

TAMR HOTBOX

November/December Issue

TV-11

As of present the Hotbox is still without covers but we are working on this puzzling situation ~~but~~ in the meantime we have taken time out of our very busy schedules to wish you a very

MERRY
CHRISTMAS!

AND
HAPPY
NEW YEAR
TOO!

IN THIS ISSUE

- * Aiports!
- * SP in NM!
- * Article on Articles?
- * Editor's Christmas Gifts!
- * And Much More!

FROM THE CAB

This issue, the Editor forgets his complaints that he has no articles for the next issue, no way to print covers or photos, no successor, and lets bygones be bygones, as, in the great tradition started last year, he gives out THE HOTBOX EDITOR'S CHRISTMAS GIFTS to various members and officers.

Bill Bishop, NER--Bill needs some members. Let's get behind him and give a great present of money & articles.
Jean Brisson--I'm not sure. Are you still alive? Several of us would like to know!
Andrew Dick, publisher--Your next school books in a special edition, with every third page upside down!
Ray Hakin, TAMR treasurer--We gave you the Atlantic Ocean last year. If your tired of it, I'll try to find something new.
John Held, past editor--Want your old job back?
Doug Johnson, TAMR secretary--A year's supply of cold, rainy weekends or warm weekends with no trains at all.
Mark Kaszniak, HB Typist--A super-speed movie camera and an electric typewriter--in Hebrew script!
Mr. & Mrs. Paul Manton, AR editor--Our best wishes for your first Christmas together. Also all of Paul's old movies.
John McGreevy, TAMR auditor & flying expert--A 35mm camera of your choice. You can pick it up at Doug's house in Chicago, but can't fly there.
Mark Morgan, HB author--one of your Railfans, with a #mpg 16-645 diesel in it. Your choice of color and interior.
Mike Napolitano--Since no one else will decide. I will give you the PEC chairmanship. Use it wisely.
Lone Eagle Pane, associate "pivot pin"--I can only say I hope you're around for many more Christmas presents.
Bob Price, HB author--The BN in 1:1 scale, provided you carry it home in a Volkswagon.
Eric Sander--A bill for the money you owe me!
Mark Solcman, TAMR president--Four favorite moderately priced brass custom built and painted articulated steam engine.

Although the Editor has been taking all kinds of "flack" from the membership & officers throughout the year, he has also dished out a little this year too. Therefore we members who really know this extremely strange person decided to give him his "just desserts" this year. So hear the members of the TAMR give the Editor gifts not too badly needed!

1. A new set of squirrels for his VW engine.
2. Permission to see "friends" in Bloomington on every 4th. Saturday in December. Instead of going railfanning.
3. A complete slide collection of every Penn Central GP-9 that ever ran, in numerical order yet.
4. Fish every day of the year until you get some brains and then a comb to clean your beard!

ARTICLES

THE HOTBOX TYPIST TELLS YOU THE HOWS AND WHYS TO MAKE THE HOTBOX BETTER IN 1977!

I, have already written several articles for the Hotbox, three of which have been published. I am planning on writing more despite the editor's pleading to stop! Since I am also the HB's typist I get the pleasure of typing all your articles out there also and it is fun don't let anyone tell you its not (The editor for instance). We have a problem in this organisation that is trying to get new people to write articles for the Hotbox. If you don't know what I am talking about, look over the last years issues of the HB and you will count not more than thirty different writers when we have a membership of almost two hundred!

Now I enjoy writing articles for the Hotbox and telling my favorite railfanning spots and giving you some of my "pet" techniques for doing things but I am not the only one who has these ideas, all of us have ideas to improve our pikes and if we share them it can result in us all having pikes that are better constructed and more operable! Now I know you are not the best writers believe me but the editor can take care of that, thats what he is here for! The following are some suggestions which I think will help you in writing your article for the Hotbox and getting it published in a hurry!

1) Have a good subject something you believe in and you want to tell about, otherwise your article will not have any feeling and will probably not make it.

2) The kind of articles most needed are of how you did something on your pike, construction articles that are cheap and simple, for example, kitbashing two brass locomotives together to get a UP "Big Boy" would not interest most of the readers in the least! Articles on railfanning are always needed, if possible tell where the spot is, what goes thru there, and why you like it.

3) Type the article if you can or have someone do it for you, but typing is not mandatory just write or even print it clearly so we can read it.

4) Make it about 1-3 pages long, any longer and it becomes boring and we have to hold it sometimes to fit it in. Don't make it too short otherwise we have trouble fitting it in and we might have to hold your otherwise excellent article but that does not mean short articles are not welcomed, we sometimes need them to fill out some empty spaces in a particular issue.

5) The editor will accept any article you send him but don't expect it to be printed in the next issue of the Hotbox.

6) All articles to the Hotbox are submitted gratis, that is we do not pay for any articles that are submitted to us but you could help someone else out or even become famous as you know, no money is the price of fame.

7) Write an article for the Hotbox soon to help make it bigger and better and to help the TAMR grow so we will be taken more seriously by other organisations and magazines. To help them understand that teens are model railroaderstoo and make them stand up and take notice at the TAMR Hotbox, "the un-magazine of railroading".

AIRPORTS ON M.R.'S?

This article is designed to accomplish three goals. The first is? Oh! The first is to familiarize TAMR modelers with the possibilities of having an airport on their layout. The second is to explain what is available in the way of kits, parts and craftsman supplies. The third and final goal is to try to explain some tips on doing it right.

An Airport on Your Layout

All model railroaders know that if it wasn't for the invention of the airplane, railroads would be much more important today (Typist's Note: Bco the Whright Brothers then!) Many of us would prefer it this way with the exceptions of railroad presidents. The truth of the matter is that airplanes are better than railroads in performing certain functions (and of course, vis-versa). Therefore, while not necessary, airports and airplanes are a very real part of the world (i.e. past 1903) we are trying to create.

Having an airport on a layout creates more railroad activity. For instance, on my own layout the airport gives me more reasons to have passenger (commuter) service. A freight house is very typical around any airport that serves in the freight business. Trucks pick up the freight coming from the railroad cars and transfers them to the airplanes at the airport nearby. Much postal business and parcels are sent this way (TN: Could that be the problem with the Post Office in delivering the mail?). Individual business men and firms which are forever in need of air service are the manufacturers of perishable items that need to be delivered very quickly. In general the airport freight house provides yet another possible car drop off point for everyone of your industries. So now, taking that meat packing plant as an example, the company can send its reefers to a local grocery distributor via an interchange or for important rush orders via the airport.

Finally the airport on your layout will provide a fine focal point of beauty and realism. It will look good if done right because an airport is areal point of our world.

Supplies, Tools and Materials

The basic model railroading tools used to construct buildings is all that is really necessary. Northeastern Hardwood is always the best for scratchbuilding. Nearly every building on a model airport must be scratchbuilt thus adding to the "fun" of the project. About the only exception would be kit-bashing a railroad station for possible use as a passenger terminal. Other necessary buildings are hangers to store planes, as well as personall, cargo centers and possibly a control tower. Of course if you choose to model a small airport or only a small part of a bigger airport many of these buildings may be unnecessary.

Aurora has a great supply of model planes which are very easy to construct. The line includes 707's, 727's, 737's, 747's and DC-8's, 9's and 12's. Various other producers make L1011's, Caravelles and the Supersonic type plane. Generally they are available in 1:96 & 1:156 scales which are very close to HO and N scales respectively. Revell now has a TWA Constellation and United DC-7 for 1950 era modelers and they are close to HO scale (This is the best new pair of models ever put out!). Many airline names are available in O scale (1:48) and there is a never

Airports: John McGreevy (cont'd)

ending supply of military and private planes. However there are no jet plane (airplanes the airlines use) available to my knowledge. Conversely in HO & N there is a good supply of airliners but very little in the military and private types. The only exceptions are a line of mini-planes produced by Bachmann. Some of these planes are close to N scale however, these are not sold through catalog sales and are only available in Hobby shops.

Quite typical at airports are trucks, 20 & 40 footers. Especially the tank trucks for refueling the planes. Along the line are Hibri Oil Tanks which like the trucks are available in HO & N.

Miscellaneous available in HO are suitcases and luggage made by Boyd and Selley. In N, Atlas produces crates, barrels and drums. Bachmann produces a freight load set. Although there are no light standards available to my knowledge, they are quite typical and needed in airports and one suggestion is to use Fiber Optic lighting for landing lights.

Tips on Doing it Right

My message here is to be smart and think first of all plan realistically. A small jet runway in N would be 50 feet long! So if you plan on modeling a jet runway only model part of it. Then again a runway for small aircraft could be as small as 3 feet in N and 6 in HO. Airports take up plenty of space so just model the parts your interested in.

Remember to also choose the things typical of your model era. Don't have 747's in a small town airport or in a 1920's era pike. Choose an airline typical of your area.

Finally and foremost use your head throughout the modelling/Don't place mountains in front of runways and don't put too much in too small of a space. Continue to use the common sense I know God endowed on TAMR members especially (HAI) and I know that an airport can be part of your layout!

THE SOUTHERN PACIFIC RR IN NEW MEXICO

Contrary to the popular misconception, there is a western part of the U.S. other than California, and it is quite alive (with railroading that is). There are telephone operators in New York although who think the State of New Mexico is some foreign country!

Anyway, New Mexico does exist whether you like it or not, and is famous for mountains, green chile, and the coal that heats the East Coast in winter. When the railroads were making their move West, New Mexico was the sight of much building in the effort to locate a low grade trans-continental route.

There are 3 major ways to get across the country, the northern route pioneered by James J. Hill and the Great Northern, Northern Pacific and other routes through the mountains of Montana, Wyoming, etc; the middle route through Colorado, and the southern route through this state. The ranges here have numerous passes through them, allowing easy grades and lower costs, the climate is generally mild, which also allows year-around construction. With these major advantages, two major companies entered the territory in the 1880's, the AT&SF and the SP. This story concerns the SP through New Mexico and the various lines that became its parts.

The Southern Pacific Railroad Company of New Mexico was incorporated on April 14, 1879 with the intent of reaching and linking the parts from the Texas Gulf to California. The first rails reached the state from Arizona in the late 1880's with El Paso, Texas being reached in May 1881. For the first 4 years of its existence the line was operated by the Central Pacific, and connected with the Texas & Pacific at Sierra Blanca, Texas. Through the use of a lawsuit the T&P gained access into El Paso over the Sp tracks that same year. Building with the Galveston, Harrisburg and San Antonio railroad, tracks were laid to Pecos, Texas by 1883, connecting with the east branch of the SP. The Texas & New Orleans RR. operated this line until 1961 after acquiring control in 1934.

The Sp tracks barely touched the territory, and promoters in El Paso were interested in the mineral wealth of the area. The little town of White Oaks was rumored to be exceedingly rich in gold and coal, and in the late 1880's five separate railroads were proposed to leave Ep and head North. Always using names suggesting routes larger than would ever be actually completed, although two actually made it to the border between Texas & New Mexico, a distance of some 15 miles. The El Paso, St. Louis, and Chicago Railway was formed in 1885 and managed to complete 5 miles of roadbed before collapsing. Three years later El Paso & New Mexico RR got as far as the border, where it was finally bought-out by the Texas Pacific in 1892.

Charles B. Eddy came to the rescue in 1896 with an idea of connecting El Paso with Liberal, Kansas, & Rock Island. Incorporated that year was the El Paso & Northeastern RR, the road built to Alamogordo, which because the headquarters and main shops, as well as the terminus for the logging road into nearby Sacramento Mountains. That line, the Alamogordo & Sacramento Mountain RR became famous for its grades of 6.4% and spectacular accidents. It was finally replaced by trucks in 1947, making life in the mountains a little more dull.

The EP&NE continued through Carrizozo, where it was discovered that the promised coal fields of White Oaks were somewhat lacking. Pressing on, the line was completed to RI tracks at Santa Rosa in Feb. 1902. Efforts were made to keep the road self-sufficient on coal and local traffic, including the construction of the Dawson Railway from Santa Rosa to Dawson, but it was all to no avail and eventually the road came under the control

Railroad History: Mark Morgan (cont'd)

of the SP, allowing it direct interchange with the CRIP and Kansas City.

Searching for another route along the southern border to the coast, the Arizona and South Eastern RR was started in 1888, competing with the SP. By 1900 the line extended east from the copper center of Bisbee, Arizona to Deming, NM and on to El Paso.

Copper was the basis of the railroad, and while the continental divide crossing was higher than that of the SP, the overall grade was greatly reduced and the race was between the 2 roads for traffic.

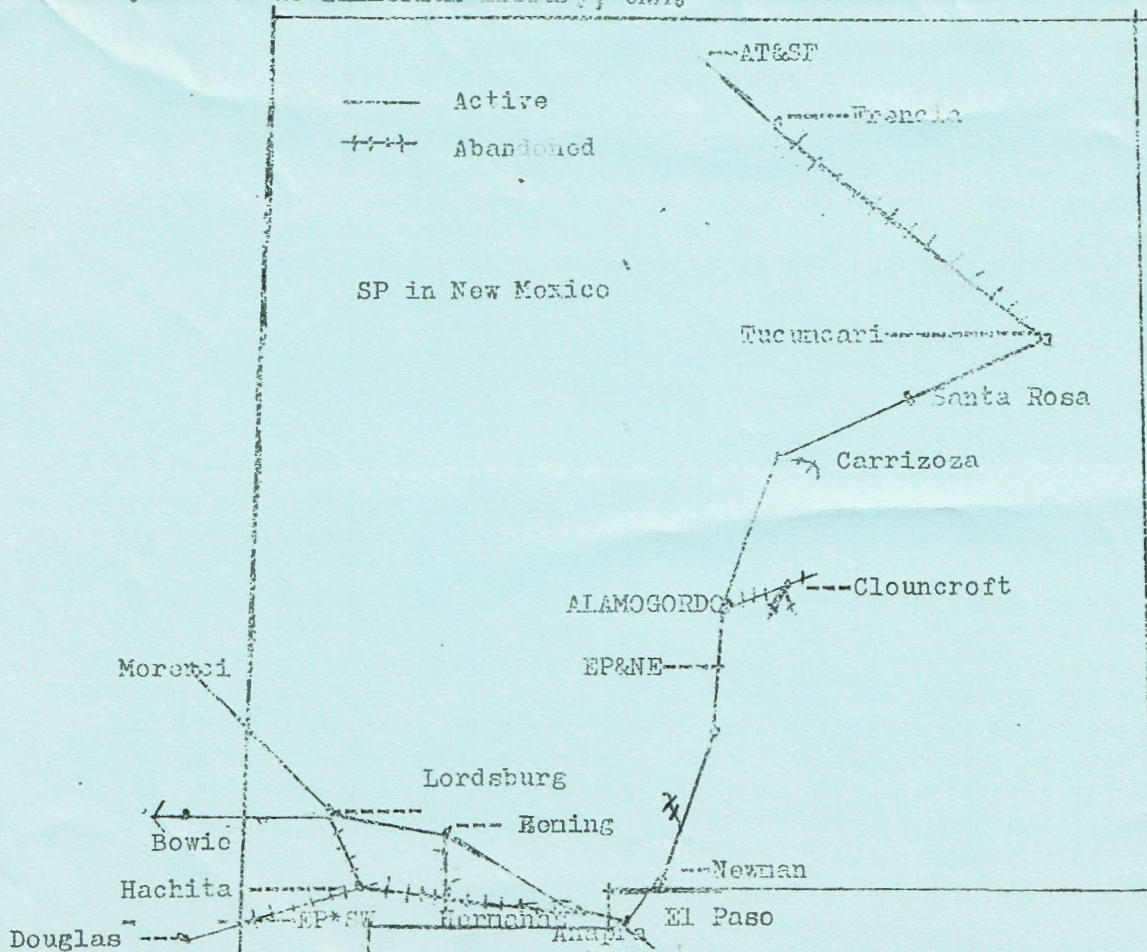
Following a name change to the El Paso & Southwestern RR, the tracks went to Tombstone, AZ, and reached Tucson, AZ in 1912. With connections over the EP&NE another continental route was planned to Los Angeles, with numerous mining routes running out of Lordsburg into the Burro Mountains.

With the depression, the copper industry fell and the El Paso & Southwestern found itself in bad financial straits. The problem worsened, and in 1931 the line was sold to the SP, resulting in the lines used today.

Through the years, the SP has abandoned the lines of the Dawson Ry and EP&SW, resulting in a large "Y" that runs through the state. In many places the roadbed is still quite evident; several old trestles of the A&SM Ry still stand near Alamogordo & Clowcraft, the stations are still being used. The one in Tucson is part of the veterans hospital and is used by a model rail club for its layout.

As far as the future goes, it appears with the collapse of the RI the Sp will extend into Texas, possibly all the way to Kansas City. Wherever it goes, the Southern Pacific will run on memories of dreams of the people who brought it into the land of Enchantment and opened the territory.

Information from: New Mexico's Railroads: an historical survey by David F. Myrick & the Glennan Library, UNM.



Modelling: Bob Price

HO FLAT CAR---REBUILD

Undoubtly some of you have seen Tyco's piggyback terminal set. This set contains: a 50 ft. piggyback flat car, two trailers, one tractor and the terminal. All the equipment I have came lettered Santa Fe which doesn't really fit on my BN railroad, but figuring something was better than nothing I put it up anyways.

As progress came to the road, so did the rebuilding of this set. The first step on the piggyback car is to remove the deck. This is accomplished by squeezing 10 plastic tabs through their respective holes on the underside. With careful prying you can remove the two trailer hitches weight and bracewheel. The trucks are removed by squeezing the tabs inward while pulling away from the frame.

Next, you can begin to work on painting the shell. I used extremely fine sandpaper to remove the previous lettering. Then I washed the frame in water of which was added some detergent, rinsed it, and let it air dry. Paint the underside of the flatcar black, then the sides in your own roads color scheme. Lettering was done with decals following the same layout as used by Santa Fe, except that the road and number were changed. Now you can remount the trucks. I cut off the coupler pockets and the body mounted Kadee's. Next glue the weight in place. To finish the car, I rebuilt the deck. It required about 7 strips of 1/32" X 1/16" stripwood. Each board was cut 10 1/2 scale feet long. Don't discard the broken boards tho- use them to show the car's hard use and age.

To finish, color the deck. I used washes of brown and black water colors. Repaint the two hitches silver and remount (cut tabs off first) along with the brake wheel.

Many other easier and shorter conversions can be done, you can just repaint and reletter the car. The 2 trailers can also be put into your roads paint scheme. The terminal can be converted into a lineside team track where, aside from unloading trailers from the piggybacks, boxcars can be loaded and unloaded and goods transferred to trucks (Ugh!)

The end result will of course be your own choice, but the BN now has a new (bought from the AT&SF) revenue car and trailer fleet that differ from the actual ready to run set!

Railroad Happenings: Mark Kaszniak

GREAT LAKES REGION

As the Great Lakes Region has no official publication when something interesting comes up that might effect area railfans, we have no way to contact them except by means of the Hotbox. So we are informing you this way!

If any of the members of this region have been to Hammond IN, they know about the crossing there which has 4 major carriers going thru it and the crossing is set up in such a way that if one train goes thru it blocks two streets, one which leads to downtown Hammond. Needless to say Hammond has a terrible traffic problem at this crossing. Hammond has come up with an idea to alleviate the problem by moving the crossing!

Studies have already begun on the subject but area railfans should not worry at the present because the city planner of Hammond said that the relocation would probably not take place for another 2 1/2 years. However one of the busiest crossings in the Midwest might cease to exist!

IRON ORE FOR DOFASCO

Since the present layout I am building is based on the Ontario Northland Railway, I decided to model one of their long strings of hoppers that carry iron ore pellets to the Dofasco steel mills here in Hamilton. Both the Ontario Northern and the Canadian National Railways own the unusual 100-ton hoppers that carry pellets to their destinations. Plans for these hoppers appeared in the Nov, '72 issue of RMC. Since no car of this type is available commercially, I decided that instead of trying to scratchbuild them I would use old open hopper cars. These are short 26' ore cars. Roundhouse puts out a good one in HO scale which is good looking and has excellent detail.

Until recently Dofasco received most of its ore from the Wabush mines near Sept Iles, Quebec. The ore was transported from the mines to Dofasco by ship via the St. Lawrence Seaway. Now only a 1/3 of the amount comes that way. The rest is brought by the ON and the CNR out of the Adams and Sherman mines in Northern Ontario. On a daily schedule an ON train leaves the Adams mine for a 159 mile trip to North Bay, the lines southernmost terminal.

While this is all going on a second ON train, also loaded with ore pellets, leaves Sherman mine for a 78 mile trip down the same tracks to North Bay.

In the ON yards at North Bay the two trains are coupled into one long, heavy train. Here the CNR's three SD45's are coupled onto the train and pulls it on its last leg of a 237 mile trip down CNR's mainline around Toronto and into Hamilton. The train enters Hamilton at about 3:00 am, so it's hard to photograph.

While this train is going on an identical train that is empty is delivered to each mine by the engines that brought the filled cars to North Bay. Thus a complete round-the-clock service is continued 365 days a year.

The beauty of the North and the theme of big time railroading makes this type of railroading worth considering and maybe worth modelling!

TEEN ASSOCIATION OF MODEL RAILROADING

OFFICER'S ADDRESSES--

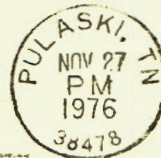
PRESIDENT Mark Schoman, 6 Bayberry Branch, Casselberry FL. 32707
AUDITOR John McGreevy, 738 Camino Durango, 1000 Oaks CA. 91360
SECRETARY Doug Johnson, Dau Hall Box 347A, Valpariso IN. 46383
TREASURER Ray Hakin, 21 Clauss Av., Paramus NJ. 07652
MEMBERSHIP Brain Angeli, State Line Dr., Pownal VT. 05261

HOTBOX STAFF--

EDITOR Tim Vermande, 51528 Pond Street, South Bend IN 46637
ALVERTISING Mark Kaszniak, 4018 W. George St., Chicago IL. 60641
PUBLISHER Andrew Dick, 15 Crescent Dr., Convent Station, NJ. 07961
CIRCULATION ED SHELBY, Route 2, Pulaski, TN. 38478
TYPING Mark Kaszniak (above)

Membership Rates--\$4.00 per year, Associate (over 21) \$3.50, overseas airmail \$8.00. Sustaining, life memberships also available. The Hotbox presumes that all material is submitted gratis.

TAMR HOTBOX
51528 Pond Street
South Bend, IN 46637



FIRST CLASS MAIL

