

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

ISSUE NO. 25: Nov. - Dec. 1983

IN THIS ISSUE: Winter Railfanning, Last Run of the GG-1, Steamtown moves to Scranton, Letting Off Steam returns, and plenty more!

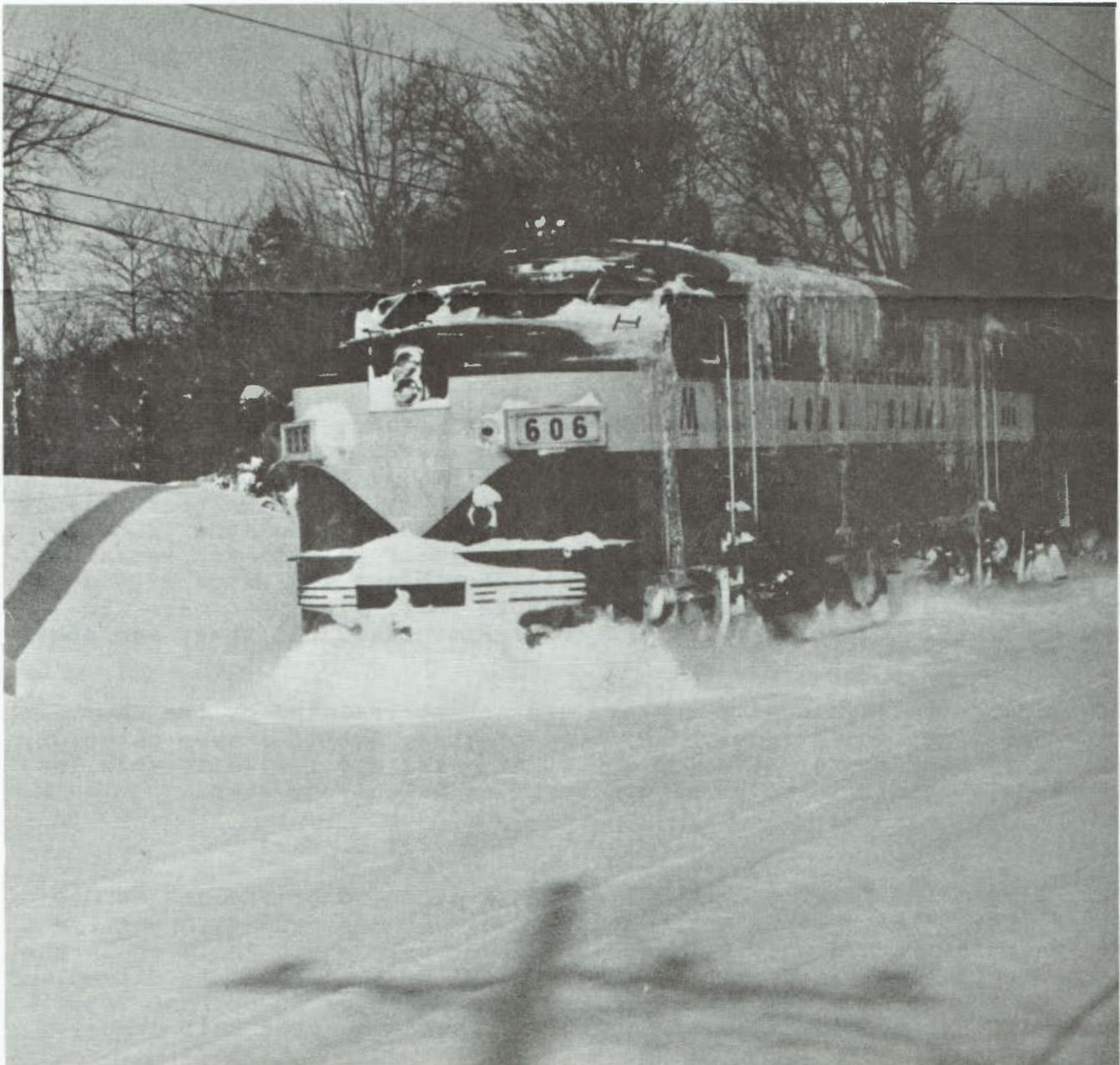


Photo by James Donohue



LETTING OFF STEAM

This letters column is for the members to voice their opinions on any subject related to railroading and the hobby.

November 29, 1983

I know you all don't know the reason behind my not sending the article file sooner. It is because of a severe financial crunch I am presently in. Which is also why your article file is coming postage due. I had an issue ready to go by 9-1-83, but no free money with which to mail it.

You see, out here in Steel Country, where unemployment still hovers between 15 and 20 percent, we just don't fall into jobs the way you do. If you're over 18 and don't have experience in something, you're sunk. Any good job requires experience or a college degree, and the raunchy ones won't hire those over 18, because the minimum wage is lower for minors. If you all don't believe me, come out here and land yourself a job!

Also, since you (the editors) are too damned stupid to realize the research which goes into lists of numbers "which anyone can copy out of a book or magazine" let me educate you as to the facts. There are such things as copyright laws which cover most magazines and books. Also, using the roster book Kalmbach recently put out as an example, a lot of mistakes are made by printing rosters not properly researched. I refer you to pages 14, 30 & 31 of said book - the B&O and C&O rosters. As of 1981, which the rosters are dated, SW7 #5215 and GP9 #6263 had been transferred to and relettered for B&O from C&O. On page 8, Amtrak #274 is ~~(as of 9-83)~~ still on the roster and regularly used on trains 46 and 47 along with other units in the 266-279 series. On page 18, B&LE units 210 and 658 are ex-DM&IR and EJ&E respectively and both are SD38-2 and not GP38-2.

I could go on and on and I'm no expert by any means, but you should have gotten the point by now. I now refer you to the Conrail 1976 roster published in DEPOT #20. This info is based on CR roster in CR Central Region Timetable #2, sent to me by one of my best friends Pat Yough. The additional page of additions and corrections is based on my own Conrail notebook, itself the result of painstaking research through just about every issue of Rails Northeast and Extra 2200 South published since 1976 and even some before that. Also used were NYC System Diesel Locomotives, Reading Power Pictorial, ERIE power and other books.

Incidentally, since my rosters are not appreciated by the new management, you won't receive any more of them. But if I ever catch any errors in your roster data (or any other material) I will, if able, let you know about it in no uncertain terms, so watch your step.

J. S. Ward

P.S. Here's the first one: DEPOT #24, page 11, photo of freight at Zoo Tower. The third unit is not a Reading unit, as any fool with one eye can see. The FOURTH unit is an ex-RDG GP30 assigned to Enola, as is the second unit. The first unit is an ex-PC, PRR GP35 assigned to Camden, and the third unit is either an ex PC, PRR GP35 or an ex PC or PRSL GP38, possibly assigned to Enola or Camden as I can't see the unit number.

OFFICERS:

President-Bernie Stone, 70 Hillside Lane, Syosset, NY 11791
 Secretary/Treasurer-Ted Tait, RD#3 Box 1081, Hollidaysburg, PA 16648
 Regional Representative-Andy Taylor, 5 Harris St., Marblehead, MA 01945
 Editor (Acting)-Bernie Stone, Ted Bedell
 Associate Editor-Bob Huron, 111 Valley Ave., Locust Valley, NY 11560
 Printer & Typist-Ted Bedell, 6 Oak Place, Bayville, NY 11709
 Division Coordinator-J. S. Ward, RD#1 Box 217a, Ruffsedale, PA 15679
 Activities Director-Peter Antoniou, 16 Bermuda Rd., Wethersfield, CT 06109
 NEST Coordinator-Tom Matthews, P.O. Box 6006, Stewart, NY 12550

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FROM THE CAB

Bernie Stone, Ted Bedell

It looks like we are rolling again. Just look at that table of contents and try to argue the fact! We see several new names, and some we haven't seen lately. John Krattinger is a new member, but he is not

continued on next page

FROM THE CAB (continued)

new to writing for railroad hobby publications. John has had several articles published in RAILPACE magazine and other respectable tabloids. Welcome aboard, John! Another new face is Jim Donohue who makes his debut in the DEPOT with our extraordinary cover photo. Jim describes how he got this early morning shot (in February '83) on page 9.

Our last editorial was intended to shake everybody up and it did that quite well. Jeff Ward has officially resigned his post as Editor. We received the article file from him December 15. We got quite a few letters concerning the last issue, so we are bringing back the "Letting Off Steam" column. This is our old letters column which hasn't been seen in the DEPOT in over two years! At one time this column was really hopping, with members voicing pros and cons on assorted topics for several consecutive issues. Please feel free to write us with your opinions.

We would like to take this space to apologize to Jeff Ward for our harsh statements in the last issue. Nothing personal was intended; we just were trying to get some quick results. The statement about rosters being "copy jobs" was really uncalled for. We have nothing against printing them if they are neat and (preferably) typewritten. For example, the roster which appeared in DEPOT #20 looked quite acceptable, but the caboose roster in #23 was degrading.

We held this issue for the article file, but by the time that arrived our typist was swamped with other Holiday work. So, Ted B. has volunteered to type up this issue even though there is no chance of getting it out for New Year's. We are trying to get the Jan-Feb issue out by February 15, so please mail in your contributions well before then. The executive board is reviewing applications for editor, so if you think you can handle the job write to the President telling your experience and qualifications (if any). The EB is also working on the 1984 summer convention; a complete report is being prepared for the next issue-----keep in touch!

+++++

PRESIDENT'S LETTER

Bernie Stone

My friends, I am glad to see that the last issue sparked the response I was looking for. We have received material that will help fill the issues ahead. This does not mean you can lay back and relax. I want to hear from you. If you can come up with some interesting news, tell us. You may think that your story is dull and boring, but I can guarantee that someone will find it interesting.

You are in this club to communicate with people in the same hobby. Each of you can come up with something of interest, so what's holding you back? We can all find time to write an article and send it in (if you have photos it's even better). This is what the NR is all about!

To the SMALL group of members who have kept the train rolling in the past, I just want to say thanks. Let's get together and make the NR something to be proud of in 1984.

=====

HAPPY NEW YEAR !!!

THIS YEAR'S SLOGAN : GO FOR MORE IN '84 !

THE LAST RUN OF THE GG-1

John Krattinger

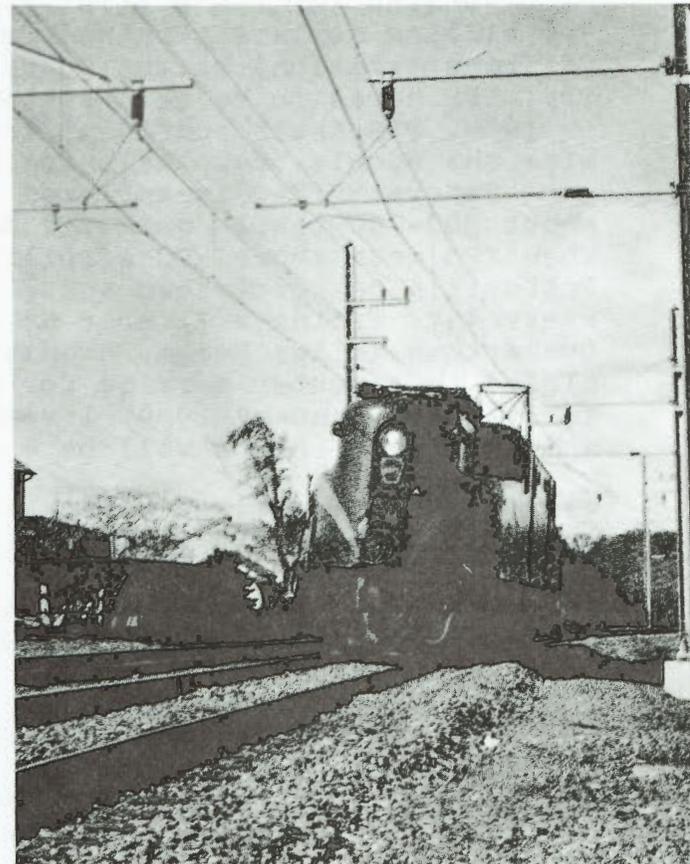
On Saturday, October 29, 1983 New Jersey Transit sponsored "The Last Run of the GG-1 Day". Opening ceremonies were held at Matawan at 9:30 AM. Two trains were scheduled to depart Matawan at 10AM and 1 PM, but high demand necessitated the adding of an extra in between the two scheduled runs. The extras operated northbound/eastbound over the NJT North Jersey Coast Line to Union Tower in Rahway where the North Jersey Coast Line joins Amtrak's Northeast Corridor, the train then continued on to its destination- Newark's Penn Station.

The first two specials operated to Newark pulled by a GG-1 with another GG-1 following up the special several miles behind. The specials were made up of thirteen cars - 12 heavyweights and parlor car "Jersey Shore Commuter Club" painted crimson red, an awesome sight when pulled by matching GG-1 #4877. When the train arrived at Newark the trailing GG-1 coupled up and hauled the train back to Matawan, while the other GG-1 was uncoupled and followed the special back.

I got to ride the actual "last" passenger special which turned out to be a ride that I will never forget. The first half of the trip was uneventful. On this run the GG-1 had to switch ends and run around the train in Penn Station -Newark because NJT officials decided not to run a follow-up GG-1 (which was later to be regretted).

On the run back to Matawan, crimson red GG-1 #4877 encountered circuit problems at Milepost 16, one mile south of Elmora Tower. I knew something was amiss when, after passing the famous "S" curve at Elizabeth, we went from 80mph to 0 mph. Number 4877 sat in Linden, while the "Jersey Shore Commuter Club" parlor on the rear of the train sat in South Elizabeth.

In the meantime #4879 was summoned from Matawan. The special sat on track #3 on the corridor for over an hour while Amtrak trains clipped by at 80 mph "restricted" speed, 30 mph slower than usual on the flat, straight segment of track. #4879 arrived and was coupled up



continued on next page

THE LAST RUN OF THE GG-1 (continued)

to #4877 and towed the special back double-headed to Matawan at a snail's pace. The breakdown nullified the scheduled photo run-by at the scenic South Amboy Bridge over the Raritan River.

The day had started on a sour note with Bob Huron unable to attend due to illness, and a stop at Sunnyside Yard in Long Island City had yielded NO GG-1's for the first time in my lifetime or Bob Huron's for that matter; it was the first time in nearly fifty years. By the time the sun set the day had transformed from a disaster into an unforgettable extravaganza. Farewell to a good friend!

THOSE RDC'S ARE HUMMING AGAIN

Dave Valentine

Passenger service is being reformed in my area (the Pottsville, PA to Norristown line) and also on the Bethlehem to Lansdale line. So I thought I would tell you what Pennsylvania Passenger Services, Inc. is trying to do.

PPS was incorporated last year with the purpose of reviving passenger service on these lines. Albert J.F. Derr, operations manager of PPS, said he expects everything to go as planned, even though a few details have yet to be worked out with Conrail. The commuter service between Pottsville and Norristown and Bethlehem-Lansdale was formerly operated by SEPTA (Southeastern Pennsylvania Transportation Authority) which discontinued service around July 30. Derr said that PPS will lease commuter cars which were used on these lines before. Philadelphia owns 12 cars, PennDOT owns 5 cars, and SEPTA owns four. PPS plans to use 17 of the 21 cars. PPS also has their eyes on a pair of SEPTA refreshment cars.

Funding for PPS's first year of operation will consist of 2.6 million dollars obtained from PennDOT (Pennsylvania Department Of Transportation) by the Schuylkill County Rail Transportation Authority. PPS hopes to be self-sufficient and operating on earned capital by 1984. PPS feels confident that they can go and run this service and give the people back their trains.

Before SEPTA discontinued service north of Lansdale and Norristown about 300-700 people commuted daily to Philadelphia and surrounding areas. When PPS gets those RDC's rolling they will operate 5 round trips from Pottsville to Norristown and 7 round trips from Bethlehem to Lansdale every day. Trains will stop at familiar stations like Pottstown, Quakertown, Valley Forge, Phoenixville, and Soudertown which have been closed to commuter service for quite a while. Operations are scheduled to start in January 1984. I really think that PPS will make good, and the hum of RDC's will be a welcome to my ears.

INTERESTING RAILROAD FACTS

Lee Blumberg

The FIRST railroad station in the United States was the Baltimore & Ohio RR depot in Baltimore, MD. The two-story building, erected in 1830, still stands.

The longest section of straight railroad track in the world stretches across the Nullarbor Plain in Australia. For 328 miles this track does not take the slightest curve.

RAIL NEWS

J.S. Ward

THEY DID IT TO US AGAIN: The numbers previously reported for the new Conrail units are incorrect. The actual numbers according to a Conrail source will be 5000-5059 for the 60 B36-7's and 6700-6739 for the 40 SD50's. U23C's which occupied 6700-6718 have been renumbered 6900-6918.

Renumbering older units to make way for new power which could have more logically carried different numbers has long been a Conrail tradition. Examples: 1600-1699 GP15-1's bumped several F7's into the 1700's, RS32's 2021-2023 were to be renumbered 2045-2047 to make way for B23*7's and the six-axle U-boats in the 6500's were moved to the 6800's on account of new SD40-2's 6483-6524.

CONRAIL: piled up 28 cars on the mountain above Horseshoe Curve on Saturday, 9-17-83. Mail trains 8 & 10 detoured around the wreck, possibly over the old Erie mainline.

CHESSIE: GP9's are running out their last miles. The word has come down that they will not be repainted or get heavy repairs. Although most were stored earlier this year, they are now running and are to be "run until they drop", then traded in 3 for 1 on new power. In Grafton, WV during the Labor Day weekend, the GP9's often outnumbered all other types of diesels present put together.

CHESSIE: Speaking of new power - Chessie's first units over 3000 hp ever, 23 C&O SD50's, will be coming in January 1984. They are to be numbered 8553-8575 in the Seaboard System number series. Does this foreshadow a renumbering of all Chessie units?

MONONGAHELA: Coal traffic on MGA's Waynesburg side is as heavy as ever. Each of the 4 mines usually loads at least a train a day. The Bailey spur (under construction) is beginning to have track laid.

In addition to their five GP38's, 2000-2004, MGA is currently leasing B&O (Chessie paint) GP38 #3805. MGA #2002 is still in Bicentennial paint as of 11-23-83. Other power used includes run-throughs off B&O, Conrail and P&LE, and a Detroit Edison unit train using DE's U30C's and SD40's.

SHORT LINE SHORTS

John Dunn

AROOSTOOK VALLEY: operates 7 miles of track in the Presque Isle area. Serious flooding in the fall of 1981 caused track to be removed in the fall of '82 on several branches. AVR operates 2 m.u.-equipped GE 44-tonners #10 & #12. When the AV still ran in Caribou, ME two years ago, there were three railroads in the town (AV, CP, BAR) without any physical connection.

BLUE RIDGE TALC CO.: operates less than a mile of 36" gauge track in Henry, VA. A pair of 3-ton Brookville gasoline engines are used. Normally one engine is used to move dump cars of iron ore from the storage area where the N&W unloads their cars. At another storage area the other engine moves soapstone that has been brought by truck from a nearby quarry. The line used to go all the way to the quarry.

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SHORT LINE SHORTS (continued)

KNOX & KANE

JOHNSONBURG, KANE, WARREN & IRVINE: are two new shortlines operating in northwestern Pennsylvania. They are both owned by Sloan Cornell, who also owns the Gettysburg RR. Both roads share motive power and run on weekdays only.

The brush has been cut back on the whole line, but much of the trackage has not received maintenance and is in poor condition. The speed limit is 10 mph. Chessie once had 38 derailments in a 30 day period on this line (Northern Subdivision) during the summer of 1981.

Many customers have returned to rail service because of the frequency of service and better routing. One customer increased traffic by approximately 30 cars a week.

GP9 #6414	ex-WM still in Chessie paint	INTERCHANGES K&K-with CR at Shipperville -with JKW&I at Marienville JKW&I-with B&O at Johnsonburg
RS3 #1555	ex-LI	
DS44-1000 #337	ex-Patapsco & Back Rivers	
DS44-1000 #338	ex-Patapsco & Back Rivers	
track speeder #7		
steel caboose #A-924	ex-C&O	
recently acquired Brookville unit, #	unknown	

PIONEER VALLEY: operates the B&M's 3-mile Mt. Tom branch in addition to 21 miles of the ex-Conrail Holyoke and Easthampton secondaries. Motive power consists of SW1's #27 and #28 (ex-Montpelier & Barre 27 & 28), S2 #106 (ex-Frankfort & Cincinatti #106), and RS3 #203. Number 203 is a spare unit as assigned by Pinsley Shortlines. Pinsley also owns the Claremont & Concord, Frankfort & Cincinatti, and the Greenville & Northern.

SHORE FAST LINE, INC.: is a new shortline aiming for an end-of-the-year takeover of 20 miles of branch lines in South Jersey. The lines are the 5-mile Pleasantville secondary and the Linwood secondary near Atlantic City. Jeff Ward reports they are using five ex-Conrail U30B's, #'s 2875, 76, 80, 84, 87.

The TEXACO Porter fireless 0-4-0 #7240 which had been at the Claymon, DE tank farm has been transferred to the Texaco plant at Bayonne, NJ.

TOWANDA-MONROETON SHIPPER'S LIFELINE: operates a 3.8 mile section of former Lehigh Valley State Line and Sullivan Branch. SW1 #26 (built 2-39) is to be painted in a Lehigh Valley red and yellow scheme. Number 26 has been around - ex-McCormick Sand #26 (leased from Morristown & Erie), exx-Canton #26, exxx-Richmond Terminal #50, nee-ACL #1901.

TURTLE CREEK INDUSTRIAL RR: began operations in summer of 1982 over Conrail's Export (PA) Branch. The line's owner and principal shipper is the Dura-Bond Protective Coating Co. of Export, PA. Dura-Bond coats pipe, I-beams and other structural steel shapes.

There are a few other customers on the branch, but not enough to make the TCIRR profitable. Dura-Bond is satisfied to take a moderate loss in order to continue rail service which would have been ended by Conrail's abandonment of the line. Loss of rail service would have put Dura-Bond out of business.

SHORT LINE SHORTS (continued)

The company is very friendly and will grant permission to take photos. They operate Monday through Friday with two engines:

#462	SW1	ex-Johnstown & Stony Creek	built 8-49
Whitcomb	45-ton	built 10-41	(used only to switch Dura-Bond)

An ex-J&SC caboose and an ex-Union RR hi-rail truck round out the roster.

PROTOTYPE PRACTICES

Bob Huron

In reviewing some of the past efforts in this column, I have come to one conclusion: I've probably bored some of you silly more than once. For that, please accept my apologies, but that is where my loyal readers have failed me no end. Jesse Valley has proven he can write, and do extremely well at it, for his presentation was excellent and extremely well-researched. There must be some aspiring Ernest Hemingway, David P. Morgan or Jules Verne out there who has been saying, "I can write an article as well or better than that guy can". So if you've got it in you, put it on paper. Dave Valentine had an article in the HOTBOX, so why can't you have an article in the DEPOT? It's easy; just pick up a pen or pencil and put down your words on paper (typewritten or handwritten). Can't decipher your handwriting? Don't despair! A couple of our editors have been in military intelligence and can translate Upper East Maldivian Empire hieroglyphic pothooks.

As to the photographic requirements for articles - if you have them, we can use 'em. A favor is asked, however, from those of you who use color print film. Please put the prints on glossy surface paper (the same goes for black/white prints; silk finish looks terrible).

Slide shooters, you're not left out either. This editor has facilities to shoot slides onto B/W film. No harm comes to the slides and they will be returned forthwith. Now your memorable slides can show up in the DEPOT for all to enjoy.

Any contribution will be appreciated. Any grammatical errors will be corrected, and all editorial insertions will be kept to a minimum. If you need any more info, write to me: Robert Huron, 111 Valley Ave., Locust Valley, NY 11560. Remember, if you can write a one-page essay in school, you can write for the DEPOT.

MORE LOOP LINES- IN THEORY AND PRACTICE

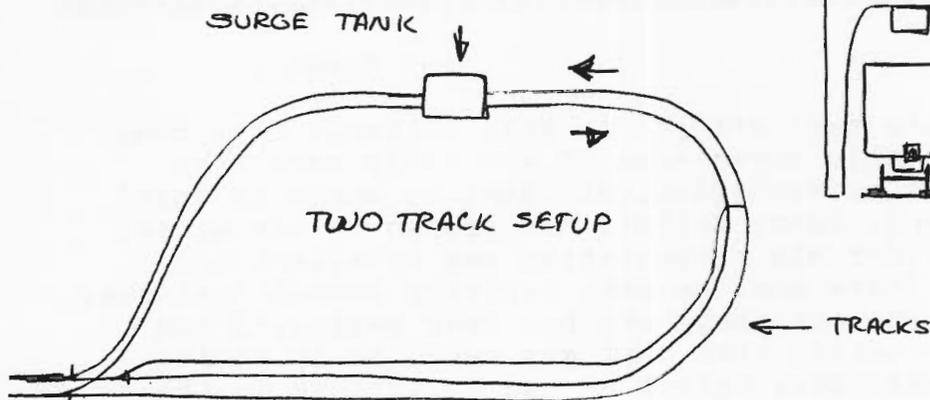
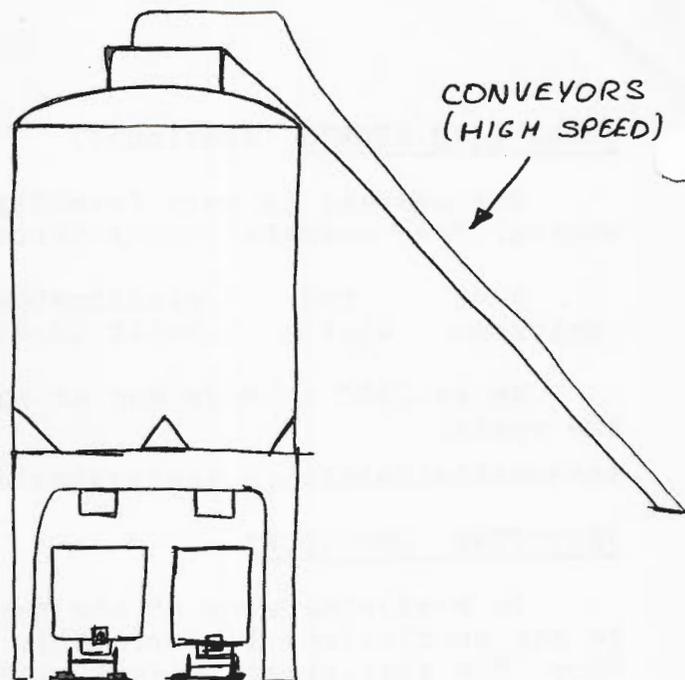
Sounds funny, doesn't it, prototype railroads don't really use that many loops do they? You'd better believe they do, and far more often than you think. Many coal-hauling railroads use a surge tank loading system to load unit trains with coal. This is a far more speedy system than the tipple system, and makes the loads in the train more uniform. See the diagram on the next page for details on the surge loading system and track loop.

continued on next page

PROTOTYPE PRACTICES (continued)

SURGE TANK COAL LOADING

SURGE TANK →
300 TO 700 TON+
CAPACITY
100 TON CAPACITY CARS
USUALLY USED



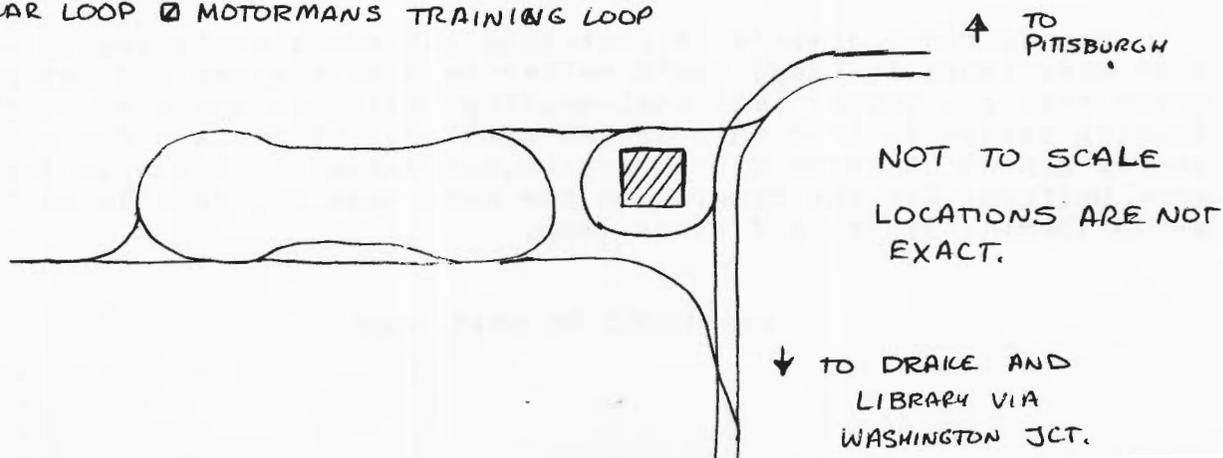
Another use of loops is on street car lines for motorman training. Some setups got to be rather elaborate, as the streetcar companies made a regular course out of it. Philadelphia Rapid Transit had a line which actually had a regular route marker. The route was marked as "0" (zero), and the cars used on the loop were so designated. The route number first started as a joke, but the company adopted it, wholesale.

Another company which had an extensive training loop area was the Milwaukee Electric Railway & Light Co. The loop was at the Fond Du Lac Station (car barn) and had an instruction building along with it. It was originally set up for streetcars only, but when buses and trolley buses came into more extensive use, these were also put into a loop setup.

Last but not least, we turn to Pittsburgh where we have a combined training loop, wye and a loop around a building, all in one. The exact location is at Castle Shannon, PA. The diagram below says it all.

CASTLE SHANNON, PA.

STREETCAR LOOP □ MOTORMANS TRAINING LOOP



WINTER RAILFANNING

James Donohue

It looked rather desolate on the Oyster Bay Branch (LIRR) that morning. Over the night Long Island had been covered with two feet of snow. There had been only one train passing by ,early during the snow storm, the only indications of which were faint marks in the snow over the eastbound track. The westbound track was still completely covered.

The train stayed in Oyster Bay overnight,so it still had to return on the snow covered track. That was just what I had been hoping for, to get a picture of the train plowing its way through the fresh snow. I stood there waiting in below freezing temperatures (it was shortly after dawn) in a three foot snowdrift for about 45 minutes. There was no train.

I was getting cold so I said the heck with it (certain expletives deleted) and started to leave. I had crossed the tracks and was going home when I heard the train's horn about one station down the line. I got myself back across the track and got my camera ready. A minute later,it came around the bend,with a PC-6 (Alco FA) on the front. The snow was being thrown to the sides by it's rounded nose as it moved down the track. The photo appears on the cover of this issue. The train had seven or eight cars,and a GP38-2 was pushing it along. Mission completed,I went home.

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NEW YEAR MAY MEAN A NEW ERA FOR SCRANTON,PA

Ted Tait

If you're idea of an enjoyable New Year's includes the famous Guy Lombardo Orchestra,then you might consider ringing in the new year in Scranton,Pennsylvania. The old Erie Lackawanna station located near the University of Scranton campus is presently being renovated,soon to become a large hotel. Although the completion date for the hotel is not set,present plans have the main ballroom 'being added to the original structure) open for New Years with the Guy Lombardo Orchestra providing the entertainment. According to local papers,the grand opening of the new Hilton has already sold out.

The proceeds from the opening of the new ballroom will be going to Steamtown,U.S.A. After a long fundraiser and some negotiating, Scranton has gotten Steamtown to agree to move there. The move will mean an upgrading in the facilities available to Steamtown. The Executive Director of Steamtown noted that the present equipment has been decaying in the harsh Vermont winters,while Scranton offers the old Lackawanna & Western yards (including a roundhouse). Bellows Falls,VT (the present Steamtown location) also has a lower population and has not allowed billboards advertising Steamtown to be put up. Nevertheless, the residents of the area do not want to give up their railroad without a fight. They have offered to raise \$200,000 to get the rusting equipment some protection and plan to fight the proposed move.

Meanwhile,Scranton continues to gear up for the arrival of Steamtown which should start with the first piece of equipment arriving by Thanksgiving. The old station,purchased for over \$4 million, is being renovated. Scranton is negotiating with Conrail for 12 miles of track,and area merchants are looking forward to increased tourism. Many are renovating their stores.

NEW YEAR MAY MEAN A NEW ERA FOR SCRANTON (continued)

The station building is a wonderful piece of architecture, and hopefully the renovations will include as much of the old flavor of the building as possible. The ballroom being added does not follow the old style of the rest of the building, and I fear that the other additions might not either. We will have to wait and see what they do, and also see if Steamtown really does move.

~~~~~

A QUICK TRIP UP THE HUDSON

Bernie Stone

During the last week in August my brother and I had the opportunity to spend a night in the Hudson Valley. We were invited by Tom Matthews to spend the night at his place in Cornwall, NY. It was a last minute plan, as always. Tom happened to be in the Syosset area so he asked Ted Bedell and myself if we felt like doing some railfanning in the morning.

After finding out Ted had to work, Tom asked my brother Steve if he wanted to come along. Steve jumped at the opportunity and in 20 minutes we were on our way. We made it to Cornwall around 9:00 PM and spent the remainder of the night with a long bull session.

We woke up at 6 AM to see what was going on down by the rails. At about 7:00 we caught a northbound TOFC train being pulled by three units. About ten minutes later, a southbound freight roared by. This action repeated itself at 8:00. One would never think that the one track mainline through Cornwall was so busy.

From there we moved on to see the ex-Erie Moodna Trestle. We just happened to be in the right place at the right time. As we were viewing the man-made wonder a short commuter train heading to Hoboken passed over the trestle. After this we moved to the east side of the river and saw a number of commuter trains (including a Turboliner).

Soon after, we headed south once again towards Long Island, which we made by noon. I never thought that I could see this much rail action in one morning and still be home for lunch!

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PRODUCT REVIEW

: Tyco and AHM
centercabs

Christopher
Anderson

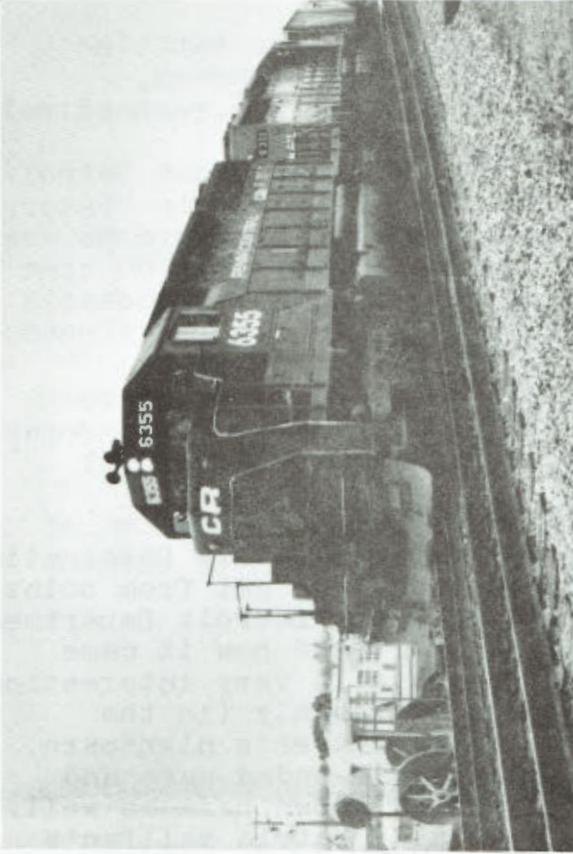
From time to time most of us have wandered into the toy department, and seen the cheap equipment they try to pass off at Christmas time. One item produced by Tyco and AHM could be a blessing in disguise: those four-wheeled centercab switchers (HO scale).

These switchers or "dinkies" (that's what I call them) cost from five to eight dollars depending on the store. All wheels are powered in the Tyco version, the AHM is only has two powered wheels. I prefer the Tyco as it looks more realistic than the AHM. They have great pulling power (up to 10 cars, NMRA standards) and can be used for anything. It is impressive to see 2 or 3 units going up a steep grade pulling 22 cars without much voltage drain.

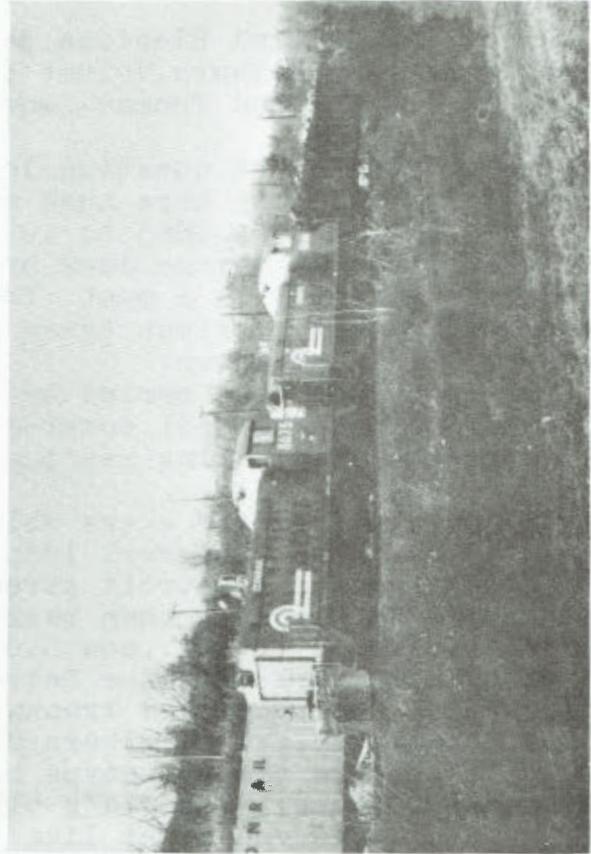
So if you want inexpensive pulling power, these units fit the bill. In the future I'll show how to convert to Kadee #5 couplers, traction conversion, and why the AHM model isn't so practical.

RAILFANNING NEAR ALLENTOWN

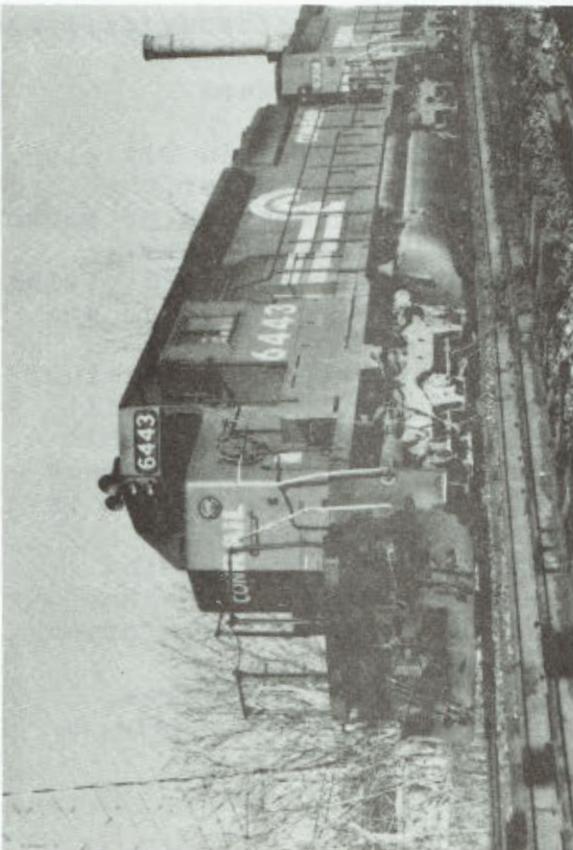
Photos by Bill Bokeko



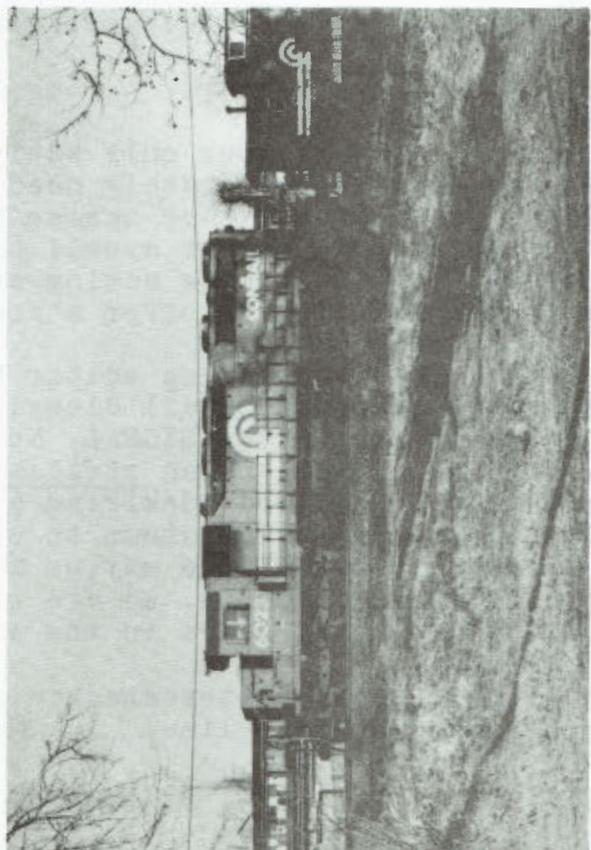
SD40's lead AL-EN (Allentown-Enola) westbound through Emmaus, PA on former Reading Company East Penn Branch.



Conrail Work Extra 8675 returns to Allentown Yard at C.P. Canal with four gondolas of old ties.



Conrail SD40-2 #6443 heads AL-PY (Allentown-Potomac Yard) at C.P. Allen Interlocking, the west end of Allentown Yard.



Conrail #6023 SD35 working as the 7:59 AM West End Yard Drill at Allentown, PA.

BOOK REVIEW

Bob Huron

A pair of Central Electric Railfan's Association books entitled Detroit's Street Railways, Volume I and Volume II, by Jack Schramm, William H. Henning and Thomas Dwormon. Priced at \$20 and \$28, respectively.

The obvious first question is, why are there two books about Detroit? There is, as usual, more here than meets the eye. Volume I of this history covers the period from 1863 to 1922, and in this case the photographs are worth the price. If anyone does or wants to model in the 1880-1900 time period, this material is a must. The photos are fairly sharp and details are quite apparent. Various types of grade crossings and other railroad structures are also shown.

For those who like period trolleys, you are also well catered to. The historical end is well covered and the descriptions from contemporary newspapers are fascinating reading. Streetcar politics are also well covered.

Volume II takes off where Volume I left off and there is a ton of data in this volume. The Ford loop at the River Rouge plant is fascinating, and the routings that Detroit streetcars had to travel to get from point "A" to point "B" is more than passing interest. How the Detroit Department of Street Railways (D.S.R., now D.O.T.) got it's start and how it came to a parting of ways with the Detroit United Railways is very interesting. Of course, all equipment and trackwork is covered thoroughly (in the C.E.R.A. tradition). The carbarn diagrams are a tracklayer's nightmare, but you'll see how the prototype contended with single-ended cars and tight radii. Oh yes, the world's biggest streetcar is shown here as well.

Try these two, you might like them. The Central Electric Railfan's Association's address is P.O. Box 503, Chicago, IL 60690. Write them for more info.

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DIVISION NEWS

J. S. Ward

As I write this, our only active division, the Pennsylvania Division, is in trouble. We desperately need a printer for our newsletter, the SIGNAL. If any of you have access to a ditto machine, mimeograph, or photocopier, please tell either myself or Chas Pravlik, 1116 Fayette Ave., Scottdale, PA 15683. Being acting secretary/treasurer for the PA division, I am in the position to offer a free year of the SIGNAL to anybody who can print them for us.

Also, since the acting editor has taken an uninformed stand against rosters, the current Conrail diesel roster promised for the DEPOT will now be published in the SIGNAL. No copy it out of a magazine job, this one. This, folks, will be an official Conrail roster dated 5-1-83 direct from CR itself. Anybody desiring a copy of this issue of the SIGNAL is requested to send a 20¢ stamp to either Chas Pravlik or myself.

With that out of the way, we now have a word about our upcoming year of divisional meets. We are planning a spring trip to Horseshoe Curve, and other trips are in the works, of which I'll keep you informed in the future.

Also, if you're interested in starting a division in your area, be sure and drop me a line.....Jeff Ward, RD #1, Box 217a, Ruffsedale, PA 15679.

REGIONAL REPRESENTATIVE'S REPORT

Andy Taylor

In issue #24 of the DEPOT, I was asked to write a report about the TAMR as a SIG (Special Interest Group) of the National Model Railroad Association. I wish I could tell you something about the program, but I can't. You know all that I know--whatever has been in the HOTBOX. Unfortunately I haven't heard from our president (of the TAMR), even though I have written several times for information on a couple of topics. I have a feeling that not much has been done with the SIG idea, for what reasons I don't know. However, a letter has been mailed to Ken Keels to see what he will say (if he replies). His reply will be forwarded to the DEPOT. To sum it up, I know nothing more than you do.

NOTE: NO REPORTS WERE RECEIVED IN TIME FOR PUBLICATION FROM OUR N.E.S.T. COORDINATOR AND OUR SECRETARY/TREASURER. HAPPY NEW YEAR !

MAIL CAR

All announcements are to be sent to the Editor for inclusion in this column.

I am looking for information regarding Defiance Coal Company's locomotive no. 1, a 40" gauge Porter 0-4-0 built in 1921. The locomotive was (at least in 1966) on display at "Rail City" in Sandy Creek, NY. Does anyone know if it is still at this location, or if it has been moved (or scrapped)? Would appreciate any information. Claude Morelli, 2236 Dietz Pl. NW, Albuquerque, NM 87107.

If you are a model railroader between the ages of 11-19, model in any scale, and are looking for an exciting and fun way to share your model railroading skills, our club is for you! Our organization has a handful of charter members, but we need other fairly experienced, enthusiastic teen railroaders. The club has several projects planned, including a display layout we hope to feature at various shopping malls and libraries, and one-day railfanning activities. We also hope to have operating sessions on members' layouts. So, if you live in or near the Northern Virginia area, and are interested in joining, call the Northern Virginia Teen Railroaders (NVTR) at (703) 569-1692.

LETTING OFF STEAM (continued)

I don't think you should have criticized Jeff Ward the way you did in the Sept-Oct DEPOT (From The Cab, p.1 & 2). Having just gotten out of the army it would take him time to get used to a new schedule. He is also working on the Pennsylvania Division's SIGNAL. Give him a chance!!

Sincerely, John Marshall III

I just received issue #24 of the DEPOT and already I have read the whole thing. I liked the article "Railfanning By Bug II", since some of the areas described are near where I live. I have enclosed some photos from the Allentown area, along with captions. I hope they help in your need for contributions.

Sincerely, Bill Bokeko



The DEPOT
c/o Bernie Stone
70 Hillside La.
Syosset, N.Y. 11791

