

# the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

"SUMMER 1974"

JH-4

Vol. 10, No. 1

FEATURING:

Car Construction  
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## Guest Editorial

Two years ago, when Tom (the Greek) Papadeas made his request for member feedback, I fed back two separate articles making suggestions for the future of the TAMR. Since Himself printed only one of them and since that one was largely ignored, you'd think I would have learned my lesson. But, never being one to pass up an opportunity to bitch about the TAMR, I take typewriter in fingers and begin.

And since I've been in a rotten mood recently, this is an editorial of a less than admirable type. I have not made any concrete solutions to the plentiful problems we face. I have no glorious goals to lead us onto. This editorial remains only a plaintative lousy answer to the old question, "What's wrong with the TAMR?"

I joined the TAMR some 4 years ago. A POM with no contact with the TAMR beyond the HOTBOX, I was sent the preceding 4 issues by the Secretary, and they enabled me to quickly get a good idea of what the TAMR was. In those days, conventions were the new things, and regions were practically unheard of.

And the HOTBOX was late. We were having officer problems, with a President who disappeared soon after he was elected. There was little money in the treasury, hardly enough to keep the organization afloat. And of course, we didn't have enough members.

But we were happy. Tom Papadeas was cranking out HOTBOXs and Dick Wagie was printing them, as many as 6 per year. Lloyd Neal, Steve Harper, and many others were spearheading regions and committees into action. The HOTBOX was filled with news, stories, articles, and a vibrant sort of spirit that, although possessed by few, was enough to make the organization valuable to many.

Many of the situations remain the same today. The HOTBOX is late, a President disappeared, there is not a great surplus of money in the bank, and despite an influx astounding to many of us, we need more members.

Nevertheless, we are not happy. The HOTBOX is not filled with news, articles, or much spirit at all. And who can say the organization was valuable to those who belonged for a year without a word from it? So again, what's wrong with the TAMR?

I think of a HOTBOX not seen for a year. I think of committees and regions falling apart. I think of a constitution that seems to be constituting us to death. I think of snobbishness within the organization that verges on war. And finally, I think of an administration that has been unable to do anything about all of this. Is this what's wrong with the TAMR?

Probably not. No, I'm afraid these are symptoms, on the surface of a dying organization. There must be some celestial bugaboo causing all of this.

So hackneyed as it may be, I can think of no better word than apathy. Where are the new Tom Papadeases and Dick Wagies and Steve Harpers and Lloyd Neals? For finally, I think of a vast majority of this organization who pay \$3.00 and then vanish into obscurity, never to emerge until renewal time, if then. Maybe that's what is wrong with the TAMR.

**BOB SPRAGUE**

COVER PHOTOS: Top- Last remaining Monongahela Baldwin RF16 "Sharks" at Brownsville, PA. Photo by Mike Napolitano. Bottom: Two AT&SF F7A's bring Super Chief into Rico Station. Photo by Gary Tempco.

Contributions of all sorts should be sent to the HOTBOX Editor, John W. Held, 72 Bell St., Belleville, NJ 07109.

## MADISON, MULLIGAN ELECTED LATEST FINANCIAL STATEMENT

Dale Madison was successful in his bid to continue as TAMR Vice President for another year, and Art Mulligan was chosen to replace our Treasurer of many years, David Johnston, in a contest marked by great voter apathy and very small turnout. Only 32 votes were cast by a membership of more than 300, with more than 200 of those eligible to participate. Dale defeated his closest rival, former Secretary Terry Burke by four votes, with Mark Solomon and Ron Hicks bringing up the rear. In the race for Treasurer, Art won in a "landslide", outdrawing John P. Dunn.

In a statement to the HOTBOX, Dale damned the small turnout in the election, saying in part, "Collectively, we don't give a damn. But one can't make such a blanket statement. It would be more correct to say 'you don't give a damn'. Who's names do you see in these pages? Who writes articles? Who handles editing typing, planning, filing, and everything else? A handful of people. I'm not saying that everyone should have his hand in the operation of the TAMR. Too many cooks do spoil the soup. But its unfair to those who do have an interest to have them do everything. You pay your dues, don't you care how its spent?"

Dale also reported he had been sending out membership prospectuses to allwho write an inquiry, currently about 7 per week, with a new batch of these recently printed, as well as new membership blanks.

Art reserved comment until he has had an opportunity to thoroughly examine our finances, as reported by our outgoing Treasurer, the very capable David Johnston, who has submitted his outgoing financial statement:

### TREASURER'S REPORT - for the period 1/1/73 through 6/24/74

Revenue: \$60.50 member dues, \$11 HB ads, \$21 donations = \$92.50 Total

Expenses: \$10 Madison, \$7 Brisson, \$85.93 D. Johnson for publishing,  
\$102.93 total.

Analysis: beginning balance: \$83.04 Closing balance: \$72.61

In addition, David gave a general overview of the TAMR's finances for the 3 years he was in office, 6/1/74 through 6/24/74:

Beginning deposit: \$240.77

Revenue: \$1440.50 dues, HB ads \$110.15, \$100.12 other; \$1650.77 TOTAL

Expenses: \$1818.93 TOTAL Closing balance: \$72.61

NOTE: In the financial statement in the last HOTBOX, a printing error was made. The total revenue should have been \$503.10, NOT \$471.05, which was the total of expenses for the period ending 12/73.

In his parting words, besides wishing his successor the best of luck, David said, "I have enjoyed working as a TAMR officer these last three years, and I hope to see better things in the future for the organization. There is really no way I can deny some of the blame for the problems the organization has experienced for the last year or so, as I was an officer during the period. There is definitely a limit to what can be accomplished by an organization held together by the mail service; I hope you new officers might be able to develop some new ideas on how to operate the club. The hope, of course, lies with a regular publication to keep members informed of what's going on. The TAMR ceases to be a national organization when there is no regular HOTBOX to tie together the few regional clusters of members with all the rest of the members scattered around. One other idea you might want to consider (and one that I've heard discussed some), would be to broaden the scope of the club, even if it necessitates a name change, including railfans as well as modelers."

## RENEWELS DEMANDED New Constitution?

At the end of May, the Editor and his friend Ed Robinson, had the opportunity to celebrate the conclusion of school by touring the Northeast with President Bengt Muten. Needless to say, many memorable railroad sights were stumbled upon, including such items as PA's, CN steam and other Canadian oddities, Pittsburgh, and Horseshoe Curve. But of even greater importance to the TAMR than their officers running around taking pictures of trains (is there anything more important?) were the many TAMR members they met and talked with along their route. Out of these discussions came many constructive criticisms and proposals for improvement, many of which have been, or will be adopted. Perhaps the most important meeting occurred in the bustling metropolis of Tonawanda, NY:

It was here that President Muten, Secretary Simonds, and Editor Held, along with POM Robinson participated in a wee hours of the morning bull session where the following decisions were reached:

1. Effective the arrival date of this issue, as computed from the date of mailing, ALL members are required to renew immediately, with the only exception being those members who joined this year, and those who joined for an extended period. All others must enclose their \$3.00 for regular membership, \$2.50 for associate membership (over 21), or \$10 for sustaining membership; failure to do so will result in your name being stricken from our mailing list and loss of our irregular benefits.

This course of action is being taken in order to raise the necessary funds to hopefully put the organization on an even financial keel, straighten out the publishing, and allow us to provide the benefits we are supposed to supply to all members. Admittedly, many of you will fail to renew in protest to the TAMR's difficulties and what is perceived as a general failure. However, those of you who do choose to remain will doubtlessly be the most active and enthusiastic members, "the cream of the crop" to which the organization can offer the most, and who can offer the TAMR the most in initiative and other qualities we so desperately seek. And this "paring of deadwood" and the reduction in the mailing list, while reducing our theoretical revenues, will reduce our very real publishing and postal expenses. Please use the form at the end of this issue to send your renewal to the Secretary.

2. A very comprehensive and far reaching organizational overhaul, starting with the proposed new Constitution, to replace the lengthy and unworkable old one. The purpose of the proposed Constitution is to make the administration of the TAMR more simplified and less cumbersome, while reducing confusion over duties and increasing safeguards to prevent lesser qualified persons from gaining elected office by requiring a specific number of nominators. Other key points are a minor name change to broaden our representation, restatement of goals, and reversion to one year terms for the officers.

Carefully read the initial proposed Constitution that follows in this issue, and compare it to our present four page declaration in the DIRECTORY. Then, let us know your opinions concerning any point, or all, of the proposal on the enclosed form; your opinions will be considered carefully, and will affect the final submission, which will probably be put to the vote in the next issue.

3. The resolution was made that from this point on, the HOTBOX will finally be published on a regular basis, by whatever means possible. The Editor vowed, with the concurrence of the others, that the organization's publication would be sent to the membership regularly, even if this means a drastically reduced quality, both in printing and content. If this means that due to membership apathy, the HOTBOX is written by one person and printed on toilet paper, then you'll get your sheet every two months.

# Prototypin' : Monongahela

by Keith Clouse

A Bob Dylan song contains the line, "You don't have to be a weatherman to see which way the wind is blowing". One could use this description to cover the revision of the Monongahela Railway's locomotive power. As most Pittsburgh area railfans know, one of the Mon's parents, the P&LE, is providing six GP7 roadswitchers to allow the retirement of the last Baldwin S12 switchers.

Monongahela dieselized in 1953 with 27 Baldwin S12 switchers, nos. 400-426, one of the largest shortline Baldwin fleets in the country. They performed well alone or in multiple; designed for low speed drag service, over the years they hauled millions of tons of coal from Western Pennsylvania mines. When coal traffic declined in the early sixties the Mon sold off some surplus power to other mineral carrying railroads. Ex-Monongahela S12's still work on the Erie Mining Co. and the Balken Mining Co.

The Monongahela gained a lot of notice in 1967 when they purchased eight Baldwin RF16 diesels from the New York Central. The sharks were a bargain at \$6000 each, and the crews liked their ability to lug heavy trains; they were virtually impossible to stall. However, like all covered wagons, the Sharks were literally a pain in the neck for road switching: the nose limited forward visibility, cutting off everything directly in front of the unit, and reversing was aggravating. And while railfans were overjoyed that the sharks had survived the scrapheap, the Mon was interested in hauling coal at the lowest possible cost. With this thought in mind, the sharks were run until it was uneconomical to repair them.

The Monongahela lost its all Baldwin distinction in June, 1969, when EMD delivered five heavily ballasted GP38's, the extra weight added for the same reason modelers add it, to gain every possible pound of tractive effort. Shortly after their arrival, five sharks and six S12's were dispatched to Lutz Corp., a Warren, OH scrapper, where they met the torch. Early this year, the Mon began a rebuilding program with the remaining S12 switchers. The initial unit, no. 400, was to be given a new paint job, the first S12 to receive one since delivery. Previously, only the sharks had been repainted. The prime mover was rebuilt, only to blow a piston when it was started up for its break-in run. End of rebuild program.

The Geeps will arrive as soon as the P&LE receives their new MP15's, due in mid-June. A couple of S12s may be retained by the Mon in a backup capacity. Only two sharks, nos. 1205 and 1216 remain. An offer of \$6000 has been made by a railfan museum for a shark, but with scrap at \$100 per ton, a 120 ton loco is worth much more. The Mon is not an affluent railroad, and it's unlikely they will pull a Santa Fe by preserving historical diesels.

Brownsville is a couple of hours from Pittsburgh, and the area is quite scenic. Penn Central also runs quite a few Alcos and F units in the area. The personnel of the Monongahela are very friendly and permission to take pic's is easy to get, just sign a release. While you're there, sign the Mon's guest book, it reads like a railfan's Who's Who. Please use common sense, observe safety rules, and resist the temptation to remove railroad property for "souvenirs". The Mon is friendly to railfans, let's keep it that way. There's not too much time left for the Baldwins, so plan on getting your photos soon. The distinctive Baldwin rumble is going to fade away and the Monongahela will soon have that old EMD chant.

Now for the first time a diesel fan knows how the steam crowd felt when the fires were dropped for the last time.

# CP Rail: Tunneling Under You!

by Bob V. Polasky

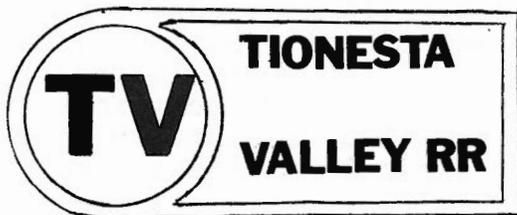
There are tunnels galore on Canadian Pacific rail lines throughout Canada. But would you think that a tunnel would be used as a status symbol, or as an air raid shelter, or even as part of a city beautification plan? Yes, there is a prototype tunnel for everything!

The Brockville, Ontario tunnel is the oldest tunnel on the CP system. When it was constructed in 1854, the consensus was that every self-respecting railroad had a tunnel. It is 1700 feet long, and has huge wooden doors at each end, and was originally a portion of the Brockville and Ottawa Railway. The line was absorbed in 1881 by the Canadian Pacific and became a link in the mainline from Montreal, Quebec to Vancouver, British Columbia. Today the tunnel is a historical landmark, and is still as sound as ever. The two huge doors at each end on the portals were opened at sunrise and closed at sunset everyday until 1950, a ritual once featured in Ripley's "Believe It or Not". The doors kept stray cattle and trespassers from entering at night. The last steam locos to see regular service through the tunnel were two small J-class 2-6-0's, 3011 and 3063, two of the very few steamers of modern times that would fit in the tunnel. They were replaced by small diesel switchers.

Construction of the CP Vancouver tunnel began in 1930, and was completed in 1932. The 4,579 foot tunnel eliminates grade crossings through the downtown of Vancouver. During WWII, plans were made by the Canadian government to prepare the tunnel for emergency action in case of an air raid. As a shelter, it was estimated that the tunnel could hold 10,000 people. Large eight mph electric fans can clear the smoke from the tunnel within five minutes of the passage of a diesel.

The CP rail tunnel on the Ottawa-Prescott line, which goes through Ottawa, was constructed to help with city's beautification program. It eliminates heavy downtown freight traffic, as well as several grade crossings. The actual tunnel is 1900 feet long, and has a 2000 foot open cut between the Rideau River and the northern portal. The cut allows surface streets to cross without railway interference. Shrubbery and trees planted along the top sides of the cut help to eliminate the noise of the trains, but add to the looks of the line. This is very important, since the mainline travels through a residential section.

CP Rail also has the longest and straightest tunnel in all of Canada. It's the Connaught tunnel - five miles and 39 yards long, at an elevation of 3800 feet above sea level. Located under the Selkirk Mountain range and Mount McDonald, it was opened for traffic in December of 1916. It took only two years to complete, quite a feat for those days. A person standing in the center of the tunnel would be exactly one mile underground, and so straight is it that he would be able to see both ends. Before the tunnel was built, the CP had to maintain four and a half miles of track, half in snowsheds. Diesel fans at each end ventilate it, of course. Many bears have been killed by trains within it, and it is rumored that a species of mice without eyes have developed within it, existing off fallen grain from heaping hoppers!



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# Who Is Curious Fred?

by Bob Sprague

High in the Allegheny mountains deep in the woods and close to the summit of the Endotha Line, is the little town of Bullfeather. The town, named after famous Chief Bullfeather of the Shwez Indians, has one muddy dirt road along which the dingy buildings are located/ The EL mainline runs along this road; there is a tower and flagstop station, but aside from these the only structures in town are a collection of miners' shacks and the Curious Fred's General Store.

A small legend has grown up around Curious Fred. Nobody quit knows how he got the name; nobody quite knows how he came to such a God-forsaken spot as Bullfeather. In fact, all we know is what he tells in his stories.

And it is only once in a while, when the crews from the wayfreight stop, and the tower men come down, and a few grizzled miners from the shanties all gather on the porch of his store, that Curious Fred himself will come out, sit in his pecial rocking chair, smoke on his pipe, and tell his stories.

One of these stories copied down by the author, was printed in the HOTBOX issued shortly before the Brooklyn convention of 1971, and immediately incited a storm of controversy. At the convention I was pelted with questions, and finally, after almost three years, I have decided to reveal to all:

I first learned about Curious as I talked with a conductor on a fast passenger train that passes through Bullfeather on its way west. As we came through the town, we saw a train standing on a siding and a group of men gathered on and around the porch of a small store. The conductor remarked that Curious Fred must be telling one of his stories; only upon further questioning did he reveal the story of Curious as contained in the first three paragraphs.

I resolved to find moure about this mysterious man, so the next day I rented a car and drove up into the mountains, and by a tortuous series of back roads managed to reach Bullfeather by sunset. I asked the first passerby, a grimy old man, if Curious Fred would be telling stories that night. He gave me a rather strange look and walked away.

So I drove to the store itself. There was no sign of life; in fact, as I think about it, the whole town was the deadest place I have ever seen. The buildings sort of wallowed in the mud; it was two feet deep in some places, and everywhere. The shacks, scattered around like manure, were all a rain-soaked greyish-grey. The flagstop leaned on its foundation; the wood was ancient and cracking, but it was all grey, and sinking in the mud. The entire town was sinking.

I walked up the stairs, which creaked with my weight, and across the porch. The building was of the same character as the town: old, dingy, and dead. All I could see through the window were stacks of beer and various brands of tobacco. I figured that Curious Fred'd General Store was more of a residence for Curious than a place of business. I knocked a few times without response and tried the door; it was locked.

Not seeing another soul for the rest of the evening, I slept in the car. In the morning there was a bit of activity. I asked a group of miners trudging through the mud if Curious Fred was going to tell a story that night, and got some more strange looks. Finally, I told an old woman that I wanted to talk to Curious Fred.

"You don't talk to Curious Fred", she said, "he talks to you." There was no activity at the General Store, so I drove to the tower. A clean, modern structure, it stood apart from the town on a small hill.

The towerman seemed fairly pleased to see someone from civilization; he gave me a nice tour of the tower with its large control system and dorm facilities and sat down to have a cup of coffee with me. We talked about all kinds of things, but finally I mentioned Curious Fred. "Oh, is that

what you're here for?", he said. "Well, you'll see him tonight". I asked him how he knew; he said he wasn't really sure. I stayed at the tower for the rest of the day, making a general nuisance of myself.

Finally, at about 8 PM we all went down the road through the mud to the store, where a dozen or so people were gathered sitting on the ground or in the chairs spaced around the porch. One chair was empty; that was Curious Fred's rocking chair.

And an hour later, to the hushed gathering, Curious Fred was spinning his stories. He rocked slowly back and forth in his chair and puffed his pipe. The night was still and Curious' voice carried through the mountain air. We all sat in rapt attention; no one made a sound.

Curious Fred is a retired model railroader. His stories, some long, some short, some nice, and some rather vulgar, revolved about his frustrations and adventures in the company of his modeling friends. It seemed that the world ended outside that small group clustered on Curious Fred's porch.

Late the next day I drove back down the steep mountain roads to continue my trip west. But I will long remember my stop in Bullfeather and I will long remember who Curious Fred is.

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#### MODELING TIP

Very realistic scale logs can be modeled by taking suitable lengths of hardwood dowels ( $\frac{1}{4}$ " is about right for HO) and crimping them thoroughly with the gripping surfaces of a pair of needle-nose pliers to simulate the rough outside bark. Stain an appropriate color, leaving the ends unstained to represent the lighter inner wood. Being perfectly straight, logs made using this method are considerably easier to use as flat or log car loads than natural twigs or sticks.

---Steve Harper

# Columbus And Greenville

by David M. Johnston

One of the casualties of the recently created Illinois Central Gulf Railroad happened to be one of my favorite shortlines: the Columbus and Greenville Rwy. ICG was formed in August 1972 by the merger of IC, the GM&O, and three small Mississippi shortlines: Fernwood, Columbia and Gulf; Bonhommie & Hattiesburg Southern; and the C&G. These shortlines were included as they quite likely would have been choked out of existence by the massive new system.

The C&G connected its namesake towns in Mississippi by a 168 mile east-west line cutting across the state. The road was originally operated by the Southern, but separated several years ago. It interchanged at many small towns along its route with various lines of the IC and GM&O. While the C&G was not really so short, it was very much a shortline in terms of operation and equipment.

I became interested in the C&G about three years ago when I learned the road was still operating a small fleet of Baldwin diesels. Since the road is only an easy drive from where I live (Memphis, TN) it wasn't long before I made the trip to Columbus, MS, the road's hq. I've been down there several times now in an effort to photograph as much as I could before the IC takeover, which had been rumored for several years but is now a reality.

The C&G's diesel roster was filled with curios. There were five Baldwin roadswitchers, two Whitcomb 65 Ton centercabs, two rare EMD SD28's, and four ex-Terminal RR of St. Louis SW1's. The Baldwin units were rolling museum pieces nowadays, and were well worth the trip.

For the modeler, the C&G would be an excellent prototype to follow. There are numerous different old stations at the small towns along its route which would all be candidates for interesting models. The road has numerous old wood cars still in service (Mostly MofW) and lots of shortline clutter at the yard at Columbus. The Columbus terminal is laid out on a big wye with the offices, turntable, roundhouse, and shops located in the center of the wye. The road's track is typical branch line with light rail and weed-grown roadbed.

Many of the interesting things about the C&G will probably change now that ICG has taken over. The track has been upgraded and the Baldwins will probably be retired soon, if they haven't by the time this is printed. This is a real shame, since the C&G was always a real railfan's railroad. Quite a bit of color has gone out of Dixie Railroading with the absorption of the C&G into the Illinois Central Gulf.

## roster

No.	Builder/Model	Horsepower	Wheel Arr.	Builder's Date
41, 42	Whitcomb 65-Ton	566	B-B	1944 (1)
501, 505,				
506, 508	EMD SW1	600	B-B	1946 (2)
601-605	BLW DRS6-4-15	1500	A1A-A1A	1946 (3)
606	BLW AS-416	1600	A1A-A1A	1951 (3)
701, 702	EMD SD28	1800	C-C	1965 (4)

### NOTES:

- 41, 42 used as switchers at Greenwood and Greenville. Ex USArmy, purchased by C&G in 1948. Have 2 283 hp engines. Retired 5/72
- Acquired 5/72 to replace Whitcombs. Have ex-TRRA numbers.
- 601 supposed to be 1st Baldwin roadswitcher built. 602 wrecked '61, cannibalized, remains at Columbus.
- SD28 is EMD's rarest hood model, with only six being built.

# Letter To the Editor

## "WRITE OR WRONG"

I wish to openly complain about the way TAMR members do not write to each other. It is pathetic. I personally have written to about 15 members and less than half ever replied. What is the purpose of joining the TAMR if you don't write or correspond with other members? If you're not going to write, don't join!! Don't waste your time complaining about a late HOTBOX or lack of good material in it, because it's only as good as the members who write for it. Sure, some people can't write a good article, but at least try! It can't hurt you and will only make the TAMR better and stronger. I try to write at least one article for the HOTBOX AND my regional newsletter per issue. I also try to write a letter to a different member in addition to those with whom I already correspond.

I hope this letter makes a few heads hot. If you wish to complain, write me or the editor. And if you want to write someone, start with me; I'll write, but you write!!!

- Tim Tonge

## Polarity Warning System

by Bob Sprague

Me being something of an electronics nut, a lot of the controls built for the new Endotha Line have turned out to be rather unconventional. One of the problems I had was in wiring a three track storage-return loop. Representing one end of the mainline, it was designed so that trains could be run into it and stored for later emergence.

But as we all know from reading our elementary wiring books, return loops have built-in wiring problems for d.c. operation; somewhere during the train's transit of the loop the polarity must be changed so that the locomotive can cross back onto the main track.

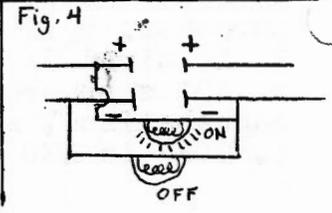
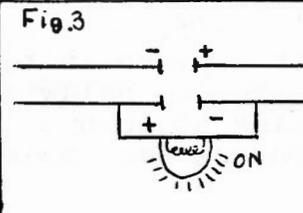
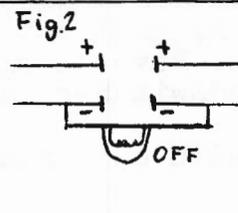
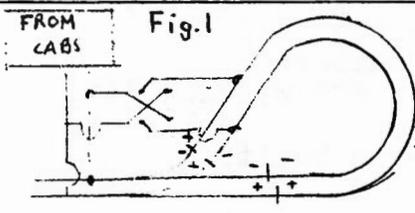
Since the function of the loop called for stopping the trains anyway, I decided that instead of the two-toggle method of wiring a loop so often recommended, I would use a single toggle for the loop itself. (see fig.1) When a train enters the loop it is stopped; the polarity switch and the direction switch on the throttle are reversed, and then the train can continue with the polarity correct.

Although this system worked well for my purposes, with the added complexity of multi-cab operation, and the possibility of forgetting which way the polarity was set when the train came into the loop after a time, polarity mis-matches became common.

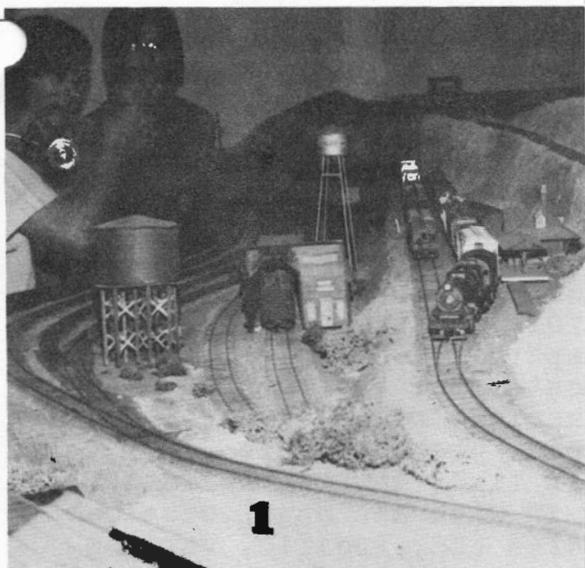
Thus I have developed a very simple device for indicated polarity between two tracks. Merely attach a light bulb across the common rail as in fig. 2. If the polarity remains the same, the lamp is dark; however, if it reversed, the lamp lights (fig. 30)

The interesting part comes when the system is made more effective. Another bulb added between the rails as in figure four can form a crude two color signal for the polarity. In my own installation I have a contact on the main switch machine so that one lamp indicates proper polarity for either direction into the loop.

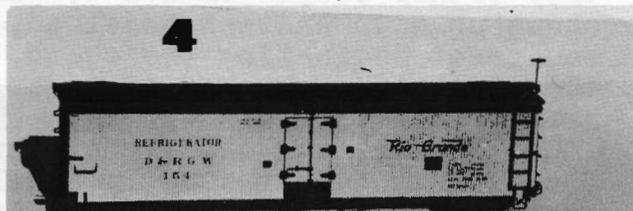
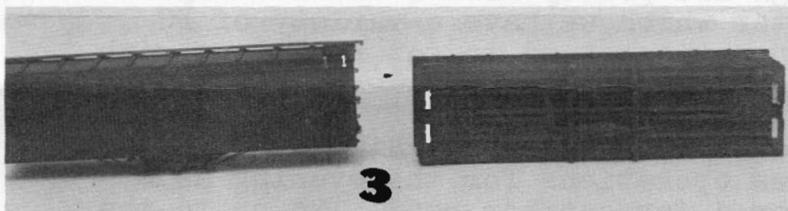
The lamps have little effect on train movement, but do flicker on and off with changes in train speed. It would be possible to substitute a relay controlling the individual lamps, and they could be made constant brightness, and the relay would prevent the train from moving if it were high resistance.



# FROM OUR MEMBERS' CAMERAS



1. Northern VA MRR Club scene, during 1973 Allegheny Region Spring Conv.  
2. GM&O GP38 #731 at Jackson, TN Photo by David Johnston



3. Scratchbuilt car built from article on custombuilding found in this issue.  
4. Similar car, D&RGW proto.  
Both photos by David M. Johnston



5. Columbus & Greenville DRS6-4-15 #601, Columbus, MS DM Johnston  
6. C&G SD28 #701, DM Johnston  
7. One of the last runs on the Reader RR behind 2-6-2 #108 (DMJ)

Your photo could just as easily be here. So send it!

# Operation, NYNH&B Style

by Ronald P. Hicks

It was a typical Friday evening. I had completed another day or searching for work and madly phoning agencies. Phil Simonds had completed a grueling day behind the books (Ed. Note - if not under them) at Tonawanda H.S., Bob Andrycha had just completed another day, and Tom Vetter had put in his usual two cents at the local supermarket (or is it a deli?). The night all had been looking forward to had arrived: another famous operating session about to be committed.

Things usually start rolling with Mr. Vetter arriving and presenting some new addition to the railroad in exchange for passes, timetables, or old railroad envelopes. This is promptly followed by the breaking of some vital item: be it a steam loco pilot, steps off your only pullman, or panel light. After the appropriate equipment is retired from the layout and the bill made out for damages, Tom takes his place at the Buffalo panel and starts jiggling wires, after which he brings his C420 out of the engine house and proceeds to move it light towards Buffalo.

About this time Phil manages to stagger in with his usual caseload of equipment, and after unpacking various goodies (E8, Pacific, various rolling stock) he proceeds to wire his Controlmaster V to the mainline panel. A quick checkout and things are ready. After placing equipment on the tracks, we somehow decide that operations should begin. Appropriately, Tom begins running his Alco up and down on track 1 of the Buffalo yard, waiting for a train to come through. Phil assembles a freight, after much grumbling about how "lousy" N scale Kadees are because they either couple or don't. Things are pretty normal until Andrycha shows up with another caseload, after which we have a variety of PC equipment dominating the scene. Operations tend to get fouled up with the addition of broken equipment, where wheels either don't roll or aren't there.

Next starts the fight over names: Bob with PC, Phil with PRR, and Tom with SP. That usually concludes operations for the evening as no one wants to handle equipment lettered for another road. So on to the layout cuts. Phil gives the usual list of how the layout lacks scenery or turnouts and my usual replies of "I'll have it next week." To top off the evening, it's the great drawbar pull, as lining up 75 cars or so somehow attracts interest week after week, although the Rapido Pacific always wins.

Soon 2400 rolls around and it's quits for another week. Members depart and somehow fit back into life, while at the same time, actually looking forward to next week's session!

## SELECTED GLOSSARY AND OTHER TERMS:

"Hey, hey" - used by both Phil and myself. Necessary when two trains are on a collision course when operated by two others. Usually used when we discover it's our equipment in those trains.

"Give hand (or whistle) signals" - used by Bob. Necessary when he's at the throttle and you want to start a train. Always after a derailment. Signals usually given in the form of clenched knuckles.

"I ain't got no lights" - used by Phil. Excuse to criticize expert wiring. Always used when four or more trains are in the same block.

"Let's knock out the sun" - a Tom Vetter favorite. Excuse to operate in the dark when tall Tom hits the light.

Start and stop - used by me. Start useful for stopping trains with Bob at the controls. Stop makes them go.

# Freight Car Construction

BUILD A D&RGW 30-foot BOXCAR

by David M. Johnston

Scratchbuilding, in my opinion, would have to be one of the most rewarding aspects of model railroading. The pride one feels and the satisfaction of building something yourself are unsurpassed. Actually, though, few modelers are true scratchbuilders in the literal sense of the word; that is, those who fabricate everything that goes into their model. Most scratchbuilders fall into the category of what I call "custom builders", whereby they scratch build a model by using as many commercial parts as possible.

A quick check through the Walthers catalog will reveal that (at least in HO scale) there is such an abundance of detailing parts that just about any kind of model can be scratch- or custom- built as easily as putting together a craftsman-type kit. Firms such as Cal-Scale, Kemtron, Grandt Line, and Walthers offer an endless variety of detailing parts. All you have to do is fabricate the basic car body (in the case of freight cars) and simply add this detail to it, and you have a custom-built model. This situation is a real boon to the modeler wanting an unusual prototype for which no commercially available model exists.

In my case, I work in HO<sub>n3</sub>, which until recently was not a scale/gauge that was crowded with an abundance of good car kits. The best way to get the car I wanted was to build it myself. The kit situation has improved in the past couple of years, but I still find it just as easy to build models. Another advantage is, of course, that it is cheaper.

One project that I'm currently working on is a D&RGW narrow gauge 30 foot boxcar. A boxcar or reefer is an excellent first project for custom-building because of its simplicity of construction. While this article covers one specific car, the methods used are applicable to any wood-sided boxcar in any scale or gauge.

For the narrow gauge boxcar, the following materials are required:

Camino Scale Models wood parts-roof, floor, and end block stock, 1x6, 4x8, 4x10, 6x8 stripwood (in 30 in. lengths easily cut to size)  
Northeastern-grab irons, 1/32 in. scribed basswood sheet  
Grandt Line- HQ-1 D&RGW boxcar hardware kit; HO-39 turnbuckle set; HO-40 Westinghouse narrow gauge brake set; HO-51 5 in. Queen posts (these are plastic castings)

Other-D&RGW trucks, Archbar (Kemtron, Tomalco, R Robb, Pacific Traction, etc.), Kadee couplers (HO<sub>n3</sub> or N), small steel wire (.01 to .015 dia.), light test fishing line, decals (Thinfilm, Walthers, Champ, etc.), and paint (Floquil, Scalecoat, etc.).

If your hobby shop can't supply these items they can be ordered from Walthers and/or Craftsman Specialty Supply. See their ads.

Rather than go into great detail describing the construction, I've made some drawings which should be more or less self-explanatory. The basic underframe construction is the first step; it's not necessary for this to be completely detailed unless you want it that way. I've always preferred a detailed underframe, since this is an easy bit of modeling which really sets off a good model. When installing the brake detail, use wire to simulate the brake rods (see fig. 4). The truss rods should be the last step on the underframe construction. I use lightweight fishing line for this because it is so much easier than bending wire. Cut a length about 18 in. and tie a knot in one end. Thread this through holes drilled one inch back from the end of the car (see fig. 3). Each time you cross the center of the car slip a turnbuckle on the line (these are drilled through the center). Loop it around back and forth until you have four truss rods. Now you can glue the end of the line to the inside of the car floor and fix the turnbuckles with a dab of glue.

In constructing the underframe be sure to leave a notch in the end sills to allow for the installation of couplers. Also, it may be necessary to trim the intermediate underframe sills to clear the truck wheels.

The car body is built up around a shell of floor, end block, and roof stock cut to the correct size (the best way to cut these is with a razor saw). Scribed siding is cut to size and added to this (see figs. 1 & 2). The roofwalk can be built up of individual 1x6 strips or you can use Gamino's roofwalk stock. In all of this wood construction I recommend the use of a white glue, such as Elmer's.

Now you are ready to add details to the car body. The Grandt Line hardware kit contains beautiful plastic castings of doors, end straps, door guides, coupler pockets, and end roofwalks. All you have to do is glue this to the basic car body. Since this is plastic glued to wood, Walthers Goo is the best adhesive to use.

At this time you should paint the model. I highly recommend the use of an airbrush because the results obtained just can't be beat. If you don't have an airbrush or can't even use someone else's (as I do), use a spray can, carefully. The paint you use should be boxcar red color, preferably Floquil or Scalecoat, found at most hobby shops.

Trucks and couplers are the final installation on the model. The Kadee draft gear is small and should fit easily into the space you made available while building the car. Kadee makes an HO<sub>n3</sub> size coupler, but I prefer to use their N scale couplers because they are closer to scale size. If you're just starting out, I'd say stick with the HO<sub>n3</sub>. Be sure to check the coupler height, where the uncoupling pin just barely clears the railtop. The trucks can be attached either by wood screws or by nut and bolt (glue the nut to the car floor and pass the bolt through the truck bolster and nut).

The carbody should sit down low on the trucks for that squat, narrow gauge look. To avoid its breakage during construction, the brake wheel and staff should be the last bit of detail added.

Decalling is all that's necessary to finish the model. This is a subject all to itself, which I hope to cover in a later article.

#### TORONTO (CONVENTION) SONG;

(Sung to the tune of the prologue to "American Pie")

A long, long time ago,  
I can still remember when we were in Toronto.  
We went to Union without fail,  
We went to ride on CP Rail,  
And maybe we'd be happy for a while...

But Hamilton Station made me quiver,  
With every freight car TH&B'd deliver.  
Freight train on the main track.  
Oh when the hell will I ever get back?

I can't remember if I cried  
When the C&O freight train passed me by,  
But something bored me deep inside,  
The day... I rode...CP.

- Tom Devenny

Hurrah! The TAMR Stock Exchange returns, in a new, reorganized form. The new stock exchange will permit TAMR members to buy and sell stock based on their own empires. Prices will be published along with a transaction list in each issue of the HOTBOX.

Stock values will be based upon the number of engines, cars, buildings, etc., with each piece of equipment having a point value. The total of points will be the determining factor in the market value of your stock.

Trading of stock will be regulated by the committee, not the Securities Exchange Commission. The committee will be composed of the Chairman, Lawrence Kolka, and at least three appointed members. It will endeavor to include representatives of all regions, east, west, north, and south.

The Stock Exchange can live again - with your help! If you'd like to work with us and help make a killing in genuine TAMRbucks, while getting the revived committee on its feet, please contact:

Lawrence Kolka, 26 Averton St., Roslindale, MA 02131

"To all members of the CXC. Do you want to see any more MARSLIGHTS? You do? Well, so do I. But I can't produce them without information and contributions. And would the real chairman of the CXC please stand up! It's true, there hasn't been an issue since the March-April edition. If things keep up the way they are, it probably will be the last."

- Ron Hicks, Editor of the MARSLIGHT

## The MEMBERS' Page

**EDITOR'S CUP:** remains available to any TAMR member who can meet the rigorous requirements to satisfaction of the editor. The supplicant must demonstrate before the editor's eyes at a given time that he can operate a train for one complete circuit of his pike with no derailments or mishaps at all. No more than a dozen or so have won this cherished memento, with the latest being George Redburn.

**WHO WAS THAT MASKED MAN:** some errors on member identification were made on the cover of the last issue, featuring the Chicago convention. Doug Kocher claims he was not there, so who was that impersonating him? And who were the others? No word from them yet, do they have something to hide?

**PRIZEWINNER:** Steve Hayman was the only member to correctly identify our mystery author, "Preferrably Anonymous". For his effort he wins some assorted timetables. Any you may keep guessing as to who PA. was (and is).

**MORE APOLOGIES:** this issue doesn't contain detailed information on the Philadelphia Convention, since in all likelihood, it will not arrive before the convention. The issue will be mailed before the event, but due to the bulk of this mailing, it must be sent third class, meaning it may take forever and a day to reach you. We felt you might prefer a quality printing job since it may be the last one for a bit....

**NEXT ISSUE:** an article (or several) on finishing your model: painting and decaling; conversions of an Athearn S12 to an RS12 and an Atlas RSC2 to an RS2; and a report on the National Convention in Philadelphia.

**OTHER CONVENTIONS:** will be held after the National in Chicago and London, Ont. Info on the former from D. Johnson or B. Sterner, on the Canadian from Mike Plumb (8/22-24, \$5/nt/person, \$10 reg., many activities).

# Committee Corner

## Photo Exchange

A FEW WORDS FROM THE CHAIRMAN....

by John C. Eull

I am sure that most committee members know that the PXC's publication, the FERROTYPE, fell through, due mostly to lack of interest, although the lack of a regular publisher was a contributing factor. With the committee failing, it was decided that a new start was needed.

This meant an alternate method of publication (for the immediate future, inclusion in the HOTBOX) and new membership. The latter goal, we felt, could be achieved throughout the organization.

To put it another way, WE WANT YOU! But do not simply send your information in and sit there idly - if you do so you're simply wasting your time and everyone else's. We want active, enthusiastic members.

As with many other things in the TAMR (for better or for worse), the PXC is based upon individual initiative. If you would like to exchange photos with a particular person, get in touch with him - I'm sure most members are always seeking new traders; I know I am. The committee membership list will be published in the HOTBOX regularly, along with updates. To be listed, send me a description of your camera (35 mm, 126, 8 mm movie, etc.), film usually used (slide, b&w, etc.), whether you'd be willing to trade, lend, sell, a list of the rr's you photograph, and one of the lines you're interested in. Of course, model work is welcomed too, and please include a sample of your pics.

Those listed below are members whom I either personally trade with or know to be interested in exchanging (I hope you fellows will not be angered that I listed you...). Others who joined the exchange at a more recent date are asked to advise the Chairman of their interest.

Remember, we'd like to hear from you so GET INVOLVED!!!

Active as of April, 1974:

Robert Carter, Route 7, Box 263H, Tyler, TX 75701. Bob shoots SP, SSW, MP, SR, and Texas shortlines with a slide-filled 35mm.

John C. Eull, 254 Haddon Ave., S., Hamilton, Ont. L8S 1Y1. John generally has slides and b&w prints from his 35mm on hand, with particular emphasis on CN, CP, TH&B, and GO Transit; sometimes C&O, EL, N&W, PC, and others - trade only.

John W. Held, 72 Bell St., Belleville, NJ 07109. John often has his Kowa 35mm aimed at the CNJ, D&H, B&O, EL, LV, PC, and Rdg, plus others. Trades and lends both slides and b&w.

Dale Madison, 342 Shepard Ave., Kenmore, NY 14217. Dale trades slides and color prints from his Hanimex Practica 35mm of C&O-B&O, EL, LV, N&W, PC, and sometimes CP, CN, and D&H.

Arthur Mulligan, 32300 Bingham Rd., Birmingham, MI 48010. Art is the guy to talk to about b&w shots of the C&O, CN, GTW, and PC. His Konica and Nikon F 35mm's capture their power for trade.

Michael Napolitano, 11 Gunther St., Mendham, NJ 07945. Interested in B&O, CNJ, EL, PC, and NJ shortlines? Then Mike can help you. He's out with his Hanimex or Honeywell when he's not working on the PXC publication (he's the editor, you know).

Bob V. Polasky, 20403 Beech Daly Rd., Redford, MI 48240. If you like C&O-B&O, CN, CP, DT&I, GTW, and PC, get in touch with Bob - he trades or lends slides, color prints, and super 8 movies from his Yashica TL 35mm and Argus Auto Super 8, respectively.

George Redburn, 97 Belmont Ave., Hamilton, Ont. L8L 7M2. George has slides of the CN, CP, TH&B, PC, and others, for those so inclined. He picks them up with his Kodak 126 instamatic for trade or loan.

In order to have the best possible 1975 TAMR National Convention here in southern California we hope you will take the time to fill out the following form. We want you to tell us what you would like to see at the convention, as well as what you would prefer not to see. Any ideas or suggestions of your own are more than welcome?

Can we count on you coming?

Yes, definitely

Probably, but not sure

Sorry, no

Is August of 1975 a good month?  
(one year away)

Yes

No (what then?)

What scale(s) would you like to see?

Live steam

0 OO/TT HO N n.g.

What prototype power would you prefer to see?

Steam Diesel Traction

What would you like to have the emphasis on? Fan trip

Contests Clinics, movies, slides

Operations Tours

Exhibits Hobby shops

How does 4 members to a room sound with a cost of about \$5/night/person (no cots, beds)? Great

Too crowded Not crowded enough

Due to limited space we can only scan this, but feel free to write on the back or separately. Thank you very much for taking the time this required. Please Mail it to: TAMR NATIONAL CONVENTION

Name:

Address:

c/o Mark Thompson, 17292 Bergen, Tustin,  
CA 92680

Refer to the proposed Constitution again. Now, while its fresh in your mind, first check one of these three choices:

1. I like it as is, little or no changes
2. It needs substantial alterations
3. I don't like it at all, stick with old.

Now, on the back or on a separate sheet, give us your opinions, recommendations, improvements, etc.

As you know, we have presented the membership with an "ultimatum" to renew immediately; failure to do so cancels your membership unless you have a good reason. This is the form to renew with.

Name:

Address:

1. Here is my renewal for \_\_\_\_\_ years more.  
I want (cross out non-desired):  
Regular-\$3 Associate-\$2.50  
Sustaining-\$10

You may use this form to indicate errors all alterations in your membership code as reported in your DIRECTORY listing, as well as address changes.

2. You blew it! I don't have to renew because:  
I just joined  
I joined for several years in:

It is nomination time again, time for you to nominate your next crop of officers. This election will be conducted under the rules of the currently effective Constitution, meaning you must nominate a candidate for President (greater than 15 years of age) and a Secretary, as well as auditor who will serve until he reaches the age of 21.

Please mail all three above forms to:  
Phil Simonds, TAMR Secretary, 139 Westminster Ave., Buffalo, NY 14215  
(IMPORTANT ADDRESS CHANGE!!!)

JOHN W. HELD  
72 BELL STREET  
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VILLE. N. J. (5) BELLEVILLE

Ernie Pyle



THIRD CLASS