

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

ISSUE NO. 21: Jan. — Mar. 1983

**IN THIS ISSUE:** Maine - Line Memories, Electronics Workshop, Presidential Election info, **SUMMER CONVENTION '83** plans, and more!



**TOP LEFT:**

Penn Central's #2681 (ex - New Haven #2521) is a General Electric U25B, built in late 1965 at their Erie (PA) works. Seen in Waterbury, CT.

**TOP RIGHT:**

Cab Detail shot of #2681.

**LOWER LEFT:**

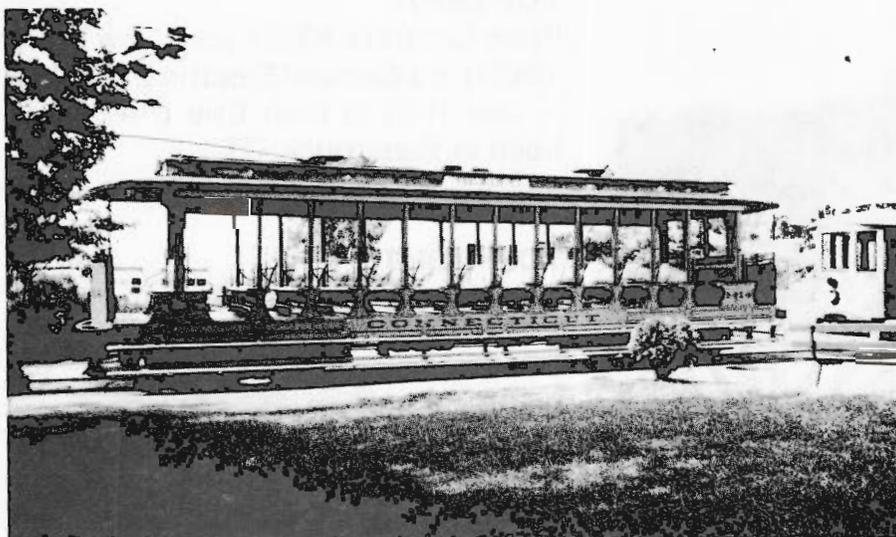
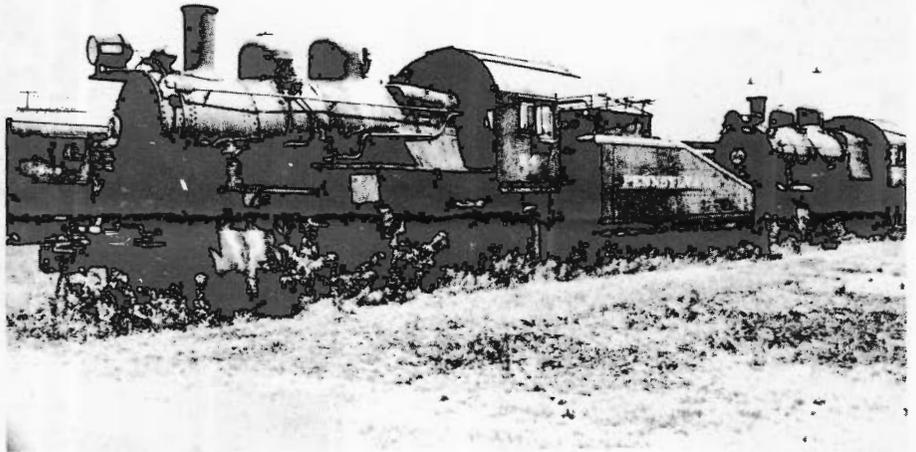
Cab-end shot of Rahway Valley RR GE 70-tonner #16 at Kenilworth, NJ.

**ALL PHOTOS BY BOB HURON**



LEFT: 0-4-0 "Mother Hubbard"  
camelback at Strasburg, Pa.  
PHOTO: B. Stone

RIGHT: 0-6-0 Switcher with  
slope-back tender at the  
Pennsylvania Railroad  
Museum -- Strasburg, Pa.  
PHOTO: B.P.STONE



LEFT: Ornate warm weather  
open air trolley #1414 at  
Branford Trolley Museum.  
PHOTO: B. STONE

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ELECTION BALLOTS and NEW 1983 DIRECTORY IN THIS ISSUE.

FROM THE CAB

Ted Tait

I guess you folks didn't expect to ever see my name at the top of this column again, but neither did I. Some interesting circumstances have put me in this position once again, although only on a temporary basis. When the applications for Editor were being reviewed J.S. Ward was chosen to succeed me. After the decision

continued

FROM THE CAB---Continued

was made, Jeff announced that he was going to be joining the Army. At the present time, Jeff is in basic training and has no time so I am doing the DEPOT. Depending on where he is assigned on a more permanent basis, he may or may not be able to take over the DEPOT once again. If he can continue to fulfill his duties, he will. Otherwise a new Editor will be appointed while I do the job until necessary.

So, although we are still going through some 'growing pains' the DEPOT will still be produced. Now that some other problems have been ironed out, we hope to have the DEPOT on a more regular schedule from now on. Remember that for the DEPOT to stay on a regular schedule the one thing we need is a regular supply of material written by you folks! I know that some of you may have held off because of the delays, but now it is time to try and get back to work. All material for the DEPOT should be sent to me. Jeff Ward has also asked me to forward his mail for him. I do know his Army address and will forward his mail.

With your help, the DEPOT will be looking really good. Our new offset printing source is proving to be reliable and it looks as though we may be able to continue to use it for awhile, as long as we don't make our issue size too large. I hope you liked the last issue, because Jeff had the lucky opportunity to put together the last 23 pager you'll be seeing for awhile. We are now limited to about 17 pages, but my concern is whether or not we will be able to fill that much. It is my feeling that we will, but that depends on you.

---

PRESIDENT'S LETTER

Well, I have a few things that are going through my head right now that you may be interested in. The convention is coming up, elections are being held, the editor may not be able to take over his job again, and the dues have to be increased because the postage rates are going through the roof. It's enough to make a man go bonkers!

First, about the convention, it looks good! The plan has been set. The convention will be held in Philadelphia! It will be on the weekend of August 5-7. The details are still in the making so hold on until I get more information.

Second, the elections for President are being held through this issue. I am happy to say I will be running for the job as President once again. I just want to give some advice to you all. Pick the candidate you best think has all the qualifications for the job. Please vote! I know you think about it but some of you "just don't have the time". So, make some time and vote!

Another thing on my mind is the spot of Editor. Although J.S. Ward has not said yet if he is going to resume the Editorship, it is time to look for a good replacement just in case he can't take the job any longer. Anyone who feels they can take the responsibility of this position, write to me and list your qualifications.

continued

PRESIDENT'S LETTER---Continued

Also, you will notice in the Sec./Treas. Report as of June 1, 1983, the dues will be going up to \$3.50 a year. This had to be done because of the always rising postage rates and production costs. Just think about it, where can you get a high-grade newsletter like the DEPOT for \$3.50 a year!

So, remember your duties, vote, send articles, and renew!!!!

MAINE-LINE MEMORIES

Mark Kaszniak

Last September, Jim Kobrinetz and I took an extended railfanning vacation in the New England area. Our itinerary was established so as to allow us to sample most of the rail operations in the states of Vermont, New Hampshire and Maine in the nine days that we had available. As an article on the entire trip could run several pages, I have decided to confine my comments to the experiences that we had in the state of Maine.

Before arriving in Portland, ME., we spent the last few hours of daylight attempting to find MEC's RY-2, the daily--ex. Sun--train to St. Johnsbury, VT. We had hoped to be able to see it somewhere around Crawford Notch, NH and see it we did, unfortunately the light was already gone.

Earlier that day, we had met fellow TAMR member, Perry Martel, who resides in Berlin, NH. Since he was also interested in the railroads in Maine, he decided to spend part of the next day with us in pursuit of the Maine Central. We arrived in Portland late that evening and after planning our strategy, we went to sleep.

The next morning dawned overcast with sporadic fog, a phenomena which is apparently quite common in that state in September. After breakfast, we decided to investigate the famed Rigby yard. Here is where the B&M enters from the South and hands its northbound cargo over to the MEC for delivery and visa-versa. However, the yard itself is run by the Portland Terminal Co., a wole-owned subsidiary which performs all the terminal operations. After taking the necessary yard and engine facility shots, we learned from the MEC dispatcher about the movements for the day. Since nothing was about to happen shortly, we traveled up to the Grand Truck's yard across the river. Here we found a GT local about to depart and decided to get several pictures of it running down the middle of Commerical St.

Next we proceeded to the town of Yarmouth, ME where the MEC's Lower and Back roads split off. After investigating the picturesque GT station, we proceeded to Royal Jct. (see map). It was here we saw RB-1, the MEC's daily train to Bangor, with B&M pool power on the front. Then it was off to Sebago Lake for another encounter with the "Mountain Job". Seeing as we missed getting shots of Ry-2 the previous day, we decided to get its counterpart YR-1 on the return run. The place we chose was Sebago Lake. The MEC had quite an operation there, but now one can see remanants of the small yard plus a turn-table pit that has

continued

MAINE-LINE MEMORIES---Continued

been reclaimed by forest. We thought we'd get a great shot of the train with the lake as a background so we started walking up the mainline for the perfect location. Unfortunately, the train caught us by surprise and we had to settle for a moddy forest shot. Here Jim and I said good-bye to Perry and continued to drive northward.

Next stop was Waterville yard where MEC's last Pacific, #470, was on display. Although we took our time, RB-1 had just arrived due to the fact that she put a few cars on the ground just outside of town. This was both good and bad news, good because we were able to get some shots of her leaving for Bangor and bad because the derailed cars blocked the Lower Road. We considered this unfortunate as a superb photo opportunity exists where the MEC's Lower Road main crosses over the Kennebec River and now the line was blocked. It was just our luck too that a Westbound freight was just about to depart and it would now take a Back road. Thus, we had to settle for a shot of it along Lake Messolonskee. A quick tour of the engine facilities back in Waterville was made and we drove on to Searsport, ME.

Any railfan worth his/her salt knows what Searsport is famous for and we were no exceptions. Our express purpose was to visit the seaport connection of the Bangor and Arrostook. So the next day, after a little searching for the right road, we arrived at the harbor facility. Our luck was with us this day as a Geep BL2 and F3 were switching the dock area. Many pictures later, we left to pursue other interests. We figured that since we would be in the area for a couple of days that we could catch the BAR's run to Bangor the next day.

To me, the MEC has a very unique set of operations. Besides the mainline runs between Portland and Bangor, it has numerous branchline operations as well. We decided to investigate one of the latter and thus drove to Bucksport, ME where the MEC serves the huge St. Regis Paper Co. We found the train already at the plant busy at work. Then it was decided that a trip to Bangor was in order to see the MEC's facilities. After that, over to N.Main Jct. for the BAR's facilities. After receiving photo permits, we wandered about the yard taking pictures of BL2's (including "American Railfan") and F3's that had been stored. Since all the activity on the BAR was further north, we decided to press onward.

Next stop was the BAR and CP interchange at Brownville Jct. A quick conversation with the operator revealed that no trains would be through till after dark. So we went farther north on to Millinocket, ME. Here we learned that a train would be due down from Oakville soon. Driving a bit northwards from town, we caught it crossing the Penobscot River at Grindstone, ME. Then again in Millinocket at the yard. At the Twin Lakes Bridge and again at Norcross, ME. Why so many times? Well, it had a BL2 and F3 on the head end and in addition to a couple of Geeps. By now, night had set in and we started our long journey back. However, we stopped at Brownville Jct. to wait for a CP train. He would have to stop by the station for a crew change and this gave us

continued

MAINE-LINE MEMORIES---Continued

a chance at some night shots.

The next day again dawned overcast with fog, but this was not to stop us. Another trip was made to the BAR's harbor facilities only to learn that the train wouldn't be running that day. So we were off to Belfast for an encounter with the Belfast and Moosehead Lake shortline. Upon entering Belfast and seeing the railroad's yard tucked against the inlet, we immediately fell in love with the location. We soon learned that a train was coming our way from the other end of the line. So we began following the line until we caught up with it in Brooks, ME. We saw it again in Waldo and then at City Point and followed to the yard at Belfast. It was our opinion that this quaint New England shortline had tons of character and would provide quite an interesting modeling challenge to anyone so inclined.

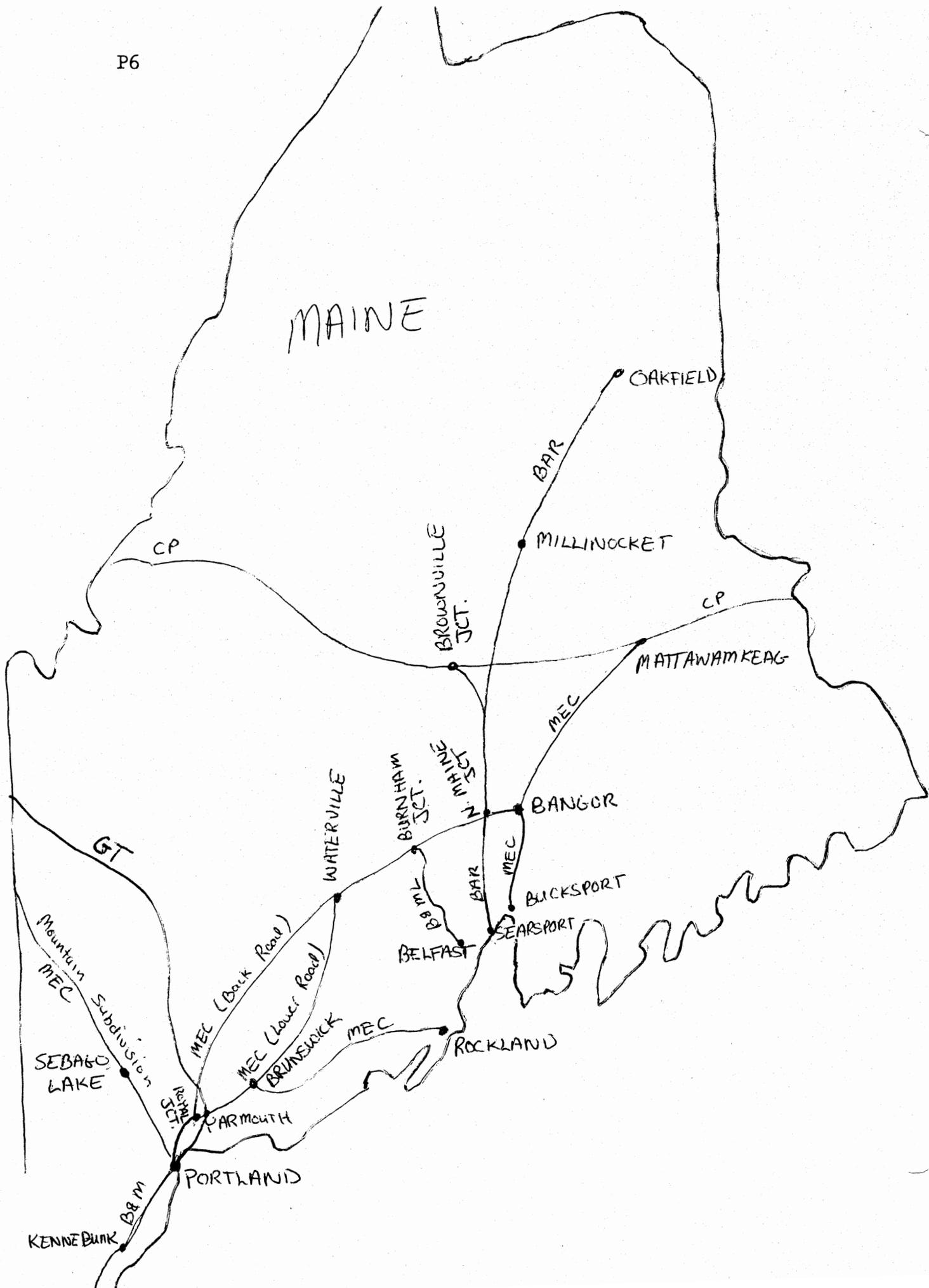
Now we proceeded to Rockland, ME to view another branchline MEC operation, but by the time we arrived, they had tied up for the day. Then it was on to Boothbay, ME to see the rail museum, but it had also closed by the time we arrived. That evening we spent at an oceanside cottage on Harris Island, ME. In fact, all the places we stayed on our trip were quaint old inns with the exception of our night in Portland.

Our final day in Maine was to take us to the famous Seashore Trolley Museum, but on the way, we were sidetracked by a B&M local at Wells. After visiting the museum, we were off to Vermont for a visit with Steamtown and a few shortlines. Looking back I will never forget all the new and exciting rail locations that I experienced. However, we do wish that we had twice the amount of time that we had originally planned. The pace at times got to be burdensome and we never really stayed in one place long enough to appreciate all that was happening. Still the memories remain: YR-1 rounding a curve in the middle of a forest at Sebago Lake, the GT street running in Portland, the BL2 and F3 switching the harbor facility in Searsport, the B&ML 44 tonner with two cars inching along its mainline to Belfast, the BAR log train thundering over the bridge at Grindstone with wood chips scattering all over the road and the unique trollies on display at Seashore. Just thinking about it again is almost enough to make me pack a bag and head back.

On the next page, a map shows our route of all the interesting rail-fanning we did.

continued

# MAINE



WEATHERING WITH LEATHER DYES

Dave Valentine

Here is an easy and inexpensive way to weather your rolling stock or structures. I use Kiwi leather dyes (black and brown). On occasion, I use white shoe polish to simulate lime or cement creeping down the sides of covered hoppers. I put the dye on the model straight from the bottle, then wipe the excess dye off the model to get the desired shade of grime. For light shades of grime dilute the dye, by putting some water on a paper towel, apply the dye onto the towel, and white wash the model with it. This is a very easy way to weather your rolling stock, and a 2½ oz. bottle of dye will weather a lot of rolling stock.

HOME MADE BUMPERS -

Ted Tait

or how to keep the trains from going over the edge!

Although I made my end of track bumpers in HO scale, I'm sure that they can be made for any scale using most of the same materials. All you need is some glue, yellow paint, and a piece of that old track whose rails are so out of guage you don't even know why you kept it!

All that you really need are the ties. Remove them from the rail. If yours are like mine, they are plastic from flex track and very easy to remove. Take one of them and bend it in half to form a V. If it breaks just glue it to that shape (wood ties will have to be glued because they break too easily) or get a new one. After you have the V, break a tie in half and glue it to the V to form a tripod. After the glue is dry, paint it yellow and glue it to the end of some industrial spur or yard track.

These bumpers look very nice and have got to be one of the most inexpensive items on your railroad! With just a very few minutes work you have added a nice detail to the layout, and with the money you saved you can buy other details like the people so many of us forget to populate our model towns with!

BOOK REVIEW

Bob Huron

## CENTRAL VERMONT RAILWAY

by Edward H. Beaudette Carstens Publications  
C-44, \$13.95 at dealer or direct

Another book in the long line of Carstens paperbacks is upon us. As with its predecessors, the quality is high, the photos excellent, with views of stations, yards and other structures. The history of

continued

BOOK REVIEW---Continued

this company from the 1840's to date is covered. The subsidiaries and branches are also well grounded in the text. It is quite fascinating for that alone.

Motive power is amply shown in photos and in the chapters on operations. The uses to which they were put are graphically described. This book is practically a C.V. operations manual, so you could trace them on a map, or put up a layout just on the description alone. For both railfans and modelers, I recommend this book very highly.

ELECTRONICS WORKSHOP

Ted Tait

I know that you have not seen this column in some time, but that is because of a lack of participation on your part. and a lack of time on my part to write every article for this section. At the request of our new Editor I write this piece. If you know of any interesting circuits, please share them with me and the membership so that this column may continue.

In the past, many of you may have seen this item in magazine ads or in the hobby shop. I first bought one when it caught my eye a number of years ago and it set me back by more than six dollars at the time. I'msure they are more now. What am I talking about? Those little LED falshers that you may have seen on a friends locomotive or caboose. The LED is usually red or orange, sits on the cabs or caboose roof, and simulates the rotating or other lights on the prototype.

I really liked the beacon when I first saw it on the model and went for the six bucks at the time, but I knew that if I liked it enough to install more, I wasn't going to pay that kind of money for something I knew I could build! Like most of these gadgets, the electronic "guts" were not visible. I have done a little research and now have a circuit that will do the same thing with the cost cut nearly in half.

The heart of the circuit is the integrated circuit(IC) chip LM3909. As you can see by the diagram and chart, this is an easy circuit to build with most of the parts available from your local Radio Shack. While some flashers today use track powder this one uses two AA batteries. I like the effect of the beacon operating when the train is stopped or on a dead track. The only drawback is that with two batteries, you will find that even in HO you will probably have to limit this beacon to dummy locomotives, cabooses, and passenger cars.

If you are unfamiliar with IC's, be warned that you should buy the DIP socket to hold it. Make all of your solder connections

continued

ELECTRONICS WORKSHOP---Continued

to the socket before you install the IC. These chips are sensitive to heat, so you should not solder directly to the chip pins. The LED is also sensitive to heat, so solder at the end of the lead and use a heat sink such as an alligator clip placed between your soldering work and the base of the LED. The heat sink will absorb excess heat to protect the LED from damage.

The capacitor can be of any value you wish, as it will determine the flash rate. The higher the value, to slower the rate of flash. A 140uF (microfarad, also abbreviated mfd) capacitor will give you a fast rate. 140mfd is the example in the diagram, but if that is too fast for you just get a higher value.

When everything is wired you can put the chip into the DIP socket, insert the batteries, and throw the switch (if you have opted to include one). The LED should flash if you have wired it up properly. If it does not, make sure all of your connections are good and solid. Be sure that the chip is in correctly and that the correct wires go to the correct pins. Polarity to the LED, capacitor, and batteries should be checked. You can check the LED before installing it by connecting it to the batteries, again being sure to have the correct polarity. It should light.

Once the circuit is working, it can be installed using a 1/8" drill bit for the LED. The LED should fit snugly without too much trouble, but you may want to cement it in place. Once it is installed, don't worry about turning this thing on and forgetting about it until your operating session is over hours later. The power should last a good long time. Of course, be sure to either turn the switch off or remove the batteries when you are done.

I have installed this item in a dummy locomotive and in my Athearn streamlined passenger car where they normally just have the molded shape of an end light. I drilled out the spot and found it to be the perfect size. A real light looks so much better and the blinking action catches the eye. I plan to install this in a number of cabooses.

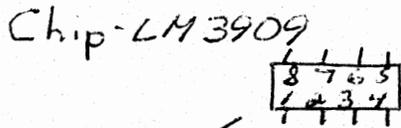
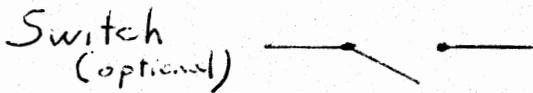
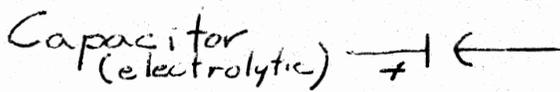
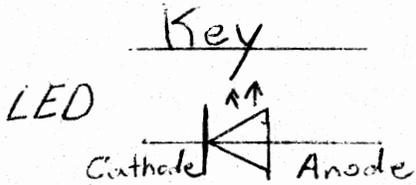
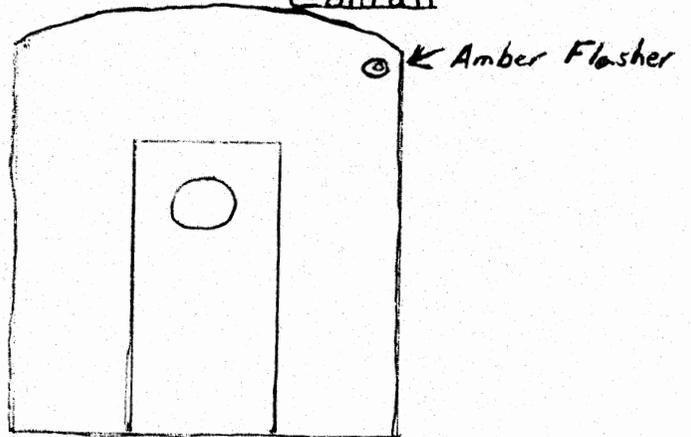
With the expense cut down maybe you can think of other uses for this circuit. How about a police car? A traffic signal? A construction site? On top of tall buildings to prevent planes from crashing into them? Just vary the capacitor value to get the flash rate you need for each purpose.

<u>ITEM</u>	<u>RADIO SHACK #</u>	<u>COST</u>
LM3909 chip	276-1705	\$1.09
LED's(2 red)	276-042	\$ .79
Battery Holder	270-382	\$ .79
Capacitor	Depends on value	\$(about .79)
DIP SOCKETS(2)	276-1995	<u>\$ .59</u>
	Cost for parts=	<u>\$4.05</u>
	Subtract Xtra LED & Socket	- \$ .69
	Actual cost-one flasher	= <u>\$3.36</u> +Tax & Batteries

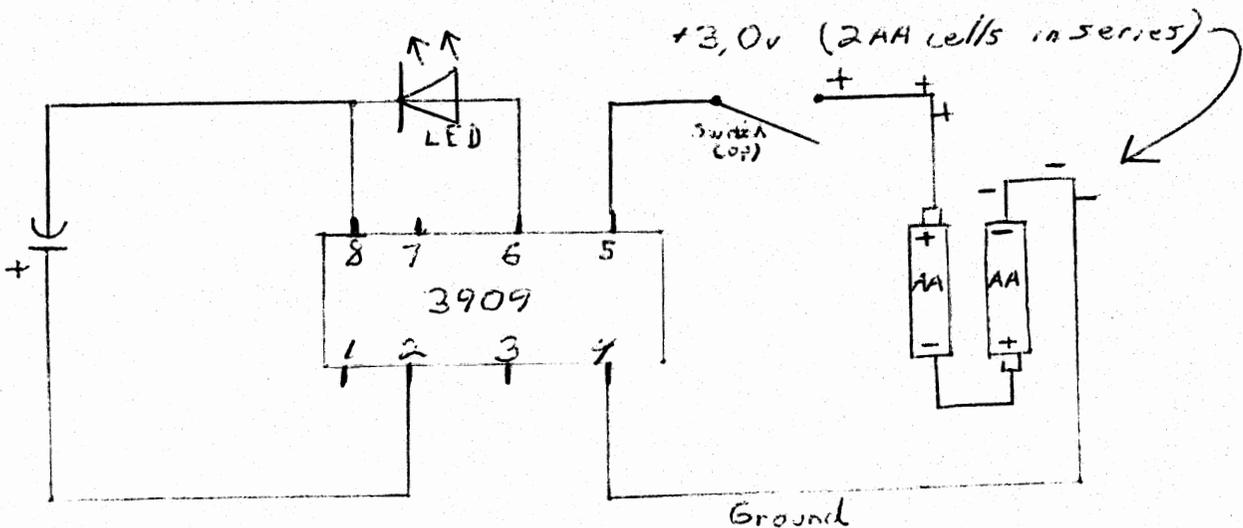
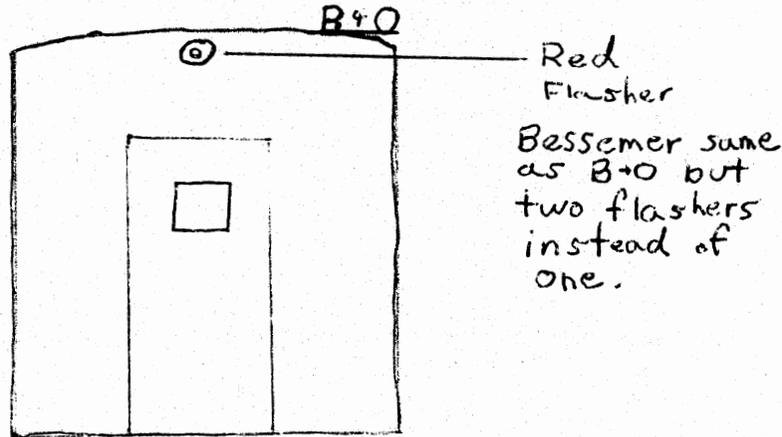
continued

ELECTRONICS WORKSHOP---Continued

Cabooses  
Car rail



Note: No connections to pins 1, 3, 7



Drawn by B. Sto

PROTOTYPE PRACTICES

Bob Huron

"Some Whys and Wherefores' "

You've built your layout, or are going to add an extension. What way could you justify switchbacks, short trains, with very large motive power, or seemingly crazy track layouts? This is a rather large order for even railroad civil engineers and the mechanical engineer who order the motive power and equipment.

For a couple of real life examples of large railroads having some rather odd operations, here are a couple I have found in my perusal of my library.

1. The Ithaca Branch of the Delaware, Lackawanna and Western had a switch back in it, which replaced two inclined planes and horse (real ) power. This line was operated right up until the 1960's.
2. When someone mentions steam and the New York Central, most people associate it with the famous Hudsons (4-6-4's), Niagras (4-8-4's) and Mohawks (4-8-2's). These engine types were in thier right very well known, but would you associate a locomotive with more in common logging with the NYC? Strangely enough the NYC operated Shays (a geared type engine) in New York City, Weehawken, N.J., and Auburn, N.Y. for special switching purposes. In New York City they operated around streetcar trackage, while they performed thier duties. Even more unusually, they were preceeded by a man or boy carrying a red flag, who was riding a horse. These gentlemen were known as Tenth Ave. Cowboys for the Avenue over which the line operated.

For both of the above cited operations, trains were short, operating under rather unusual conditions, but the operation wasn't odd. They were not well known. In another column, I'll cover some diesel operations that you wouldn't think possible.

SEC./TREAS. REPORT

Ted Tait

The first order of business in this report is a rather important one as it affects all NR members. As you may have noticed, the DEPOT is looking rather nice of late because of the offset printing we have obtained ( at a price we couldn't resist), and the size of recent issues. We also intend to get back onto a regular production schedule. Unfortunately, our membership has not been increasing lately. If anything it has been slowly dropping. All of these factors mean that we are spending more and those expenses are being divided among a fewer number of people. The result: a higher cost per person. It is for these reasons that I must announce a necessary dues increase. As of June 1, 1983 Northeastern Region dues will be \$3.50 per year. In the past our dues have always been equal or lower than those of other TAMR Regions, but we are now

continued

SEC./TREAS. REPORT---Continued

forced to make our dues high as everyone else.

What I do offer to you is this: If you renew your membership before June 1, you may do so at the old rate. This means that you can save money if you renew now, even if your membership is not up yet. If you have any friends who are considering joining, let them know that they can save if they join before June 1.

Another effort under way to help raise money for the Treasury is the sale of NR buttons. These large buttons are 2½ inches in diameter and are available postage paid for \$1. Just send your check or M.O. for \$1 to:

Bernie Stone -NR Buttons  
70 Hillside Lane  
Syosset, N.Y. 11791

These buttons have the familiar NR Keystone logo printed on them. Please be sure check is made out to Bernie Stone.

Now, we still have other matters pending. Summertime is rapidly approaching and there has been very little talk of our Convention, although what I have heard from the membership has been very encouraging! It looks as if you people are interested in going this year. The Convention is being held in Philadelphia in conjunction with the Greenberg Great Train Show. The date is August 5-7. At the moment plans are just starting to be made, but I can tell you that we will of course go to the Greenberg show for free ( a \$7 value) where our members will get to do some operating on the layouts that the Greenberg crew brings to the shows. Members are invited to bring some of their own equipment. We also hope to visit some of the local clubs and of course the prototype facilities in the area. As usual, there will be a slight registration fee to cover organizational costs, but members will be expected to pay their own way for almost everything. Lodging will most likely be in a motel, although I have heard from members in the area who might be able to provide some lodgong. Transportation will be a group effort as well. We will use whatever cars are available (and pay the owner for gas), but to avoid some of the transportation problems we had last year, I am planning to have a van available that we can pile a larger number of members into. A van will be especially suited to our purposes as it allows room for lots of baggage, many people, and plenty of doors for them to pile out of! The van may also double as sleeping quarters for a few. I hope to be able to get one with plenty of windows so everyone can see the trains too.

If you have any ideas, plan to attend, or have a car please contact me so that things can get under way. We haven't a lot of time. A registration form is enclosed for those interested. If you cannot decide, please keep it in case you later decide to attend. More details and a tentative itinerary should be in the next DEPOT. Suggestions are welcome!

Events in the works include tours of SEPTA, Clinics on various

continued

SEC./TREAS. REPORT---Continued

techniques and basics like soldering, scenery or kit building. A photo contest (both Model and Prototype) will be held as a part of this year's events. Details will be held as a part of this year's events. Details will be in the next DRPOT. So far we have arranged some free lodging, thanks to Dave Vaventine. All arrangements will be on a first come first served basis. The first applications in will get first priority.

MAIL CAR

Ted Bedell

JUNE ROAD TRIP, WEST N.Y. :

I am planning a weekend road trip through western New York. I would like to take a Saturday and Sunday to check out Rochester and Buffalo in June. There are numerous shortlines in the area. The last I heard the Livonia, Avon & Lakeville was still using RS-1's in tri-weekly freight service.

We will have at least two cars (I'm hoping for three or more), so anyone (with or without a car) who would be interested in coming along should write to me. I will be setting the exact dates within the next month. The cost should not be excessive (under \$60 including motel if you go cheap) due to chipping in on gas, tolls, and lodging. I would like to see a good turnout for this jaunt. My address is in the masthead and below, so get in touch with me.

AUGUST ROAD TRIP, MD, VA, WV, NC, TN, KY:

I am also thinking of taking a 6 day camping road trip immediately following the NR summer convention in Philadelphia in August. I would like to stop at points in Maryland, Virginia, West Virginia, North Carolina, Tennessee, and (if time permits) Kentucky. Tents, sleeping bags will be the order of the day to cut down on expensive motel costs. Again, I would like to have at least two carloads (equipped with CB's and hopefully a railroad scanner). If the idea sounds interesting to anyone, write to me. Ted Bedell, 6 Oak Place, Bayville, N.Y. 11709

DIVISION NEWS

J.S. Ward

Sorry but I really have nothing to report. The P.D. is doing fine and membership is \$2.00 for 6 issues for the SIGNAL to: Darren Phillips, 226 Hemlock Dr., McMurray, Pa. 15317. As I said before it would be great if other local groups started up!

PRESIDENTIAL PLATFORMS

Nominees

The nominees in alphabetical order are:

Chris Brindamour  
Bernie Stone  
Steve Stone

continued

PRESIDENTIAL PLATFORMS---Continued

Their platforms follow:

CHRIS BRINDAMOUR

It's that time again and I hope that all of you out there VOTE!! I may not have been very involved with the NR over the past few years, but I've been very active with the TAMR. I organized the production department last year and was appointed the manager and we now have 18 people in the promotion department. I'm also working to get improved conditions for teens in the National Model Railroad Association and its Northeastern Region. I'm also on the Board of Directors for the Little Rody Division of the NMRA. Enough of that, as president I hope to improve the present state of the NR. I will work to get the DEPOT on time and work to set up a Convention Committee to plan conventions well in advance of the planned date so we can get the info. out to you on time as well as make it a better convention. Now that the duties are spread out among different people the conditions of the NR have improved, one person isn't handling all the offices. I will make sure it stays that way. So vote Chris Brindamour for president.

BERNIE STONE

It seems like I just was elected to this office, but I have been the President for over two years now. The time sure goes fast! In this short time a lot of work and accomplishments were made. When I came into office in March 81', the NR was falling. Ted Tait was bogged to the fullest with work, the DEPOT was seven months behind and we had just lost our printing source. The DEPOT almost disappeared totally. Today we are almost back on time and the printer is A-1 offset. The DEPOT looks better than ever. The work load to all was reduced. The system that is used today to get the DEPOT rolling is quick and very efficient. We even have room to be better and bigger but that depends on you and how active you can become. I think my record will speak well enough for me. How well I did my job is up to you. I feel you already know enough about me to decide whether you want me for another two years or not. I am grinning at the past two years because of the friends I met and the great progress that was made. I hope I can smile back on the next two years. So re-elect Bernie Stone for President!!!

STEVE STONE

Dear fellow members of the NR,

I thank whoever nominated me and I am glad that you consider me worthy of the Presidency, but due to school and Lacrosse afterward I must refuse the nomination. I basically declined the request because if I was possibly elected I do not think I would do the best job I could. I ask one favor of the members that is to VOTE because usually only 1/10 of the club usually votes, so I wish good luck to Chris and Bernie in the election.

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...FINAL NOTES

REMEMBER, the NR now has armed forces, so if you don't buy an NR Button today, our elite strike team led by Army Private J.S. Ward will attack your home front! They're only a buck so get yours TODAY!

TOM MATTHEWS wishes to remind all members that the NEST has been getting a transfusion at the local M\*A\*S\*H and needs your help. If you are a member and have any ideas pertaining to his last mailing (or other ideas) he welcomes them. New members are welcome as well. Write Tom for information.

MATERIAL for the next DEPOT is needed badly and should be sent to Ted Tait until further notice. In addition, all mail for Jeff Ward should be sent c/o Ted Tait.

SPECIAL THANKS, also goes to the assistance of Mike Maffia, 9 Eklund Blvd., Lake Ronkonkoma, N.Y. 11779 in making the printing of the DEPOT possible.

DOUBLE APPRECIATION to Fr. Peter Paul Vavro, M.S.C. for his second donation of \$10.00 for "running expenses". We'll "keep em rolling"!

REMEMBER TO VOTE!!! ELECTION BALLOTS IN THIS ISSUE!! VOTE!!!!!!!!!!

NEW 1983 DIRECTORY IN THIS ISSUE.



The Depot  
Bernie Stone-Pres.  
70 Hillside Lane  
Syosset, N.Y.  
11791

