92 Lafayette Ave. Hempstead, NY 11550
James E. Rosston 67 Sea St. APT. A4 Hyannis, MA 02601	Robert J. Kleinhans 18 Cypress St. Farmingdale, NY 11735	<u>NEW ADDRESS:</u> John Mark Gibbons C4 Leary Dr. Horsham, PA 19044

PRESIDENTIAL PLATFORMS-Those sent in appear in alphabetical order.
Martin McGuirk:

"Dear fellow members of the NR,

First, let me introduce myself. My name is Martin McGuirk. I am sixteen years old and I have been in love with trains and model railroading as long as I can remember. I first joined the TAMR about three years ago, and I have served in a variety of capacities since then, especially on the regional level. I served as the typist for the Central Region Wayfreight until the mimeo machine broke down. On the national level I have written a couple of articles for the HOTBOX and have volunteered my services for the NSC.

In the Northeastern Region, I have not done as much as I would have liked to do, but I still have done a lot. In issue #7 I had an article published under the pseudonym of Railhead (now you all know!). After that first article, I did not get much accomplished, but that was due to lack of time, not interest. My next attempt was starting the Car Shop Column, which I would be willing to put much more time into, if the membership showed a little more interest in it. For more on that, see the Car Shop column.

My newest responsibility is that of the NEST coordinator, and the newest editions of the NEST map appear in this issue. I have a lot of plans for the NEST, and that group will start moving in the near future. And, when the Northeastern Regions next election is held, I will be one of the candidates for President.

This brings me to the main point of this letter. First, I want to congratulate Ted Bedell on the fine job he has done as our regions first President. But if the Northeastern Region is to continue doing well we must make some slight changes in the course we are currently on. Yes, it might not seem like it on the surface, but this Region is in trouble, and unless we change it, it could be a disaster.

The problem is not with the officers or with the publication, but with our single most important part: this regions members. Look at any issue of the Depot, all of the articles are written by the same group of people. And then members gripe about not having the Depot issued once-a-month and a million-and-one other things that they want to see. But the officers can't do that by themselves, they need a lot of help from you.

The most important question that the voters will have is: If I'm elected, what will I do? First, I will strive to promote more contact among our members. Not only the regular convention but with smaller, more informal meets between smaller groups of members. The NR is blessed (or cursed) with a large number of built up highly industrialized areas. Where there are big cities, there is mass transit readily available. So why can't 4 or 5 members get together for a few hours of railfanning and fun?

If elected, I would open my mailbox to your ideas, your criticisms, and would take them into consideration when making various decisions. After all, it would be my job to serve the members. And with your help, and vote in this election, I feel that I can make this region stronger, and better, than ever. Thank you very much, towards a better NR for all of us.

Sincerely,
MARTIN J. J. McGUIRK

MORE PRESIDENTIAL PLATFORMS

Bernie Stone:

"My fellow railfans." That might be what Nixon would have said in a case like this. Now let's get to the point. I am running for President and I want you to vote for me. At this minute you are probably thinking who is this guy. Well, I'm Bernie Stone. Bernie Stone is this guy who's going to help the NR. In a way I am helping the NR already. I'm the one who staples the Depot together, addresses the Depot, and stamps the Depot, let me explain. In the past these jobs were done by Ted Tait or Ted Bedell, but ever since Ted Bedell resigned, Ted Tait had twice as much work to do. That's where I came in. Since I live across the street from Ted Tait, I see him often. Seeing that Ted was about to go crazy with work, I did these little jobs to help him out. That is one example of my work. I plan to get the Depot back on schedule by cutting Ted's work in half. Since we live so close we can work faster and more efficiently. That's not the only reason the Depot is late. One of the reasons is you! You should send in articles and pictures for the Depot. Don't just sit on your duff! Get involved! Do something!

Well I think I made my point about the Depot, but that is not only what the NR is. The NR is a club that was made to help the members of the Northeastern Region of the Teen Association of Model Railroading. The word help is what it's all about. If you have any questions about model railroading or the prototype, just send them in and I will do my best to answer them.

By now I think you know my general point. So make the NR something to be proud of, vote for Bernie Stone. "

Jefferey S. Ward:

"I am running for the NR Presidency for one main reason: member involvement. It bothers me to see the Long Islanders being the only members to really get involved in the region. They have meets all the time while others in other obscure corners of the region have nothing. I, for instance can't even go to the convention, living near Pittsburgh!

But there is no reason why these other places cannot be organized. For example, 3/4 of the western Pennsylvania members want to be organized, based on replies to letters I wrote in October.

I Propose to try to organize these people in a 3 part plan. 1) Increase membership throughout the region, Ted Tait's plan for doing this as he put it to me sounds excellent. People will be appointed to recruit new members. I already have 2 people doing this in my area, besides myself. 2) Pave the way for divisions. I hope to see, along with any increase in membership, interested people for running divisions. I will work with the Secretary and these people for the formation of self sufficient divisions. This will probably cut down on non-renewals by making the region more personal. 3) By getting an official off Long Island, I hope to make the region members feel they have a part in the region. At times I have felt alienated because of everything being on Long Island. Any increased cost and/or complexity in the running of the region should be offset by the above reasons.

The final decision in this election belongs to you, the voters. We can all start toward a better region by voting, so cast yours today."

The Hell Gate Bridge

Anthony Casamassima

NJC: Due to an error, this article was not in the last issue (where it should have been).

The Hell Gate Bridge spans the East River of New York and is an impressive and prominent site. Gustav Lindenthal (1850-1935), an American engineer born in Brunn, Austria was educated there and at Vienna. After some experience in railway and bridge work in Austria and Switzerland, he came to the United States in 1871. Lindenthal became commissioner of bridges for the city of New York in 1902. During his term through 1903, he designed and acted as consulting engineer for the Hell Gate Bridge.

The bridge, with a span of 1017 feet, was opened for traffic in March of 1917. The outline of the arch, framed between the masonry towers which rise 95 feet above track level, produces a monumental composition. The main members of the arch are constructed of high carbon steel. Its four railroad tracks rest on a suspended roadway which once had a heavily ballasted floor. With its approaches, it is about three and a half miles in length and cost approximately \$18,500,000 to build.

The Hell Gate Bridge once serviced the trains of the Pennsylvania Railroad. As part of the extensive electrification program commenced in 1931, its span and approaches are draped with the 11,000 volt catenary system. Amtrak and Conrail are the present users of Hell Gate.

Like all great bridges whether for railroad or motor vehicles, Hell Gate should have periodical maintenance checks and repairs when needed. But it seems that maintenance is a thing of the past as far as Hell Gate is concerned; for this distinguished looking bridge is in need of repairs. The precautions for safe use of this landmark should be exercised and maybe brought to the attention of the public, especially the patrons of Amtrak. The floor of the roadway is lacking its full support. Many steel beams, some eight feet in length have fallen into the East River along with tons of ballast. For years Astoria residents have complained that debris falling from the bridge have damaged homes, cars, and injured people. It seems that Amtrak and Conrail officials are trying to keep this problem in the closet. A more serious accident may have to happen before any action such as a total restoration proposal will enter into the future of Hell Gate.

The bridge has also been attacked by vandals who have set fires on the wooden walk-through platforms and left empty beer cans behind as trademarks. Graffiti is the revolting artwork visible on the arch and masonry towers, showing that they have triumphantly attacked and destroyed the beauty of the Hell Gate Bridge.

BUILDING A NEST

Martin McGuirk

First of all, for all of our members who don't know it yet, I am the new NEST coordinator. So if you have any questions, suggestions and/or comments write me. The newest edition of the NEST map appears in this issue. The newest change is that the NEST has been divided into three divisions, the Southern Division:

Virginia, Maryland, and West Virginia; the Northern Division: Pennsylvania, New York, New Jersey, and Delaware; and the New England Division: Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, and Maine.

con't next page....

Building a NEST can't

Overall, the NEST is doing well, we have three new member railroads: The Panther Valley Lines (Bernie Stone); the Allegheny Lines (Mark Kanabrocki); and the Wilkes-Barre, Lackawana & Southern (Scott Paul Sterowski). The only problem is that we have no roads in New England, so if any members of the NR wish to join NEST, especially with railroads in the New England states contact me, we'd love to have you.

Finally, an explanation is in order for the division explained above. It simply makes the maps easier to read. An overall NEST map appears in this issue, to show what the entire NEST looks like, and division maps will be sent to all NEST members. If you wish to join the North Eastern Shortlines and Terminals (NEST) contact: Martin McGuirk

NEST Coordinator
285 Melville Ave.
Fairfield, CT. 06430

LOOK FOR MAP AT BACK
OF THIS ISSUE.

ACTION IN TRACTION No. 1 - A New Column!!!

Bob Huron

In opening this new column, we hope to show people that streetcars and interurbans, and heavy electrics have possible uses for modelers and railfans too. For our first item, we go to Buffalo where they are in the process of ripping up Main Street (literally!). There is a very well done above and below system being built. So far, the underground boring work is completed. The tunnels involved are 18' in diameter, but there is also some cut and cover work involved. When fully operational, some thirty cars will be used. There is one bad aspect of this, the old DL&W station is being razed. One railroad gained, another lost.

Any Buffalo area readers: Could you get some photos of the ground construction work? This writer would be greatly appreciative of it. By the way, Rochester is looking over Buffalo's shoulder. They might be thinking of reviving their Moribund subway (last used in 1956). Who knows, maybe the old rivalries are still there.

To the sunny climes of San Diego we turn to next. Here they are reviving the old number 16 trolley line to Tiajuana (now operated as the #32 bus line, which is now operated with articulated buses). This line is all surface, with no subway operations, and it is operated on an ex-steam railroad right-of-way (formerly the San Diego & Arizona Eastern). Already there are plans for an entirely new line to be built on an east-west axis. The Tiajuana line will operate north-south.

SEND YOUR TRACTION ITEMS TO THIS COLUMN THROUGH EITHER THE EDITOR OR BOB HURON, ASSOCIATE EDITOR (addresses on page 1).

Q&A DEPARTMENT - A Helpful Hint

Kent Ross

I was given a Bachmann 2-8-0 Consolidation with smoke, as a Christmas present last year. Quite quickly the smoke unit failed and the motor started stalling. Bachmann has a lifetime guarantee on all of their products so I sent them the locomotive. Within two weeks they sent me a new locomotive. This one also developed the same problems quickly. I decided to take my chances and I took the locomotive apart. The smoke unit was poorly designed, so I took it out permanently. I gave the motor a good cleaning and tested it to see why it was stalling. I discovered that the electrical contact between the axels and the frame was to blame. To "cure" the problem I took a piece of brass sheeting about 3/4" long and 1/16" wide.

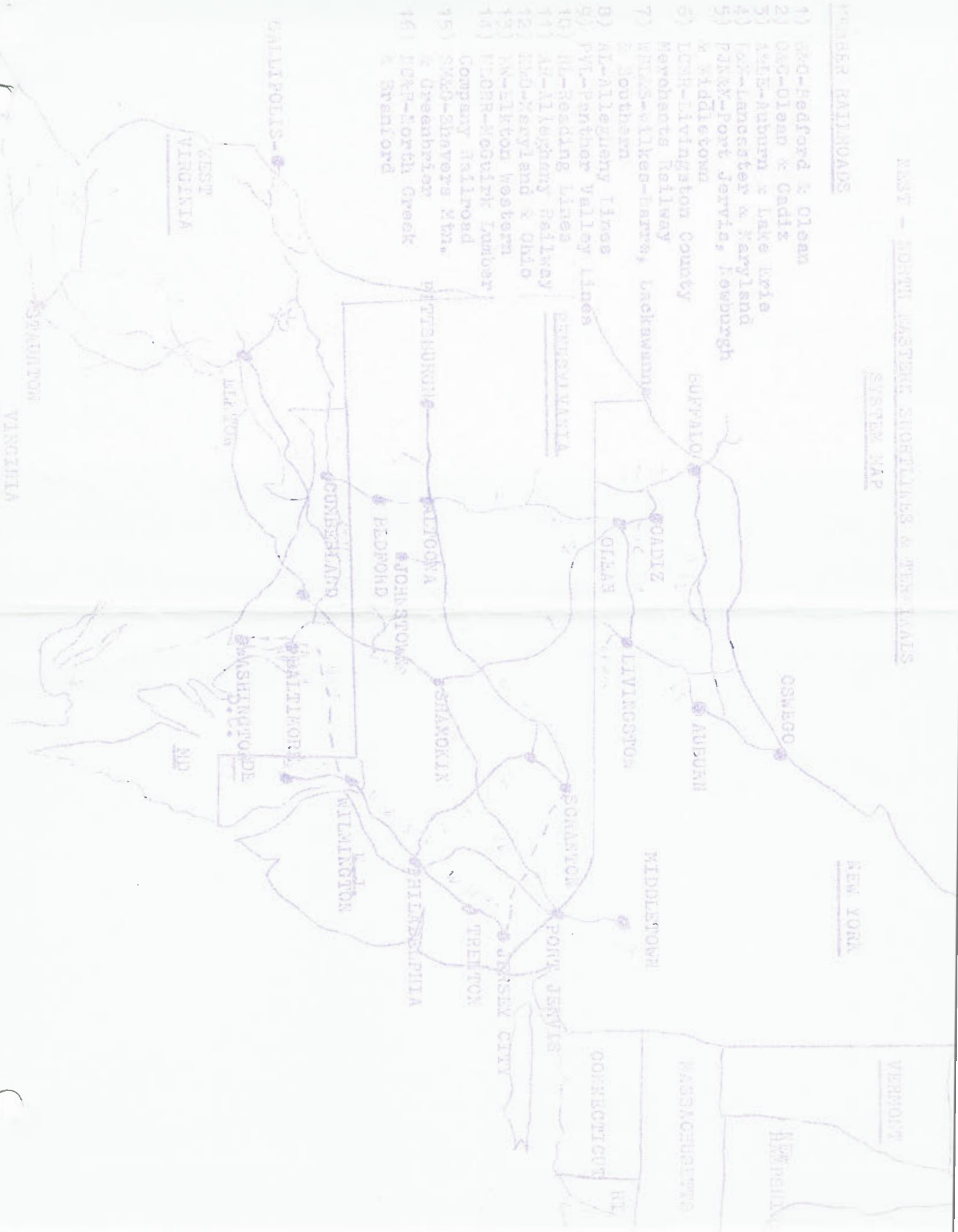
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EAST - NORTH WESTERN SHORTLINES & TERMINALS

SYSTEM MAP

MEMBER RAILROADS

- 1) O&O-Bedford & Olean
- 2) O&O-Olean & Cadiz
- 3) A&E-Auburn & Lake Erie
- 4) L&E-Lancaster & Karyland
- 5) P&N&W-Port Jervis, Newburgh & Middletown
- 6) L&N-Livingston County
- 7) Merchants Railway
- 8) W&L-Wilkes-Barre, Lackawanna & Southern
- 9) A&A-Allegheny Lines
- 10) P&V-Panther Valley Lines
- 11) R&R-Reading Lines
- 12) A&A-Allegheny Railway
- 13) W&O-Warrenton & Ohio
- 14) W&N-Walton Western
- 15) W&M-Walton-McGowan Lumber Company Railroad
- 16) S&G-Sheepers Wm. & Greenbrier
- 17) L&O-Lockport Creek & Bradford



Q&A Department continued

I drilled a hole in the brass large enough for the screw that holds the top on, to fit through. I then put the top (boiler) on, and using tweezers slipped the brass behind the second driver on the left, lined up the hole with the screw hole in the frame, and put the screw in. The locomotive has run for months now without stalling. By doing this I voided the warranty, but Bachmann would only send me new locomotives without repairing the flaw.

PRODUCT REVIEW: Bachmann HO sitting/standing people. Peter Antoniou

Figures are something every layout has a shortage of, there seem to be no exceptions. These Bachmann people are not expensive: I purchased some at \$1.50 per box for 24 sitting people or 48 standing. They are fairly well detailed and look best if seen from farther than 6 inches away. They come unpainted and are not very difficult to paint. Each box comes with paint, thinner, and a brush which is too large for painting these figures. Some of the figures seem impractical to use. One of these is one my layout at the ~~xxxxxxx~~ station taking a sack from a high shelf. It was a football player in mid-action throwing a pass. Another problem is that there are many of the same figure. This can be taken care of easily enough by painting them differently. You can also put them in different situations (like the football player) and even change their shape to suit your needs. After you have painted all of the figures, use the dirty thinner to weather other plastic models. Over all they are well worth the price for the effect that they produce.

ENTRIES TO THE PRODUCT REVIEW COLUMN SHOULD BE SENT TO THE EDITOR AND SHOULD DESCRIBE AND REVIEW A PRODUCT YOU HAVE TRIED. PLEASE INCLUDE A RATING OF THE PRODUCT ON A SCALE OF ONE TO TEN.

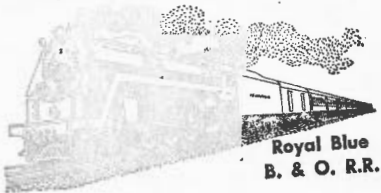
LAST NOTE - or, editor's note on the last page.

This about raps up this issue of the Depot. It is a little later than I would like it to be, ~~it~~ but it is out! The next issue should be in your hands before mid February, and the issue after that...well, who knows!!!! But seriously, the next issue will include the announcement of our NEW President. Send in your Ballot today...NOW whilem you don't forget about it. A new Directory will be started soon and I might have it ready to mail along with our next issue. The next issue will include all of the regular columns such as Prototype Practices, Letting off Steam, our new Action in Traction and all of the others. An article by Tom Bass will be included along with anything else you can send me soon enough. Keep those articles comin' and I'll keep sending out the Depot. Some of our newer members are interested in helping out and that is a very good sign for us. Our membership has increased as well as our treasury. I hope that this trend will continue. I hope you all enjoyed this issue and I'll be writing to you next time...HOPE YOU ALL HAD A HAPPY HOLIDAY SEASON!

TED



Ted Tait
16 Evergreen Drive
Syosset, New York 11791



Issued 2-11-81

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