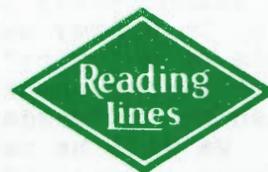


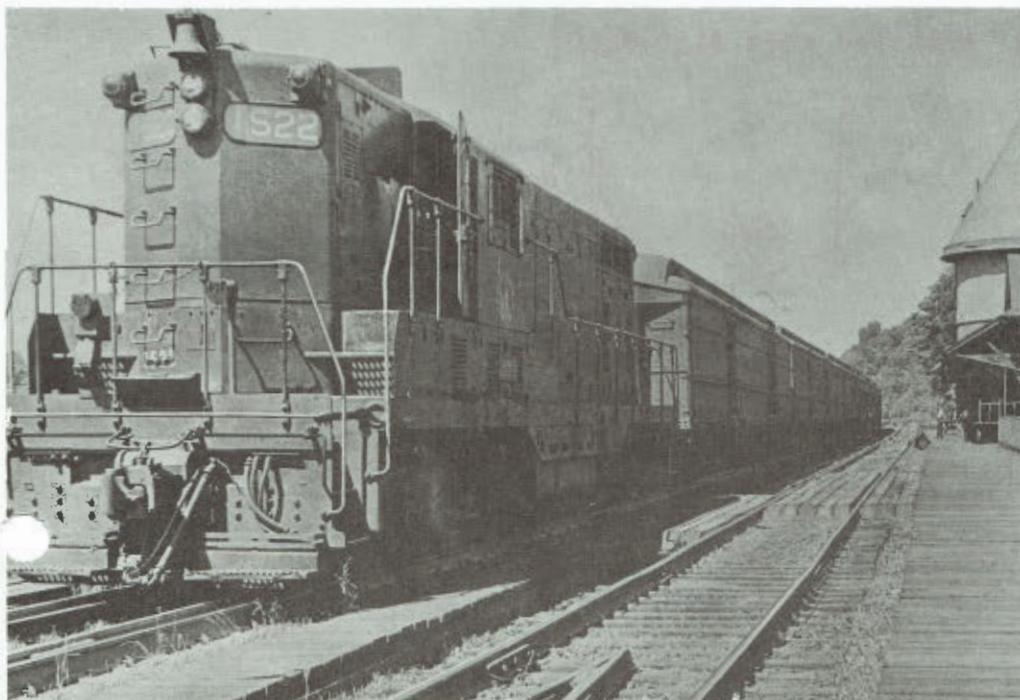
The **DEPOT** is the official publication of the Northeastern Region of the Teen Association of Model Railroading.

ISSUE NO. 22: April-June 1983

IN THIS ISSUE: Feature coverage of the **Reading Lines** and **New Jersey Central**, Electronics Workshop, Presidential Election results, NR Survey results, and more.



TOP: Bound Brook, NJ was an important junction between the Jersey Central and the Reading before Conrail. A pair of Reading FP-7A's pause at Bound Brook Station on July 3, 1964.



BOTTOM: Jersey Central GP-7 #1522 leads train 1104 into Easton, PA on June 26, 1965. Both photos by Mike Ruscetta.



1983 Official NR Camping Trips

We have two camping trips in the works for this summer. All members are invited to join us. If you don't have a car, get in touch early to reserve a seat. If you can get (steal) a car, we can help you find passengers who will chip in for gas & tolls. If you have any friends who may be interested, by all means tell them to write. Membership in the NR is encouraged but not required.

We have requisitioned some camping gear, mostly tents and some cooking gear. Each person will be required to bring his own sleeping bag; if anyone can bring other equipment, let us know. By chipping in for gas & tolls, cooking our own food, and avoiding expensive motel costs (unless we get hit by a monsoon), we should be able to keep expenses below \$20 a day (plus film). To attend either of the two trips described below, or for more information, write to **Ted Bedell, 6 Oak Place, Bayville, NY 11709.**

JUNE 25-28: Upstate New York

During this jaunt, we will be looking for ALCO power in particular. In addition to numerous shortlines, we plan to see the B&M, B&O, Conrail, and D&H. Leaving Long Island early Saturday morning (25th), we will head north and west to Niagara Falls. On Sunday we'll check out Erie, PA where J.S. Ward informs us there are "scads of BN units", as well as the general Buffalo area. Then we'll head east a bit on Monday checking localities around Rochester and Syracuse. We'll probably finish up on Tuesday by stopping near Albany and Mechanicsville (see map).

We will be camping three nights on this trip.

Expected travel: 1000 miles. Expected cost: \$60 - \$80.

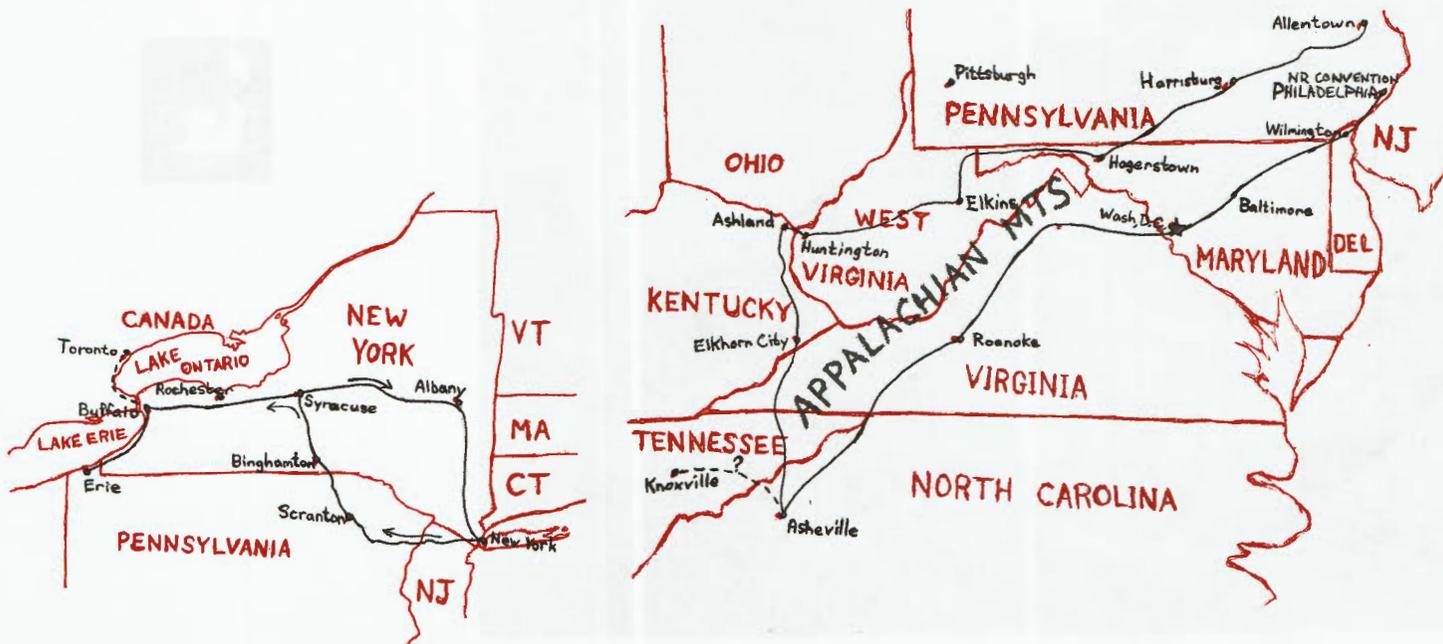
AUGUST 7-14: Virginia, North Carolina, Tennessee, Kentucky, West Virginia, Maryland

This trip should prove to be the ultimate in railfan camping adventure. Seven days and nights travelling around the Appalachian Mountains, seeking out the strange and unknown railfan's delights nestled in the valleys. Some of the lines we expect to see include the L&N, C&O, WM, N&W, and the Clinchfield.

We will be starting directly from the 1983 NR Summer Convention in Philadelphia on Sunday August 7, sometime after lunch. We will move along the proposed route a couple hundred miles or so each day, camping at various locations near trackside. With the help of Bill Bokeko's programmable scanner (hopefully), a few handy maps, and our CB's we should effectively be able to check out any kind of action imaginable, so if you've read or heard about any places of special interest, here's your chance to go there, so speak up!

We will be camping seven nights on this trip, unless inclement weather forces us to use a motel.

Expected travel: 1600 miles. Expected cost \$130-\$160.



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FROM THE CAB

Ted Bedell, Bernie
Stone

We have received word that Jeff Ward is no longer in the Army. He is resuming his position as Editor, and is currently working on an upcoming issue. However, since it has been almost two months since the last DEPOT was mailed, we are producing this issue in order to maintain our production schedule. Issue 23 should be out shortly after this one.

This issue was put together from material we had on hand, plus the articles on the Reading and New Jersey Central by Bob Huron. These articles were written to accompany the photos which were sent by Mike Ruscetta who is a retired Conrail Station Agent. We hope to see more of his work in the future. Also included in this issue are the presidential election results as well as the results of the NR

continued

FROM THE CAB---Continued

survey which appeared on the back of the nomination form. We hope you like this issue, as it is the first DEPOT produced by two co-editors.

We want to remind everyone once again that the NR Convention is the best way to meet new people in the Region. We know a lot of you have never even been to one of these bashes, and can't understand what a blast it is. We hope to be able to arrange a guided tour of a prototype facility, as well as our own impromptu un-guided tours. The Greenberg Great Train Show also promises to be interesting. A photo contest will be held for both modeling and prototype subjects. So all photographers, send in a couple of your best shots to Ted Tait to be included in the contest. A box-car throwing contest is also being contemplated. We can all have a good time, why not join us?

As everyone has seen by now, a two color announcement is in this issue. Unfortunately, delayed production has caused the June trip announcement to be a little too late. We may be in Buffalo by the time you read this. However, the August trip is still ahead of us, and anyone who would like to go should contact Ted Bedell as soon as possible. We plan to see a lot of action on both trips. A report on the Buffalo trip will be in an upcoming issue of the DEPOT.

Don't give up hope with the region. We are working together to bring you a regular production newsletter, which is the first building block upon which the region should be built. Local meets are still sadly lacking. Our Pennsylvania Division is kicking around the idea of a weekend meet around Altoona, possibly in September. We may drive out there from Long Island-is anyone interested? How about a meet in some other areas of the region?

PRESIDENT'S LETTER

First of all, I wish to thank the people who re-elected me as President. It makes me feel good that someone out there has faith in my work. The number of votes received was not that high but it was the greatest response that an election ever had so far. It does tell me that a lot of you care about who is running things in this club.

In our last issue I mentioned we had some problems. I am happy to report our Editor is back and will resume work as soon as possible. J.S. ward is not in the Army any more, so he will be doing his job full time. You will notice this issue is a bit smaller than the average DEPOT. This as explained in the Editorial was done entirely by Ted Bedell and myself. We just wanted the DEPOT out on time, and were getting a little mad that the edited copy did not arrive. So this is what we came up with. This just shows you the concern we have to make this region work. Hopefully this issue will spark some response. So get the pens in your hands and your brains working and develop an idea on paper. Send it in and most likely it will be in a future issue. Let's all get together and make the NR work for us all!

THE READING COMPANY

Bob Huron

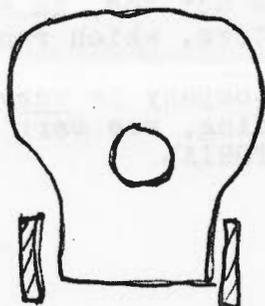
One of the major coal railroads in Pennsylvania, the Reading is also on the list of many railfans and modellers due to the diversity of its motive power, scenery and operations. With operations stretching from Philadelphia to New York (via the CNJ), to Williamsport, where it interchanged with the New York Central, and Hagerstown, Maryland where the connection with the Western Maryland was maintained. In other words a very big operation in a relatively small area.

As to the motive power operated, the Reading and its corporate predecessor, the Philadelphia and Reading (P&R), were among the major operation of Wooten boilered steam engines, along with the Delaware and Hudson, DELAWARE, LACKAWANNA & WESTERN, and a number of other railroads.

Anthracite coal was the reason for both the Reading and the Wooten firebox/boiler that was developed by James E. Wooten, a general manager of the Reading.

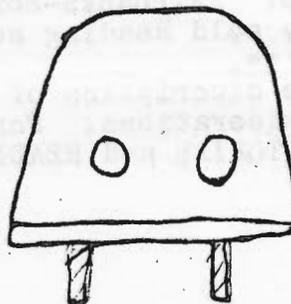
Anthracite coal is also known as "HARD COAL", or "BLUE COAL", the latter was a trademark name. In order to burn this type of coal, you need a shallow fire, and a wide grate. In a bituminous firebox, a grate area could be 40 square feet. The photo of the 2100, a T*1 Class 4-8-4 of the Reading, shows how the firebox and the back end of the boiler was put into practice.

DRAWING 1



(A)

1A- Boiler BACKHEAD
BITUMINOUS COAL



(B)

1B- BOILER BACKHEAD
ANTHRACITE COAL

▮ - FRAME OF ENGINE.

continued

THE READING COMPANY---Continued

Two engineers on the P&R contributed greatly to the usage of hard coal for locomotive applications. They were John Wooten, already mentioned and John Mulholland, who developed the deep firebox anthracite type firebox. Mr. Mulholland also developed some rather high horsepower engines for his era (1860-1880's); they ranged in size from 4-4-0's, 4-6-0's for passenger service to 0-12-0's for pusher service. Yes, that is exactly what I said 0-12-0's. Later the Reading was noted for its rebuilding of engines. Engineer Sieden (CME), had some 2-8-8-2 rebuilt into 2-10-2's, of great girth and strongly enough, a marked turn for speed. Of course, the best known conversion was the rebuilding of thirty (30) I-10sd, 2-8-0's into high capacity 4-8-4's, the famous T-1's, or 2100 series.

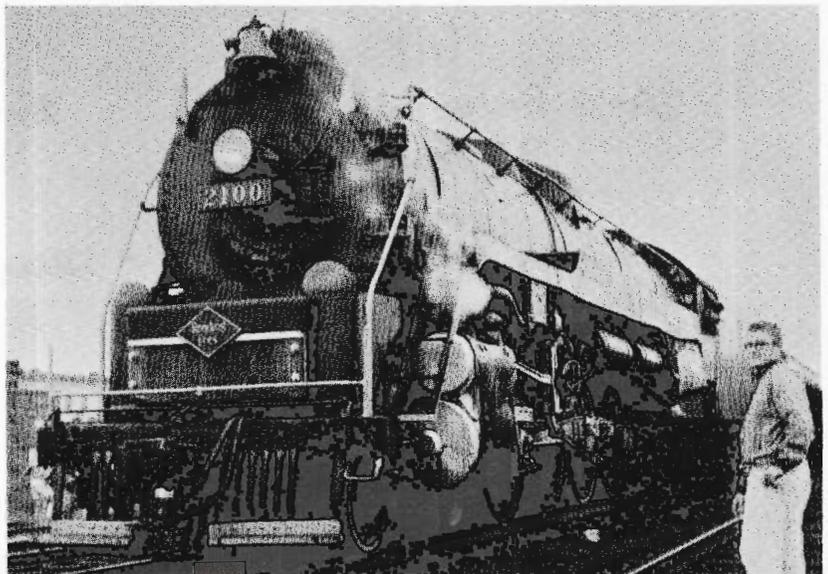
Coming now to the later diesel acquisitions, the Reading also had quite a number of one-of-a-kinds.

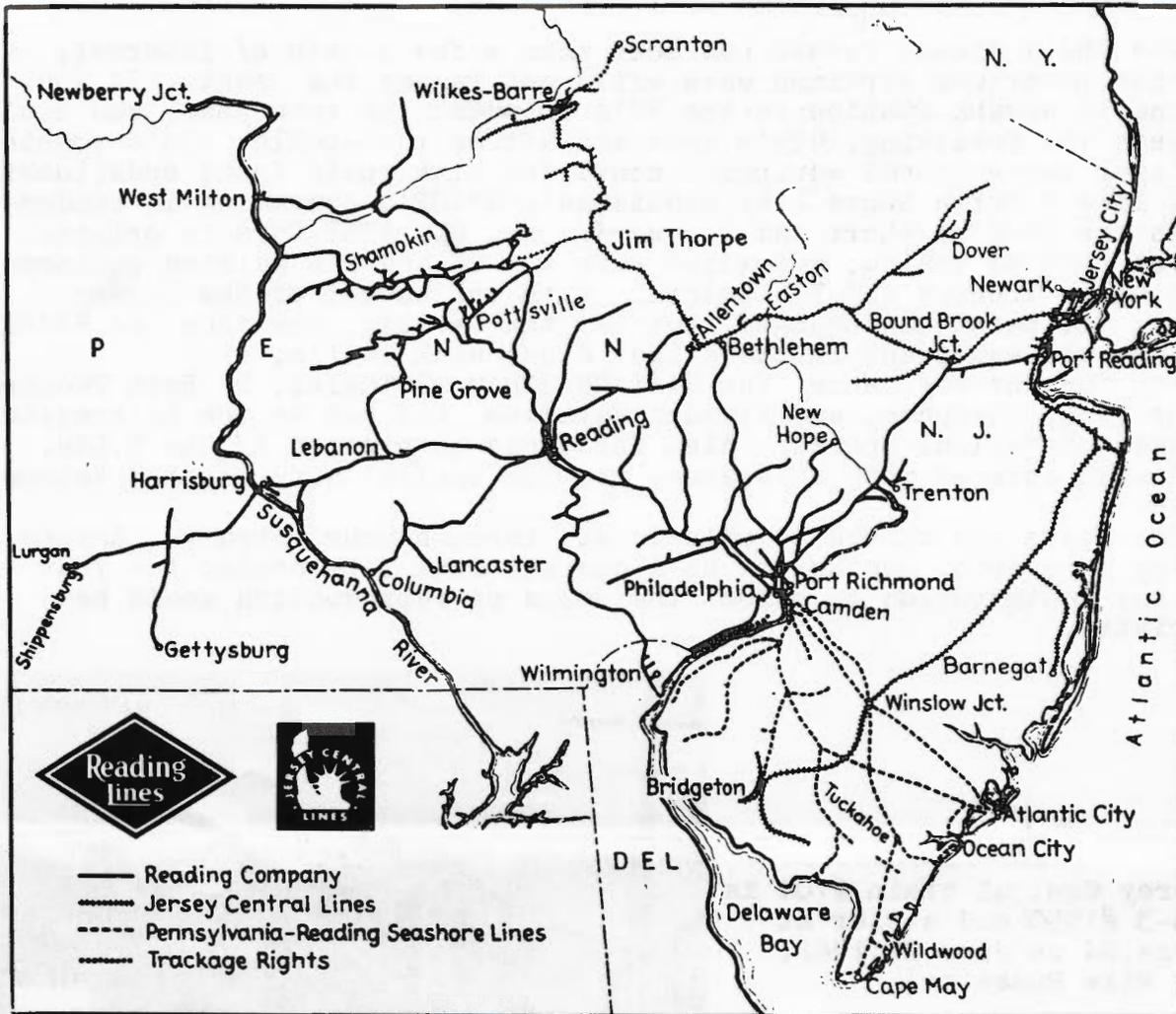
With the Baldwin Locomotive Works, located in Philly, and the main lines of the Reading, being good testing grounds, Baldwin tested quite a few engines on the railroad. Also they sold a few of them to the Reading, who ran them for quite a long time. Also also made some large sales to the company, and they ran a rather large fleet of FA's and RS-3's, which were combined in some rather interesting mix and match combos. Later motive power from Alco included C424's, and C-630's.

E.MD was well represented, and the 900 series FPA7's, were extremely well known due to the service on the Crusader, and several excursions during the 1960's. Fairbanks-Morse was in the act too, in a rather big way, for they sold Reading some Train Masters, which ran in passenger and freight service.

This capsule discription of the Reading Company is very incomplete, due to space considerations. For further reading, see Bert Pennypackus EASTERN STORM PICTORIAL and READING POWER PICTORIAL.

RIGHT: Reading T-1 #2100 is a big 4-8-4 which was converted from a 2-8-0. Taken Sept. 19, 1964. (Photo by Mike Ruscetta)





TAKEN FROM RNE - "RR MAPS FOR 1952"

CENTRAL OF NEW JERSEY

Bob Huron

This company, which makes an end-on junction with the Reading Company and Baltimore and Ohio at Bound Brook, New Jersey, is another road, that is small in mililage but great on influence.

In diesel days, the CNJ's motive power ranged far and wide, from New York(Newark) to Baltimore, and Hagerstown, and Easton, Pa.. Wether leading or mixed into consists, the diesels were well known well outside their normal haunts. At one time controlled by the Reading Company, the CNJ's motive power reflected the parnet company's policies in both operations and makeup. Camelbacks were the hallmark of the P&R, and the CNJ, and the last Camelback operated was a CNJ machine. That engine is now located in the B&O Museum(Mount Class) in Baltimore.

As to diesels, the CNJ really operated some oddballs, especially a group of double ended Baldwin cab units. These were used for commuter service, as they required no turning. Later GP-9's and RS-3's replaced them, as they were even harder to maintain due to the bankruptcy of the company.

continued

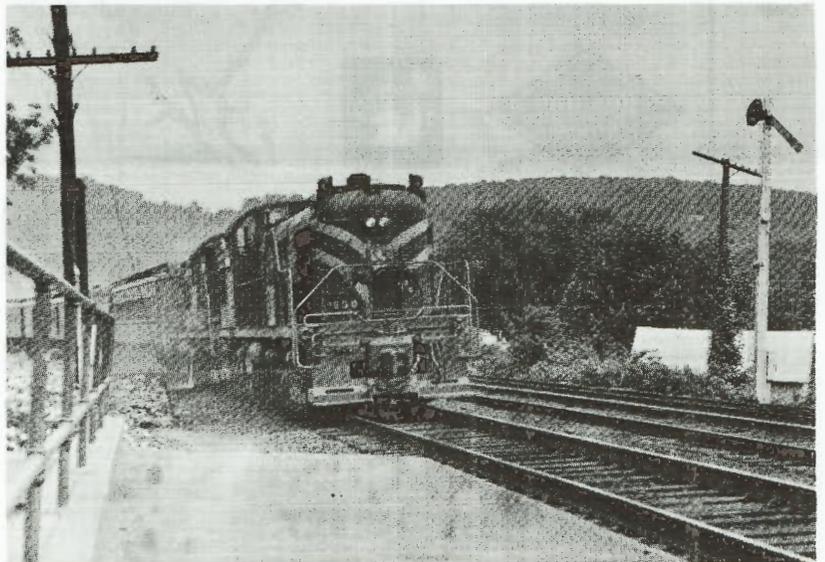
CENTRAL RAILROAD OF NEW JERSEY---Continued

The CNJ's diesel roster had more than a few points of interest, but thier passenger services were different to say the least. If you had gone to Newark Station in the 70's to watch the rush hour, you could have seen the following, GP9's fore and aft on push-pulls, GP9's pushing/ or pulling conventional equipment converted with solid front ends(looking almost like a North Shore Line Vestibule), GP40P's operating in random orientation long or short and forward. Ex. GN, ATSF Cars in original paint on BayHead trains, and mixed with the PC and PRR painted equipment operating to Trenton and PRR points. With the advent of New Jersey Transit, the paint has changed, but not the variety, now thus on F40PH's and push-pull equipment in operation, along with GG-1's.

For further reference, see EASTERN STEAM PICTORIAL, by Bart Pennypacker, and the Flag, Diamonds, and Statues Magazine, put out by the Anthracite Railroads Historical Society. Also for those interested in the D.L&W, a road well covered into this area, see Tom Tablis' monumental 3 Volume History.

The above you should be able to get through your library. Anyone desiring more info, contact me so I can get some info copied for your use. Any contribution to offset the costs op reproduction would be appreciated.

RIGHT: Jersey Central train #104 is led by RS-3 #1550 and sister at High Bridge,NJ on June 21,1962. (Photo by Mike Rusetta)

SHORT LINE SHORTS

John Dunn

The Direct Reduction Co. in Rockwood, TN. has a SW-1 built 4/38. The engine, #112, is still in full Lehigh Valley paint, numbers and logos! AWM S6 (either No. 151 or 152) is also operating at a power plant on the Ohio River north of Parkersburg, WV. in full WM paint.
NEW ENGLAND SOUTHERN

Operates 72 miles from Concord to Lincoln, N.H. Motive power is S-1 #1008 built in 1949 (ex. Fort. Term, #1008). The line will be subsidized for five years by the state of N.H. the subsidy will decrease each year. (This year NES gets \$96,000.)

POCONO NORTHEAST RR

Began operations on 10/13/82 with SW-900 #901(ex.-CR#8638) and SW-1 #601 (ex. CR#8408). Operates 40.4 miles on old LV track from Ashley

continued

SHORT LINE SHORTS---Continued

to Pittston and branch to W.Pittston. Will acquire other abandoned segments from CR. Serves 70 firms. Received \$455,000 from State of Pa. and will probably receive more. New York and Philadelphia investors are also supplying money. The PN interchanges with CR and the DH. Offices are in Wilkes-Barre.

BATTEN KILL RR

Operates ex-Greenwich and Johnsonville trackage. Motive power: ex. C&J's, RS-3 #4116 built 10/52(ex-D&H 4116) Track rehabilitation is funded by N.Y. State., will cost \$2.8 million, and will bring track standards up to 25 m.p.h.

ADIRONDACK RAILWAY

#107 GE 44T built 11/47 (ex. NH#107 and I, nee Hoboken Shore #701) was used for maintenance and is back on NH&I. \$10 million was spent on restoration. CN is interested in a freight outlet into New York and the northeast. There is only 26 miles from Malone to Lake Clear Jct. NYC used to have a connection but the track is torn up.

NEW YORK SUSQUEHANNA & WESTERN

The Suzy Q is now owned by the Delaware Otsego System. The NYSW purchased the entire defunct Morris County Central. Included in the purchase is all passenger and work equipment. Also included are the two steam engines which are being repaired for future use. Engines purchased: 2 C-430's from Cr (ex NYC) to be painted yellow and black.

BAY COLONY RR

Owens 2 engines, both ex-Portland Terminal and both rebuilt a year ago. They are painted cranberry red. S-2 #1052-used on the Plymouth Branch Runs on Tues. and Fri. S-4#1058 used on the Cape Lines for freight Mon. and Thurs. The rest of the week its used on the Cape Cod and Hyannis passenger train. The CC&H runs the train from Hyannis to Buzzards Bay and on freight days it runs to Falmouth. Leased Seaview 65T Vulcan #2 works out of Buzzards Bay, A Mercedes all-wheel-drive Unimag Truck is used on the Needham Branch. A Trackmobile is used on lightly wtilized sections. Freight-10 cars on each line each week. 120-140 cars of salt are being moved in blocks of 20 from Middleboro to Sagamore.

EASTERN SHORE RR

This line was formerly known as the Virginia & Maryland. It took over operations on 10/81/ There are 70 miles of mainline track with a 26 mile car flat operation between Cape Charles and Little Creek, Va. In addition, there are 30 miles of yard tracks including 2 major yards of 5 miles of track each at Cape Charles and Little Creek. At Little Creek it has direct connections with SCL, SOU, NW&Chessie. At Pocomoke City it connects with Conrail.

ELECTRONICS WORKSHOP

Kent Ross

Making your own Circuitboards---Sounds tough, right? At least

continued

ELECTRONICS WORKSHOP---Continued

expensive and bothersome, right? Wrong. Read on.

The whole idea of using circuitboards is to simplify the assembly process, the regular process, and the scrap process. You also end up with a nice looking circuit, and there's no jungle of wires to break as you install the circuit in its case.

The process of making boards is called "etching", and assuming you already have a circuit design, here is how it is done. Circuitboards come in many styles, the most common of which have copper foil on either one or both sides. The ones I use are single sided, however the dual sided are also good, just that there is more copper to be removed. The idea is to protect the copper you want saved with either inks, paints, or dry transfers. You then soak the board in an etching solution that eats the extra copper, leaving just the copper "trails". You then clean off the inks or transfers, then drill the holes. If you are feeling rich you can go to Radio Shack and buy a PC board kit, number 276-1576, \$8.95. This kit comes complete with materials for making two or three small boards, and a good set of instructions. I would suggest passing this up however, for the price is high for what you get. Most of us can get hold of the materials almost for free, such as an old glass or plastic (not metal) pan, tweezers or tongs, ruler, pen, carbon paper (or the back of a ditto sheet from school), tape, and a hammer and nail. Now you will need to buy some etching solution, Radio Shack #276-1535, \$2.49 for 16 ounces, rub-on transfers, 276-1577, \$2.59, and some gasoline or fingernail polish remover or toluene or any dangerous chemicle for cleanup. Radio Shack sells resist ink pens that you can use instead of transfers, but they work poorly at best. If you really want to use a pen try an El Marko permanent magic marker by Flair, but the transfers do work much better. If you don't have the circuitboard material Radio Shack does sell them. Remember the single side type is best. You have to clean the board before you can use it, scrub it with a green kitchen pad, fine steel wool, or emery cloth. Next tape the board to your work surface, the carbon paper over it, and the circuit diagram on top of that. Take the hammer and nail and make punch marks on the board where holes will have to be drilled so that you can insert the components. Don't hit it too hard, as you don't want to crack the board. Make sure the nail is sharp, if it isn't try filing it. Now "connect" the "dots" using pen and ruler, the lines will be transferred to the board via the carbon paper. Now untape the whole thing, and check the board carefully to make sure all the holes and lines are clearly marked. Next apply the dry transfers over the carbon paper lines, and use the transfers that look like donuts around the nail marks. When you are convinced you have it all marked out properly grab the Magic Marker and put your name on the board, if the mood fits.

Next put the board in the glass or plastic dish, and pour in the etching solution, covering it to a depth of $\frac{1}{4}$ ". Using the old tweezers or tongs move the board around every few minutes, as it is bad to let it sit still. The etching process may take an hour.

continued

ELECTRONICS WORKSHOP---Continued

When there is no more unwanted copper on the board remove it, and wash it well in cold water. Remove the transfers and or ink with the dangerous chemicle mentioned earlier, but be careful, as the inks tend to make a blue or black mess on anything they touch, and Mom doesn't want a blue bathroom sink!

When the mess is all cleaned up drill out the holes you marked with a small drill, such as a #63. If you don't have one, check with a school shop teacher. Now clean the board with emery cloth or whatever. Check it over for unwanted copper "bridges", which can be scrapped off with a hobby knife, and when ready procede with the components.

If you wish you may save and reuse the etching solution. As it gets older it takes longer to remove the unwanted copper. Put it in a seperate bottle.

For a cheap thrill throw a penny in the solution and watch it bubble and dissolve. One word of warning; the process puts out chloring gas as a by-product, but I haven't seen to many green clouds in our bathroom lately, so I am not worried. The etchant is not acidic and will not burn you, although it will stain your fingers brown.

If you ever have \$10 burning a hole in your pocket go out and buy these materials. Making circuitboards is easier than I can say, it is inexpensive, and even better, its fun! If you have problems with etching boards write to me. I will see if I can help.

SEC./TREAS. REPORT

Ted Tait

Our first order of business for this report is, of course, the election. An interesting situation occured this year which has never happened before. On May 14, I counted all of the ballots and found that there was a tie, just as there was in the last Presidential election. There were seven votes for each candidate. So, that left the final and deciding vote up to me. So far everything was going just as it did in the last election I counted ballots for, but this time things went differently. After the deadline I continued to get votes most every day. The votes kept coming in well past the deadline, so I decided to keep them in a seperate pile. By the time they stopped I had received another 14 votes, making the total number received 28!! Although this number may not seem too large, when you cut out the Associate members who could not vote, you can see that it becomes a large percentage of our membership that actually took the time to vote. This is a very pleasing thing for me to see. Our members actually care what is going on in the NR. This turnout proves it. By my rough calculations 75% of those members who could, did vote, even if some of them were a bit late.

Because of the great number of late voters, I decided that instead of casting my final vote the way I wanted to, I would cast it in favor of whomever had the majority of ALL votes after they stopped coming in. The result was still very close. Of the 14 votes that came after the deadline, eight were for Bernie Stone and six were for Chris

continued

SEC./TREAS. REPORT---Continued

Brindamour. So I cast my deciding vote for Bernie, the official count being eight to seven, but the actual (counting all votes) count was 15 to 13. Bernie Stone will continue as President for two more years.

Other important news concerns the convention. Although our hopes for a van may not come through, transportation is not expected to be a problem as a number of cars are expected to be on hand. It may be that our travelling will be done by caravan with CB link between cars if possible. Events in the works include railfanning, possible prototype tours, the Greenberg Show, NMRA Tape-Slide Clinics, maybe some live clinics, club visits, and anything else you or I can think of. Please let me hear any suggestions. If you are unsure about coming, why not think about it. Ask anyone who has been to one and they'll tell you how much fun our attendees are in for!

That's about it for now. Hopefully I will be seeing YOW at this convention (If I'm earning some summer money by the time you read this!). Remember too that our free lodging compliments of Dave Valentine is STILL available, but only on a first come, first served basis.

The following list of new and renewed members has been compiled to help an up to date Directory. Why not contact a new person in your area and welcome them aboard! The coding used is the same as in your Directory.

Garrison Colin (18)
1631 Albany St.
Schenectady, NY 12304
10,027,1,SDF,1,N,N,1

A. Darrow Latham (A)
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Center Moriches, NY 11934
516-878-8768
40,HO,1,DSFP,2,N,I,12
New England

Brian Leaver (11)
55 Keveney La.
Cummaquid, MA 02637

John Marshall III
8613 Breezewood Dr.
Pittsburgh, PA 15237

Michael Patrick (19)
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Newport News, VA 23602
7,HO,x,DE,1,N,I,1235
Eastern States Railway

Antonios J. Tsompanidis (16)
420 Henry St.
Fairview, NJ 07022
201-941-1916
2,N,1,SDFF,1,Y,A,123
Fairview Central RR

SURVEY RESULTS

Ted Tait

Surveys Received- 16 28% of membership

Length of Membership- New-1 6% 1yr.-5 31% 2yr.-3 19% 3yr.-1 6%
 4 yr.-2 13% 5 yrs.-1 6% Too long-1 6%
 No Answer 1 6%
 Modeler- 1 6% Railfan- 1 6% Both- 14 88%
 NR is worth the Money- 16 100% Is not- 0 0%

The DEPOT should contain-

Cartoons- 8 44% Modeling Articles- 8 50% Layout Articles-10 60%
 electronics Column- 7 50% Prototype Material 10 60% Trip Articles-8-50%
 Photo Column- 11 69% Short line Column- 11 69% Diesel locomotive
 Column-8 50% Locomotive Column (NOT JUST DIESEL)2 14% Product Reviews-
 8 50% Book Reviews- 7 44%

Would you write for the DEPOT: Yes- 14 88% No- 0 0%
 Are you: Active- 12 75% Inactive- 4 25%
 Should we make Divisions: Yes 12 75% No 2 13%
 Would you head a Division: Yes 8 50% No 6 38%
 Do we ask a lot of Nosey questions; Yes 2 13% No 14 88%

Additional comments include statements that the DEPOT has improved over the years and that the new printing and photo format look nice. Suggestions asked for a pass of the Month Column. Of course, comments asking that the DEPOT be produced on a more regular basis appeared. A further suggestion was that it should act as a newsletter with announcements of membership activities and get-togethers which should happen at least three times per year.

NR CULTURE CORNER

Steve Stone





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