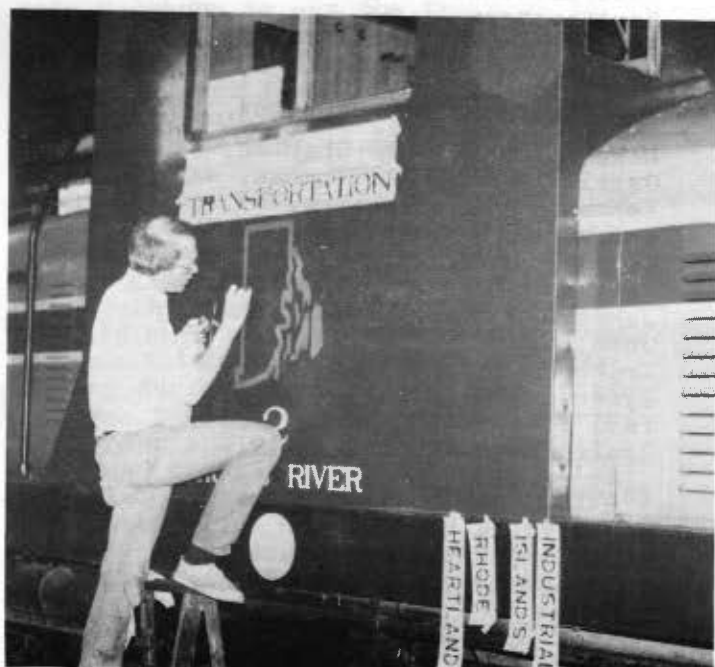
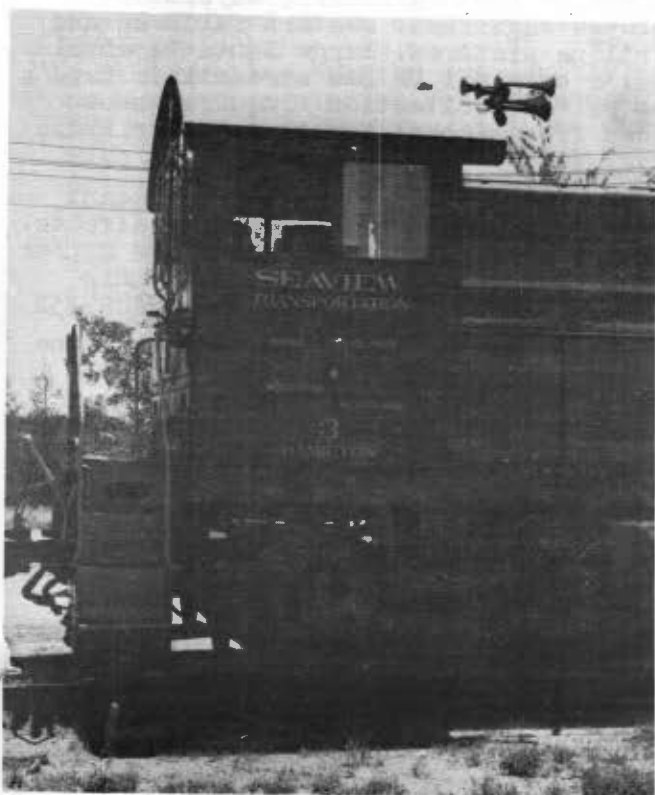
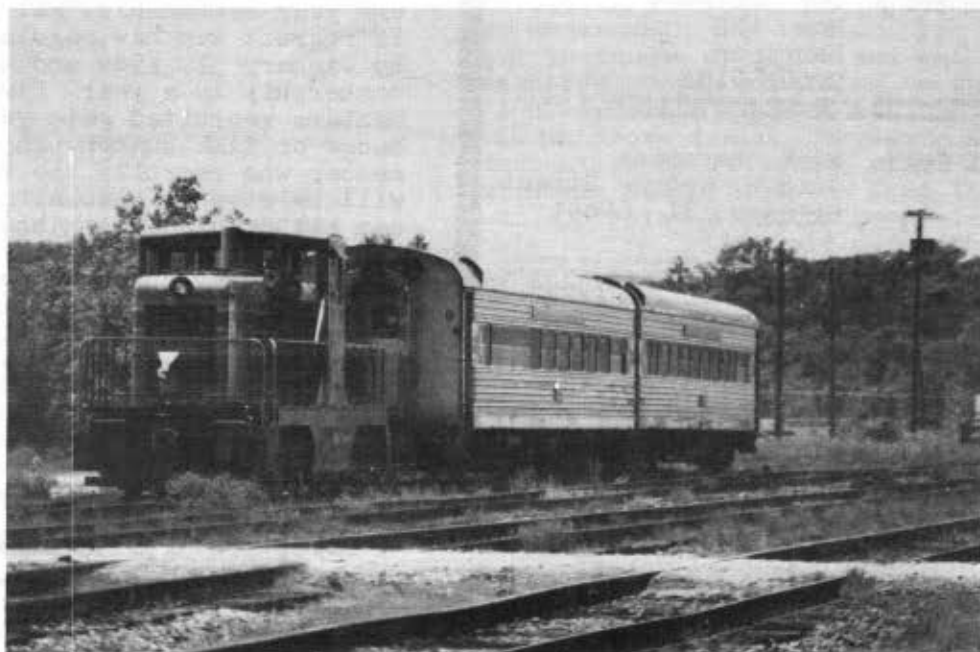




# HOTBOX

"the Un-Magazine of Model Railroading"  
November 1983  
No. 193





# HOTBOX

OFFICIAL PUBLICATION • Tern Association of Model Railroading

Issued every month with an additional special mailing of a Directory of Membership during the summer

Annual dues for the TAMR are as follows:

REGULAR: (under 21 years of age) \$10.00

ASSOCIATE: (21 years of age and up) \$9.50

SUSTAINING: (both Regular & Associate) \$15.00

Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

**TAMR Secretary:** Dee Gilbert  
Box 132  
Harrison, AR  
72602-0132

All other HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

**HOTBOX Editor:** Mark Kaszniak  
4818 W. George Street  
Chicago, IL 60641

**DEADLINES:** The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.

Welcome Back (cont'd):

George Cunic, Allison Park, PA  
Jeff Forgrave, Richelain, Quebec  
John Wells, Cottage Grove, MN  
Joseph Rehnert, Pottsville, PA

Chris Brindamour, our Promo Man, tells me that very few members are participating in our membership drive. Seeing as November is designated as National Model Railroad Month, I would like to see more of you helping to spread the word about the TAMR. All it takes is a little of your time and you could get yourself a free one year membership. All you have to do is recruit ten new regular TAMR members by January 31, 1984 and we'll extend your membership by a year. Five new regular members recruited gets you a free name badge or TAMR button. In addition, the member who recruits the most new members will be given a special grand prize. You can either place TAMR brochures in hobby shops or at swap meets or write to those who have previously expressed an interest in the TAMR, but somehow failed to join. Write Chris Brindamour (10 Meadowland Drive, North Kingstown, RI 02852) for materials.

## Extra Board

All the news that fits, we print:

**MEMBERSHIP** By Dee Gilbert

Total TAMR Membership (11-2-83): 153

Breakdown as follows:

Region	Number	Percentage
Canadian	7	4.6
Central	51	33.3
International	5	3.3
Northeastern	45	29.4
Southern	19	12.4
Western	26	17.0

TAMR Welcomes New Members:

Mike Johnson, Lake Charles, LA  
Gerrit Heller, Bellingham, WA  
Kenneth Colling, Havre, MT  
Andrew Halter, Bothell, WA  
Scott Fulmar, Princeton, NJ  
Matt Butterman, Springfield, WA  
James Lincoln, Wrentham, MA  
John Beyer, Buffalo, NY  
Erich Neumann, Rochester, NY  
Byron Debshaw, Demotte, IN  
Paul Lowe, Yolyn, WV  
Craig Smith, Titusville, FL

Welcome Back:

Tom Gasior, Hopkins, MN  
Beth Wolstenholme, Pisacataway, NJ  
Tammy Martin, Derwood, MD

## INTERCHANGE

**FOR SALE:** 1983 Santa Fe coast line time-tables; UP 1983 calendars, waybills, employee magazines; western railroad and shortline pictures; large Santa Fe envelopes; 6 original UP b&w streamliner 8x10's from private collection. Inquire about prices from Michael Barth, 16362 Trinidad Drive, Victorville, CA 92392

**WANTED:** Black (ultraviolet) light meant for use with sound system special effects. Also ultraviolet compatible posters and/or paints. Reasonable offers only. Dennis Brandt, 1924 Marshall, Richland, WA 99352

**FOR SALE:** McKean Coal Cars, 15 panel. One Durango Press Roadrailer. HO scale

**WANTED:** Bathtub gondolas, Atlas GP40, Athearn 86' all purpose flatcars, 40' piggyback vans or tractors, U30C's, RBM bathtub gons. All HO scale. Write: Greg Dahl, 1649 Euclid St., St. Paul, MN 55106.

If you have something to Buy, Sell or Trade, use INTERCHANGE to get results. Rate: 10¢ per column line (40 spaces), name and address printed FREE. Send all ads to the Editor. Payment must accompany all ads. Make checks or money orders payable to the TAMR, avoid sending cash.

# CRUMMY NEWS



BY MARK KASZNAK, EDITOR

## AN ERA HAS ENDED

September 25, 1983 marks the end of an era in the Chicago area. That day saw the last run of the South Shore's old cars. I, for one, am going to miss them. Heaven knows they should have been retired years ago. After all, the cars were considered "old" when I started railfanning back in 1976. Yet, I will mourn their passing simply because they have provided me with a host of unforgettable memories.

Back in the late 1970's, I remember planning trips with Doug Johnson and Tim Vermande (two TAMR elder statesmen) for the express purpose of seeing America's last interurban at work. Usually these trips were prompted by a newsclipping that stated the South Shore cars were soon to be replaced. In fact, the number of false alarms about the old cars' demise was so great, it would be interesting to find out exactly how many of these stories were printed. Yet at the mere mention that the cars were scheduled to go, Doug and I would drive out to Michigan City or Hammond to meet Tim and take pictures of the trains. In between runs, we would hop over to Conrail to see what that new corporate entity was up to.

When Doug began attending college in Indiana, I found myself a South Shore Saturday commuter for a time. For some reason, I always seemed to be taking the train in the winter months. Those days are etched in my memory. The wind in the Loop would be fierce as I walked (sometimes alone, sometimes accompanied by Gerry Dobe) from the Dearborn Street subway to Randolph Street station. Never was there more than a few moments to glance at the display windows of Marshall Field's. Upon approaching the station, I always made a point of catching the sign that read: "Illinois Central electric trains." That sign is gone now,

but it always drew a smile whenever I saw it. Imagine having an electric train set as big as the IC commuter district! Upon entering the station, a blast of hot air from a combination of a florist and broasted chicken shop never failed to fog my glasses. After stopping to wipe them off, I proceeded to the South Shore waiting area and ticket window. Depending on the time available, I would either purchase a ticket and board or catch a snack from a concessions booth in the main part of the station.

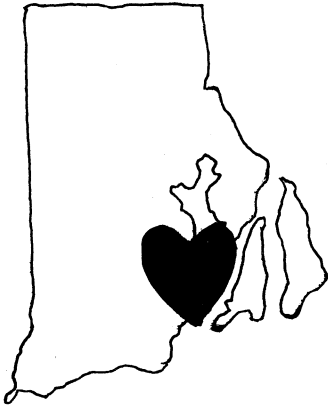
Seeing as the South Shore platforms are out in the open, while the IC's are underneath the station, you would have to bundle up again and walk the weathered wooden platforms to the train.

I always felt at home sitting inside a South Shore train. The seats were a combination of cloth and vinyl and were extremely comfortable. A fact that you soon appreciated on the bumpy track while riding in the old cars. The lighting was a pale yellow that provided a nice, cozy feeling. The windows were always on the dirty side and the constant thunk-thunk of the air compressors reminded you that there was life in the old girl yet.

At the appointed departure time, the conductor would clang the car bell twice and slam the side door shut. A growing whine from the engine announced that we were off. The ride from Randolph Street to Kensington is usually uneventful due to the fact that you are on the IC's four track mainline. The most interesting activity is watching the conductor trying to collect fares and open and close the doors for the five stops on this section of the line.

Past Kensington, the true interurban flavor of the South Shore comes out. Here is also where the motorman finally gets a chance to get the train up to speed. As we roll through the Indiana towns, horn blasting away at grade crossings, you finally realize what makes the interurban unique. The way the line parallels the back streets or travels down the middle of the streets and suddenly pops out into the countryside to serve a resort community is an experience never to be forgotten.

That experience can still be had on the South Shore today, but the loss of the old cars will make it all the more difficult to imagine what it was like riding during the heyday of the interurbans. The old cars were survivors of that past and provided a link to it. Now that they are gone, that link has dissolved. A new era is beginning in the interurban, trolley and street railway market, let's hope it too becomes as popular as the old one once was.



# SERVING RHODE ISLAND'S INDUSTRIAL HEARTLAND

By Chris Brindamour

The Seaview Transportation Co. got its start in 1974 on former U.S. Navy trackage. J. Peter Verges, the current owner of the Seaview, purchased the railroad from the U.S. Navy which had owned and operated the line. He started out with a series of 30 day leases, the only kind available at that time. His first customer was Electric Boat. This firm is the builder of the Navy's Trident submarines and requires many loads of steel each week. The company's business continued to grow until it reached a peak, but has recently slackened off a bit due to the current recession.

The name Seaview Transportation Co. came from the old Seaview Trolley line whose mainline once crossed what is now the Seaview's right-of-way (see map). Peter prefers to be called a Transportation Co. rather than a railroad for as he puts it: "There is no advantage to being called a railroad. There are just more regulations and restrictions."

The Seaview has a total of 23 miles of trackage; six miles of mainline, 5 miles of yard trackage and 12 miles of sidings. The only interchange is with the Providence & Worcester RR in West Davisville. The P&W train comes every weekday to pick up or drop off any cars needed by the Seaview. There is also an occasional Amtrak maintenance train which will come to West Davisville to drop off or pick up cars that are stored there.

The Seaview has a two stall enginehouse that can hold two locomotives, any additional power or cars are locked up in the yard. The enginehouse holds all tools and machinery and also serves as an office. The railroad's main office is in Mr. Verges home. Plans are being developed for a new three stall enginehouse which will hold all of the equipment plus any cars being worked on.

The Davisville/Quonset Point area is supposed to be developed into a major industrial park. There are three advant-

ages to locating in this area. One being the railroad and the other two are a deep water port only a short distance from the Atlantic Ocean and an airfield capable of handling large aircraft. The Seaview serves two piers in Davisville and one pier at Quonset Point making it easy for any industry to receive shipments. Although the railroad does not have direct access to the airport, it would be easy to add a short branch.

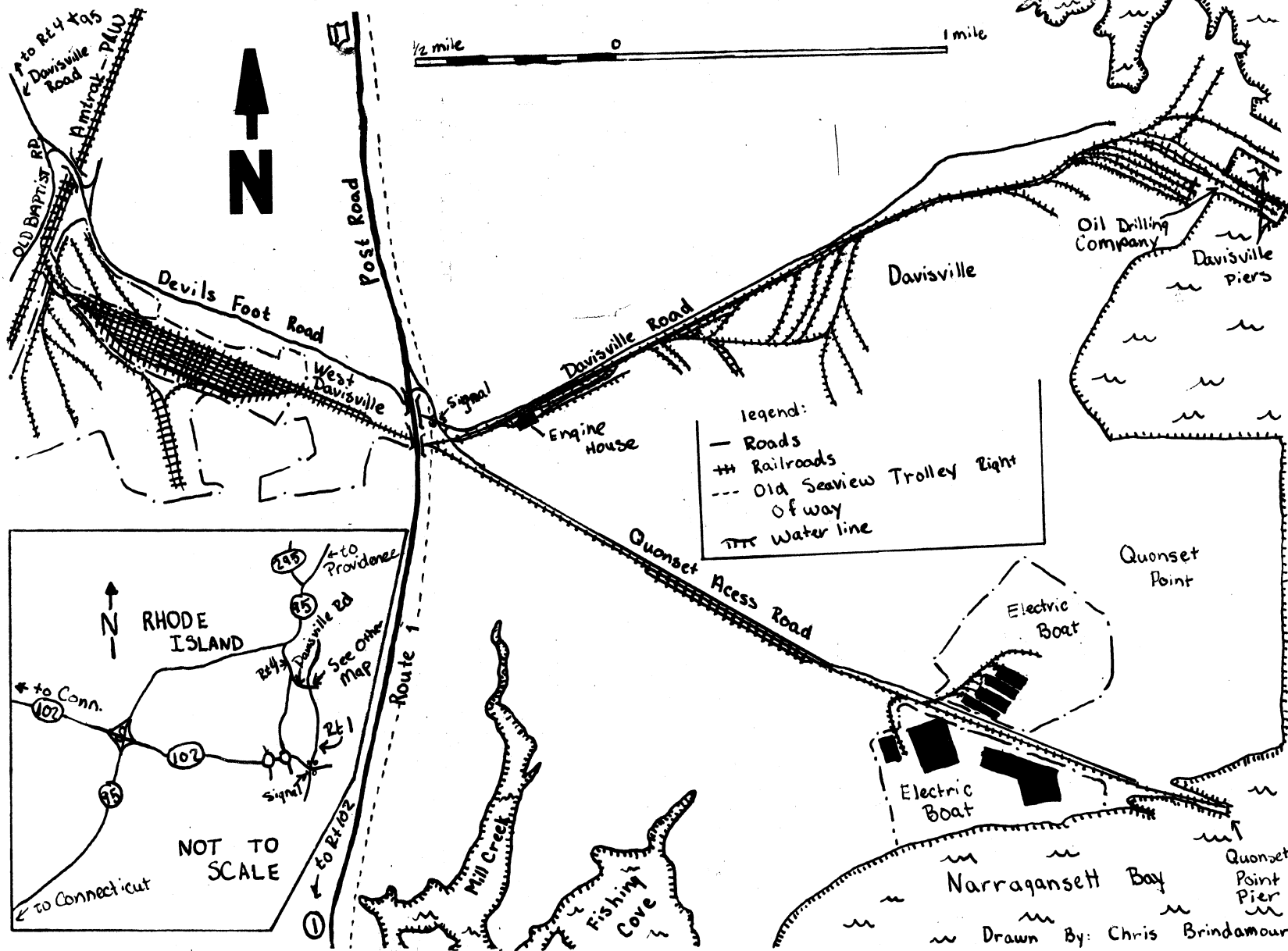
Development of the industrial park has been slow primarily due to lackluster management. This hasn't been good for the Seaview. The slow economy has also lessened the shipments that the line makes. To keep the railroad running, numerous repair jobs and restorations have been performed on various cars and engines of other railroads and shortlines. The most recent of these has been the restoration of a former Old Colony & Newport 1928 Brill railcar and trailer for the Delaware & Ulster Rk, a five mile tourist line operating out of Arkville, NY.

The Seaview has a roster of four locomotives and except for an out of service CE 80 tonner in a Navy scheme, all are painted in Seaview colors. The paint scheme is similar to the Erie-Lackawanna with a gray hood that has a wide red stripe and two narrow yellow stripes running down the middle of the sides of the hood. The entire cab is red with a silver roof. On one side of the cab is a logo which consists of a gray outline of Rhode Island with yellow lettering.

The Seaview has only two employees (Peter being one) who perform all operations, repairs and business relations. There should be at least four other employees, but the money just isn't there. Hopefully there will be new industries moving in soon. In the meantime, the line plans to hang in there.

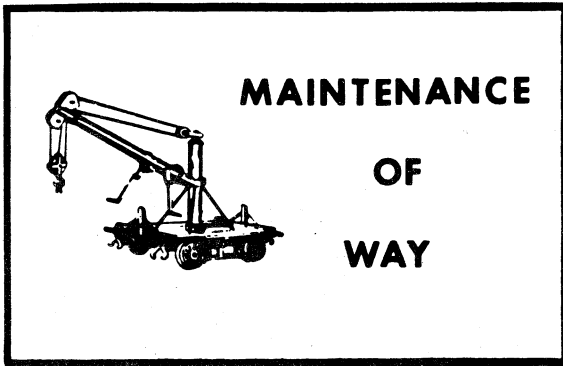
November 1983

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- Seaview Roster:
- #1 - "Wild Acres" GE 80 ton diesel, center-cab, former navy engine
  - #2 - "Hunt's River" Vulcan diesel, center cab, former Army, Navy and warwick hwy. engine. Leased to Cape Cod & Hyannis RR in summer of 1983.
  - #3 - "Hamilton" Alco S3 diesel, former B&M, Otter Valley and wolfeboro engine Leased to Bay Colony RR in summer of 1983.
- GE 80 ton diesel, center-cab, former Navy engine, still in vry scheme, out of service.

Drawn By: Chris Brindamour



M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMM or the HOTBOX. Please submit reviews to the HOTBOX Editor.

Metropolitan Corridor: Railroads and the American Scene by John Stilgoe. Yale University Press, 92A Yale Station, New Haven, CT 06520. 397 pp., hardcover, \$29.95.

John Stilgoe's Metropolitan Corridor is no ordinary rail history book. Inside you will not find the history of any one railroad, nor will you find a glossy overview history of railroads in general. Instead, this book shows the the railway industry reshaped the American environment and reoriented American thinking. In doing this, Metropolitan Corridor blazes a new right-of-way in the railway history field.

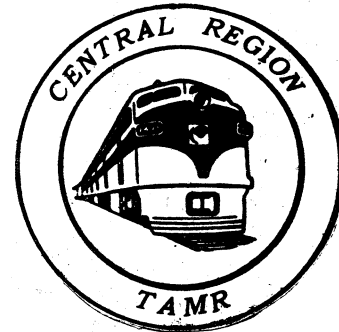
Few people realize the profound effect railroads had on American culture from the 1880's to the mid 1930's. The railroad represented "the power of sophisticated engineering, of heavy industry unknown two generations before." The railroads literally transformed the environments around them. They fed the factory complexes and electric generating stations. They pioneered the development of commuter suburbs and helped to bring urban values to the backroads and village streets. In short, the railroads were responsible for helping the country to grow and mature.

In the meantime, what did Americans think of all this and what it was doing to their lives? Mr. Stilgoe helps to answer that question by quoting from popular novels and magazine pieces of the period. He also uses advertisements for Lionel trains as a yardstick for measuring the popularity of railroads in general.

If you have ever wondered how the environment around the railroads developed, how the railroads helped it to grow and how this helped to change our American culture, you should read this book. Americans no longer have an on-going love affair with the railroads. The automobile has superceded the railroads in our hearts. If, however, fuel prices become too high, Americans may

once again search out that metropolitan corridor. In the city, it will not be found near the interstate highway cloverleaf or the tall glass-skinned office complexes, but near the grimy factories with red-brick smokestacks. In the country, one finds it next to the grain elevators, coal trestle and creek beds. For the railroad right-of-way is still the energized spine of the metropolitan corridor, it is just waiting to be used to its full potential.

--Mark Kaszniak



#### NEWS NOTES

Recently, the Central Region held a summer meet on July 9th and 10th. It was held in the Chicago area and activities included: seeing and riding behind C&NW's steam engine #1385, a trip to the Illinois Railway Museum, area railfanning, a visit to a local model RR club and a gigantic slide/movie show.

Also, the region sponsored the Fall Foliage Foray on October 22nd with our members heading to Gilman, IL and Kankakee, IL to watch and photograph prototype action.

Next up is our region's Wonderful Winter Wanderings trip to be held right before Christmas which will include both model and prototype activities in the Chicago area. For more information on other region doings, please consult the next issue of the WAYFREIGHT.

For those of you who don't belong to the Central Region and want to find out what it's all about, Paul Michelson (201 S. 8th St., Manchester, IA 52057) can provide you will additional information and a free sample copy of the WAYFREIGHT.

HOTBOX Pike Ads are popular and only cost 10¢ for each line (40 spaces). The four by one and a half inch header is printed free. Either supply your own, or we will work one up to your specs for \$1.00 (one time only charge). All ads must be submitted with payment to the Editor. Please make checks or money orders payable to the TAMM. Tell us about your pike and your plans for the future.

## LAYOUT DESIGN

By Ed Vondrak

Is anybody interested in learning how to design model railroads? If so, this article may be of interest to you. In order to become a good layout designer, you must first learn the art of track planning. To do that, you must learn certain mechanical rules and skills and you must also be a thinker.

I suggest that the place to begin is to study John Armstrong's book, Track Planning for Realistic Operation, which is one of Kalmbach Publishing Company's 8½ x 11 paperback books that can be bought at most hobby shops. Don't expect to read Armstrong's book very quickly. There is a lot of material in it and some of it gets pretty deep. You have to be willing to read a little bit and then stop to think about what you have read. You may also want to make some sketches or do some calculations to clarify what you have just read and to make sure you understand that material before you read further. You may have to read some of the material several times in order to gain a good understanding of it. If you become a layout designer, I assure you that you will wear out Armstrong's book from using it repeatedly as reference material.

Pay particular attention to the part of Armstrong's book that describes how to correctly draw turnouts (track switches) to scale in a track plan. That is the most difficult part of track planning. It is in drawing turnouts that most people make serious errors.

Suppose you start studying about layout planning and you get stuck. Some of the techniques you have to learn are not the easiest in the world to understand. Where do you turn for help? First of all, let me offer my assistance. I have been designing layouts for about twenty years. During these years, I have made many mistakes, I have done much experimenting and have figured out how to solve many tricky design problems. With this background, perhaps I can help you over some of the tough spots that you will encounter in becoming a layout designer/planner. Please feel free to write me and please enclose an SSAE (stamped, self-addressed envelope) to receive a reply: Ed Vondrak, 8219 Burn Court, Indianapolis, IN 46217.

Another possible resource might be the Layout Design SIG of the NMR. The coordinator of this SIG is Doug Gurin, 605

Tennessee Ave., Alexandria, VA 22305. Also providing help is your own Layout Planning Service which is run by Jim Kobrinetz, 4952 N. Nottingham, Chicago, IL 60656. I hope that from the TAMR membership there will come the model railroad designers of the future.

# MN

### "GOING NOWHERE FAST"

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1649 Euclid St.  
St. Paul, MN

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The Passenger Sales Division, under the supervision of Ms. Moore Wryder-Schippe is overjoyed to announce to all who are interested that commencing February 29, 1984, a weekly passenger train will operate between St. John's and that week's western terminal (Holyrood). It is estimated the train will leave St. John's at 09:00 (fast time) and arrive at its destination at 10:30. The return train leaves Holyrood at 15:45; arriving St. John's at 17:00. Passengers are hereby advised that accommodations are limited to coach only. Each train has a capacity of 40 HO passengers. Return ticket is 2.82 HO scale dollars. Newfoundland Railway passes will be honored. Please note that as the rails are laid further west, the train will operate to the end of steel, after a flagstop at Holyrood. For further details, consult your local railway agent, or write to the Nk President at the above address for the latest timetable and information. Sgd-MWS



**ON THE POINT:** (Clockwise from top) #1 - Seaview Transportation Co. GE 80-tonner No. 1 (Wild Acres) in Seaview's West Davisville yard with two Amtrak "Heritage Fleet" cars. #2 - Application of the company's new herald to the center-cab Vulcan diesel (Hunt's River). #3 - Completed new herald as seen on Seaview Trans. Co #3, an Alco S3. All photos taken in June of 1983 by Chris Brindamour.

## MARKERS:

### ARRIVING NEXT ISSUE:

Stephen Garland begins a multi-part feature on the design and building of the ultimate passenger train. Our "Helpers" column returns with some additional helpful hints on making your pike look more realistic. We'll also be reviewing some model railroad products in M of W. Finally, the Editor will be playing Santa Claus again and presenting gifts to various TAMR members that are not too badly needed. All this will be loaded onto the "Christmas Express" issue of the "Un-Magazine of Model Railroading."

November is National Model Railroad month. Help promote our hobby and the TAMR by telling others about us. Every member we get is an added car to our train, help us increase the tonnage.

**TAMR HOTBOX, "the Un-Magazine of Model Railroading"**

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PLACE  
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Issued 12-12-83

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