



Teen Association of Model Railroaders

HOTBOX

July, 1992

Issue #271



"FASTER THAN THE
EAGLE ITSELF"



HAMPSHIRE
RAILWAY SYSTEM

July, 1992

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On the Cover:

CSX train R-137 crests the Alleghenies at Sand Patch, Pennsylvania, on the morning of April 12th, 1991. This line is slated for CSX/BH doublestack service to Baltimore. Clearances would have to be increased to permit the taller cars to go through the Sand Patch tunnel. (Photo by: Randy Broadwater)

ATTENTION: We would like to have more photos of MODEL railroads on the cover. We need good, clear, sharp pictures of YOUR model railroad A.S.A.P.!!!

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Next Month:

Read about Aaron Marcavitch's free-lanced Hampshire Railway System. We'll have the story of the Milwaukee Road's Pacific Extension, and you'll get to learn about the Layout Design SIG of the NMRA. Plus, there will be lots of news and reports from the TAMR National Convention in San Jose, California. For all who are going, have a great time, and send in lots of photos and articles for us to print in upcoming issues of the HOTBOX. Our material will be low to empty after next month's issue, so once again we call for articles about your home layout, prototype railroading, and product reviews. The more you participate in TAMR, the more fun it will be!!!

The Collecting Modeler

I can't help but wonder what other modelers do when they don't have the space to build a layout of their own. For me, this is a problem I have grown up with. Since I can remember, my biggest goal for model railroading is to someday actually have the space to build a decent size HO layout.

Well, I am almost 19 and still unable to find space to build my dream layout. I think I'll get my turn in luck in a few more years when my family moves into a bigger house with an extra bedroom.

So what have I been doing regarding model railroading for the past decade? COLLECTING, COLLECTING, COLLECTING! My goal is to collect enough rolling stock

and motive power to fill three HO scale train yards. I'm sure I met my goal a long time ago, for I have over 150 freight cars and almost 60 diesel engines. Detailing and weathering these locomotives has been the most fulfilling aspect of modeling the railroads.

Most of my engine collection consists of Athearn EMD's decorated for Southern Pacific and Cotton Belt. I can easily add details such as headlight packages, air conditioners, snow plows, and cab sunshades from Details West and Detail Associates. They add the extra profile that is common to SP/SSW locomotives. My latest project was converting an undecorated Athearn GP50 into Southern Pacific GP60 number 9728 - with

Southern Pacific's new speed lettering scheme. It turned out perfect. Next project: Southern Pacific unrebuilt SD45 number 9017 from an Athearn kit. I'm confident it will turn out just as nice.

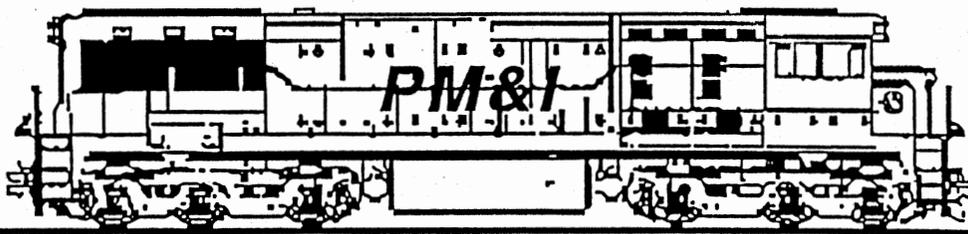
Thank goodness for Athearn and all of the other terrific HO manufacturers. They make it easier for those of us who rely on building realistic motive power and rolling stock rather than building a layout itself.

---by Jason Emlinian

Jason takes a strong interest in the locomotives of Southern Pacific, as you can tell. For more see the 1/92 Hotbox.

The Pittsburgh, Marietta, & Ironton R.R.

by Zachery Gooch



For those of you who have endured the TAMR's reorganization, here is the long-awaited conclusion of the PM&I story. As for you new members, bear with me and write-in for reprints of the first two installments if this part interests you. [The first two installments can be found in Hotbox Issues #260 and #261, January and February 1991, respectively, and can be obtained through the publication editor for \$1.00 each--ed.]

Part of Conrail...

for a while

When the PM&I became part of Conrail, it was merged as a subsidiary. Even so, the railroad practically disappeared. When Conrail began applying its blue and white paint scheme, all PM&I units were repainted with only a small PM&I logo under their numbers. Also, traffic routes changed as the ex-Pennsy and PM&I mainlines were consolidated into one mainline. Most of the big U36C's found themselves all over Conrail's system, but the Alcos stayed on home rails where they could be properly maintained. Soon, there was little evidence of the PM&I's existence.

The PM&I re-emerges

After remaining part of Conrail for over a decade, the PM&I was spun-off as Conrail began slimming down its system. The spin-off was approved by the ICC, and the new class II regional was set to begin on August 19, 1988 under the name Pittsburgh, Marietta, and Ironton Railroad Corporation.

The biggest problem facing the PM&I was a severe motive power shortage. Already in somewhat of a cash crunch from startup costs, the PM&I couldn't afford any brand-new power. The PM&I's motive power department immediately began shopping for used and leased diesels. A major problem in searching for the proper engines was finding ones that were powerful enough to pull the railroad's long, heavy coal and ore trains. All PM&I diesels were required to have six axles, dynamic breaking, and at least 3,000 horsepower. Speed was of little concern.

Always known for their ingenuity,

the motive power crew came through for the railroad. They managed to acquire a fleet of 19 U30C's from CSX and Burlington Northern. The largest and most unusual acquisition was made with the arrival of 36 M636's and 5 M630's from Canadian Pacific. The massive Canadian-built MLW units, being nearly identical to the Alco Century Series, could be serviced by the same facilities that maintained the PM&I's fleet of aging Alcos. A handful of C30-7's were leased from the Burlington Northern. In addition, Marietta Shops overhauled the PM&I's still operational Alco fleet for branchline, heavy switching, and transfer duties. After last minute preparations, the PM&I began operations as scheduled on August 19th.

The modern PM&I

The PM&I has joined railroads like the new Wheeling and Lake Erie, Wisconsin Central, Arkansas and Missouri, and Montana Rail Link as a successful regional carrier. Like the Virginian, the PM&I acts as a giant conveyor belt to move heavy coal and ore trains to steel

LEFT: A Seaboard System (CSX) U30C similar to one of the ones that could have been bought by the Pittsburgh, Marietta, and Ironton Railroad. This photograph was taken by Phil Michaels at Corbin, Kentucky, in December of 1989. The unit is of Louisville and Nashville heritage. The L&N at one time had over 75 U30C's. The aging fleet has now been reduced to around 15 active units on CSX in 1992. If anyone is interested in starting a new slide/photo exchange like the HOTBOX used to have, write to the publication editor. Photographs like this one can be traded or sold by Phil Michaels, so write in if you are interested. I have mostly CSX photos available with small amounts of Conrail, and even smaller amounts of various other railroads.



PM&I Part 3

Back

(Continued)

mills and hauling the empties back for another load. The PM&I continues to operate its diesels long-hood forward and still uses cabooses on some of its long haul freights. 75% of its rolling stock is coal hoppers and another 15% ore jennies. The remaining 10% is a mixture of rolling stock.

Recently, the PM&I has begun to move intermodal traffic. Trailer and container trains of TrailerTrain equipment behind the leased BN diesels have been moving from Pittsburgh to Ironton where they are turned over to the Norfolk Southern and moved to Cincinnati. Run-through agreements may soon eliminate the Ironton stop.

The PM&I and the new W&LE have become interchange partners. The two regionals have worked out joint trackage agreements to move large volumes of coal more effectively. Together, they have been fiercely competing with CSX for Ohio Valley traffic. The agreement has also resulted in the reactivation of several abandoned and unused lines.

The search for more motive power continues. Presently, the PM&I is spending most of its money on track upgrades and bridge work. Motive power money is still tight, so the railroad continues to shop the used locomotive market. Plans are being made to purchase more Canadian Pacific units, including RS-18's and more M636's to add to its unique Canadian-built diesel fleet.

As part of the PM&I's new image, the railroad dropped its old black and white scheme in favor of a new orange, yellow, and black scheme similar to the new CSX scheme. A bright future is in store for the Pittsburgh, Marietta, and Ironton Railroad.



One final word to those of you who haven't written an article yet. Sit down, think about what to write, and write it! We've all done an impressive job of pulling together to save the TAMR. Don't lose that momentum!



If you're interested in TAMR's past or would like to have copies of some older Hotboxes, just write to the publication editor and request what issue numbers you want and how many copies of each issue you would like. They are only \$1.00 per copy, so write now to receive your back issue of the TAMR Hotbox! Issue numbers 239-270 are in stock now, so hurry!

- #239-Product reviews: Lionel Rail Scope, Big Thunder train set, modeling tips, Dorval, Quebec: Hotspot
- #240-1989 Membership Directory
- #241-President's letter, LaPorte and Nevada Railway, changes in the hobby, modeling tips, more
- #242-Amtrak's Northeast Corridor, more changes in the hobby, TAMR Anniversary contest, Year of the Train
- #243-Massachusetts Headlines, Train Orders, "A Speedy Train for Orlando", CN Great Slave Lake Division
- #244-Building a log cabin, railfanning on Amtrak, Grand Canyon trains on track, Weaver Alco RS-3 engine
- #245-Making trees, Athearn's rewiring kit, Horseshoe Curve
- #246-Train Orders: 25th Anniversary, & #247 Modeling CN work trucks, quake news
- #248-Remote control turnouts, CN cabooses, East Deerfield, MA: Hotspot
- #249-Book review, Athearn GP40-2, railfanning photos, financial statement

Issues

- #250-Train Orders, Birmingham, NY: Hotspot, TAMR Benefit concert
- #251-Elections, locomotive purchase, custom painting, layout painting, tips for better photography
- #252-1990 Membership Directory
- #253-Locomotive News, CN's Downt Falls & Midlunnoware Div.- Part one, painting plaster rocks
- #254-Concor Material Handling Car, scale drawings, CN's DF&M Div.- part two, HO automobiles, election results
- #255-Photo corner, toothbrush weathering
- #256-Portlock, Coalton, & South- part two, Locomotive News, modeling tips
- #257-Spectrum Dash 8-40C, PC&S part three, modeling CN's "FREDS"
- #258-Waccamaw Coastline, NMRA clinic for kids, detailing, wallaby rails, microscale decals, TAMR model contest
- #259-Alanson & Petosky, White Rock, the CENTRAK, Pittsburgh, Marietta, and Ironton Railroad Part One
- #261-CN's Comfort Cab, curing your Athearn's ills, White Rock, 1992 Convention, PM&I Part two, more
- #262-"The Train Game", Train Talk, Train Orders
- #263-"Blast from the Past", The N-scale Santa Fe Ft. Worth Div., more
- #264-One page issue, by John Reichel, Special for the Holidays
- #265-Modeling CSX's Road Slugs-part one, Locomotive News Spotlight-SP Locos in the 80's, 1991-2 Interim Direc.
- #266-Modeling Tips, 1991 Convention News, letters, Modeling CSX's Road Slugs-part two
- #267-Product Reviews: Wood glue, GS gons, Modeling CSX Road Slugs-part three, Kadee couplers, Indian Valley, more
- #268-Convention news, video railroading, N-trak construction, Train Orders, Nominations/elections, more
- #269-Northern California Shortline, Convention news, 1992 Elections, Train Orders
- #270-1992 Membership Directory

Building

Roads

By Mike Yan

Asphalt pavement is a logical and surprisingly simple addition to a layout. Some methods involve messy plaster or expensive commercial road materials, but I have found a method that is clean, inexpensive, and produces realistic asphalt roads.

The first step is to find some thin cardboard, like the material cereal boxes are made of. Cut this into strips of equal width. The width, of course, on your scale and the number of lanes you want in your road. Next, spray these strips with flat black paint and allow them to dry. The white or yellow lines can be painted on with the help of a mask. If you are painting broken white lines, simply cut out small rectangles from an identical piece of cardboard, place this on top of the black strip, and spray it with white paint. (See fig. 1) Solid yellow lines (or white lines) can be painted using the mask shown in fig. 2. Make this mask slightly larger than the black strip so that the entire line can be sprayed in one pass. It may be necessary to touch up a few spots with a brush.

Once the paint has dried, brush some powdered white chalk onto the strips to give a weathered and aged appearance. You might even want to crease the cardboard before weathering, as this gives the road a cracked appearance.

The final step is to align these strips and glue them to your layout. There will be a noticeable break where the segments join together, but these can be concealed by cars.

By following these easy steps, your model cars will finally have a road to drive on.

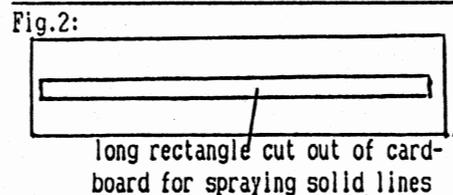
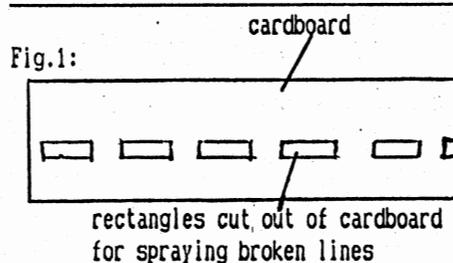
Frozen

Ponds

By Mike Yan

This article is in response to Chris Strauss' question in the February 1992 HOTBOX regarding frozen ponds. Chris states that he has unsuccessfully tried using tin foil and glass to represent ice. Perhaps these look phony because ice is not really that shiny and when it is thick enough to skate on it most certainly is not transparent. Actually, it has a dull white appearance. After some experimentation, I believe I have found a method that will yield a realistic frozen pond.

First, obtain a piece of plain styrene. Cut it to the shape of your pond, and then rough it up with a sheet of fine sandpaper to kill the shine. Then, to simulate the marks left behind by ice skate blades, use a sharp X-acto knife to draw lines all across the surface in all directions, including curved lines in the corners. Be careful not to make these lines too deep, however; they're only scratches, not valleys! The final step is to rub some baby powder onto the surface. This will highlight the scratches and leave a thin film of powder, which simulates the powdered ice left behind by skaters when they stop. Once figures are installed, you should have a reasonable representation of a frozen pond that has been used by many happy ice skaters.



More on

Kadee Products

#3 in a series by Tom Matthews

Kadee makes uncoupling ramps, both permanent and electro-magnetic. If you use the delayed action of the couplers as shown in the Kadee information you can mount the above track type in grade crossings to hide them. I like the under the track permanent magnetic type best as they are hidden from view. The only disadvantage is that you have to mark where they are somehow; a sign post (comes with it) is nice but the one they give you is a WHISTLE sign and that would not look right in a yard area. The electro-magnetic type is used on main line track where you do not want any accidental uncoupling.

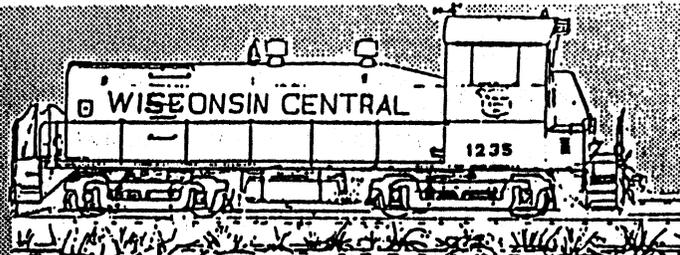
Another product that can strain the budget is the Kadee wheel sets. They are non-magnetic and add to good operation. Typical wheels on most equipment today have at least some magnetic parts (usually the axle) and cause the car to roll back toward the train as you pull away. This can ruin the delayed operation and can sometimes cause the car to recouple. Using their wheels eliminates this problem while giving you an excellent looking wheel (they even have the prototypical lettering cast on the wheel face). Again, I realize how restricted someone's budget can be, but spending money on the couplers without going all the way for good operation seems "penny wise and pound foolish" as you-know-who is credited with saying. DO YOU KNOW WHO SAID THAT? If you do, send your answer to me. The first ten regular members who send in the right answer will receive a pack of Kadee couplers!

Tom Matthews
57 2nd St.
Walden, NY.
12586

We'll publish the name of the person Tom quoted and any winners of the Kadee couplers in the Sep. 1992 Hotbox.

Train

Orders



Our first "order" this month is an article by John Reichel, written a few months ago and it is titled, "Troubled Times":

TAMR, like most other railroad enthusiast groups, is not a political organization. But we, as young people, can't afford to put our heads in the sand. Current events have an effect on the future - the future that we'll have to live in.

TAMR is already suffering because of the weak economy. Kids can't get membership dues from their parents because they're out of work. Maybe there are no fast-food jobs available because unemployed adults are taking them. Even paper routes, a traditional way for young people to earn hobby money, have been taken over by adults in many cases.

We definitely hope that members around the country (the world!) will come to our national convention July 22-26 in San Jose, CA., but we realize that few members can travel on their own, and many families can't afford to go on vacations this year. But if you can make it, it won't cost much, so please come and share the fun.

As I write, the riots in Los Angeles and around the country over the Rodney King verdict are just dying down. Injustice and poverty are everywhere, and anger could flare up again very quickly. Let's remember that even though our train budgets might be small, we do have enough to eat. A homeless person told me he had trains when he was little; now he has to save quarters for a slice of pizza.

Have you heard about the controversies about discrimination in the Boy Scouts of America? Scouting is great, but discrimination exists. So let me remind everyone that TAMR DOES NOT DIS-

CRIMINATE. Period. There are no oaths to take in TAMR.

We're so broad-minded, we don't even hold it against the Boy Scouts that their organization has some discriminatory views. I recently offered TAMR's help with the Railroad Merit Badge program. Let me know if you've ever been involved with this. And get some scouts to join TAMR.

Lastly, I know many of you aren't old enough to vote yet. But you can still be active in a political campaign, and you can educate adults about the issues. Soon, you will be old enough to vote, so please do. Make your voice heard!

Next we have the last two letters for our layout letter contest. The winner will be announced at the TAMR 1992 National Convention, and then printed in the August HOTBOX. First up is a letter from Jeremy Amundsen, our newly elected TAMR President:

I plan on modeling the Milwaukee Road, Chicago & Northwestern, Burlington Northern, Norfolk Southern, and haul Chessie System (possibly CSXT?) through coal, mixed, and auto-rack trains. My layout will be approximately 6 * 12 in HO scale, with no particular era or rail line modeled. I have mainly second and third generation motive-power with some first generation in switching and local service, and possibly a few big steam locomotives for excursions and special events.

I plan on having one single mainline with signaling on Code 100 track, with a secondary main alongside to serve industries and yards. Road locomotives will be GP38's, GP40's, GP50's, SD35's, SD40's, SD45's, SD50's, B40-8's, U-boats

and B23-7's. Cabosses will be used on all mainline trains. No FRED's here! I plan on having a large 15-track yard with 25 car capacity along with an auto-rack unloader and an intermodal ramp. To make for realistic operation most yard track will be section track, along with the secondary main. I should be able to start building my layout late this summer.....

Now here's a letter from Aaron A. Marcavitch of Waynesburg, PA.:

.....I have been a model railroader since who knows when. I know it was when I saw an old engine lying around the house and then I got into a Model Railroader. My railroad is owned by AACorp. Int., and the name for all intents is Worldwide Rail Companies. The main line is the I LINE, so called because of the fact that it goes from Nebraska to Pennsylvania crossing Iowa, Illinois, and Indiana. Please see my article [Appearing next month---Ed.] on the most major portion, the Hampshire Railway System. A quick question and a slight answer. One, my answer to Chris Strauss's question about his frozen pond is that I use a thing called decoupage for water and then spray it with that winter snow stuff. And two, my question, does anyone out there have a module that would like to start some sort of module association? A quick note to all you people out there, I will send anyone that would like a history of the Hampshire a copy of the history book. If you would like for your freelanced railroad to have its history written, please contact me for more information at:

275 Crago Ave.
Waynesburg, PA.
15370

FROM THE DESK OF Phil Michaels, Editor/HOTBOX

Hello, again, TAMR members! How did everyone like the directory? Write in and tell us what you thought. Well, before I forget, here's a list of new members or members who were accidentally left off the directory listing:

Matt Groves Curtis Tate
187 E. Campville Rd. 403 Amber Drive
Endicott, NY. 13760 Somerset, KY. 42501

Matthew Dobson Dario Gigliotti
15717 Chatfield Ave. 4372 Hill Avenue
Cleveland, OH. 44111 Prince George, B.C.
Canada V2M 5W9

Shane Murry Krause Bryan Shoop
107 - 111 Tabor Blvd. 160 Don Rene Rd.
Prince George, B.C. Mt. Wolf, PA.
Canada V2M 5N3 17347

Bob Riordan Raymond Crigler
326 W. Mustang 318 Baker St.
Crowley, TX. 76036 Malvern, AR. 72104

A big welcome aboard to all those who have recently joined. Add these names to your 1992 Directory listing. As I type this editorial into my computer, we are only nine days away from the 1992 TAMR National Convention. I hope that many people get to go and that you all have lots of fun rallofanning, operating model railroads, and going to all of the other exciting events. Unfortunately, I am unable to attend, but I certainly wish I could.

When we first got the Hotbox going again last January, many of you sent in articles and also said you planned on writing many more. Where are these articles? We will soon run out of material so it would be nice to see some of those promises kept. Just thought I would remind you. Also, if anyone would like to write a feature article on their layout, please let me know, we would love to hear from you.

You will note on page three that we found someone to take the position of secretary, namely David Thompson. He's been with TAMR a few years and will do an excellent job as secretary. For those of you who have been around TAMR for a while, you know how long Steve Schwenk has been treasurer. Now we have a new treasurer, Jeremy Amundsen. I would just like to thank Steve Schwenk for all the time he has put in for our organization as treasurer. He has done an excellent job and he is greatly appreciated by us all. Thank you, Steve, for all the years of hard work for TAMR.

We have recently discovered that we are violating the TAMR Constitution by having Jeremy Amundsen hold three positions. If anyone would like to step forward and take the position of Auditor please contact the Secretary. Thank you, and I'll hope to hear from everyone soon. See you in August!

.....(Train Orders continued).....

Lastly, this month's final letter:

I am a teacher at Phil-Mont Christian Academy, and I've been given permission to begin a model railroad club for the high school students here.

I have never been a member of a model railroad club and have never built a layout, but I'm eager to get started and I'm looking for ideas on how to pull it off in a way that will thoroughly involve those who become members. Any advice/information, etc., you may be able to give will be greatly appreciated. Please let me know if you have ever been involved with a model railroad club at school. Thank you very much.

Mr. Joel Bacon
Hillcrest Campus
Phil-Mont Christian Academy
35 Hillcrest Ave.
Erdenheim, PA. 19118

The Traction Motor By Zachary Gooch

Greetings fellow TAMR members. You veteran members probably remember me from the series I wrote on my freelanced Pittsburgh, Marietta, and Ironton Railroad. To all the new members out there, just bear with me. I thank all members new and old for toughing it out during the TAMR reorganization and helping to rebuild "our little society". I've noticed that other than the editor's column there really aren't any regular articles that appear in every issue of the HOTBOX. So I thought that I would start one. To you Model Railroader subscribers, I hope to make this column seem a little like Tony Koester's "Trains of Thought" column. I hope to get your train of thought's traction motors going, hence the title of the article. I'd like to warn the EMD fans out there that I have

a severe prejudice when it comes to General Motor's diesels. If I insult your favorite engines or any other thing you hold dear when it comes to railroading, drop me a line and get back at me. I want your comments to give everyone their point of view so we can examine the subjects I write about from both sides. So don't be afraid to rip me to shreds. Just write to me at:

1042 Maple Ave.
Bellaire, OH.
43906

I'll include your argument in the next HOTBOX issue following the article you commented on. Next month's Traction Motor topic: Evolution of the Diesel: For Better or For Worse?