

THE HOTBOX



A Publication of the Teen Association of Model Railroaders

February 1995

Consist:

Build a Suspended Roller Coaster

The Winnchester & Western's VA Division

Internet and Trains



THE BLUEGRASS LIMITED



**June 23, 24, 25
1995**

TAMR NATIONAL CONVENTION

THE HOTBOX

The official publication
of the Teen Association
of Model Railroaders

The TAMR Hotbox is the official publication of the Teen Association of Model Railroaders, a non-profit association created to promote, stimulate, foster, and encourage among youth and young persons, the hobby of model railroading, the activity of railfanning, and the preservation of the history, science, and technology thereof.

The Hotbox is issued monthly, twelve issues per year, along with the TAMR Directory of Members in January.

TAMR Membership

Membership in the TAMR includes a subscription to the association's magazine, The Hotbox, the January mailing of the TAMR Directory of Members, and a quarterly regional newsletter, as well as an invitation to attend and participate in all TAMR events. The following categories of membership are available:

Regular (21 and under) \$15.00
Associate (Over 21) \$18.00
Over Seas (Outside U.S.A.) \$20.00
Sustaining (Reg & Assoc) \$20.00+

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

Submissions

The TAMR Hotbox depends entirely on the association's members for its material. If you have articles for publication or want to respond to one of our columns, send your submission to the following people:

The Prime Mover David Hadley
TAMR Clinic John Reichel
Shoestring Budget Peter Maurath
Shortnotes on Shortlines . . . Aaron Marcavitch
Haulin' Coal Brent Johnson
All other submissions Hotbox Editor

Guidelines for Submissions

Style, Content- Your own writing style is fine with us; remember you are among friends. If you have grammar trouble, let the editor worry about that. The ideas of what you write are what is important. As far as content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to the majority of readers. The editor reserves the right to choose what gets printed and what does not.

Photos- Please send glossy photos only. Brighter photos with good contrast work best. Photos relating to your articles will enhance

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Front Cover: It's CV fast freight No. 66 at Pennington Gap, Virginia September 1965.
Ron Flanery Photo

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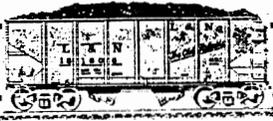
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them. Please send caption information with your photos. Include: Where, when, how, why, or any other essential information along with the name of the person who took the photo. All photos will be kept unless a SASE is sent along with the prints. Cover photos should be 8x10 or larger with minimum grain.

Artwork-All drawings and artwork must be in black or blue ink. Artwork relating to your articles is gladly accepted. The Hotbox editor is not responsible for lost or damaged artwork. Send SASE if you would like your artwork returned. Please send two copies if possible.



The Clinchfield's Fremont Branch

What better railroad is there to look at coal operations than the Clinchfield? The CRR was a small bridge line which ran from Elkhorn City, Kentucky to Spartanburg, South Carolina that handled all kinds of traffic for many different connecting railroads and for many large industries along the line. Coal, however, took up the largest volume of traffic.

Not only did coal originate on the CRR's three branches, the Greenbriar, the Fremont and the Nora branches, but coal was hauled from connecting railroads including the L&N, N&W, and the C&O. In this month's installment, I will only take a look at one of the Clinchfield's coal branches, the Fremont Branch.

The Fremont Branch

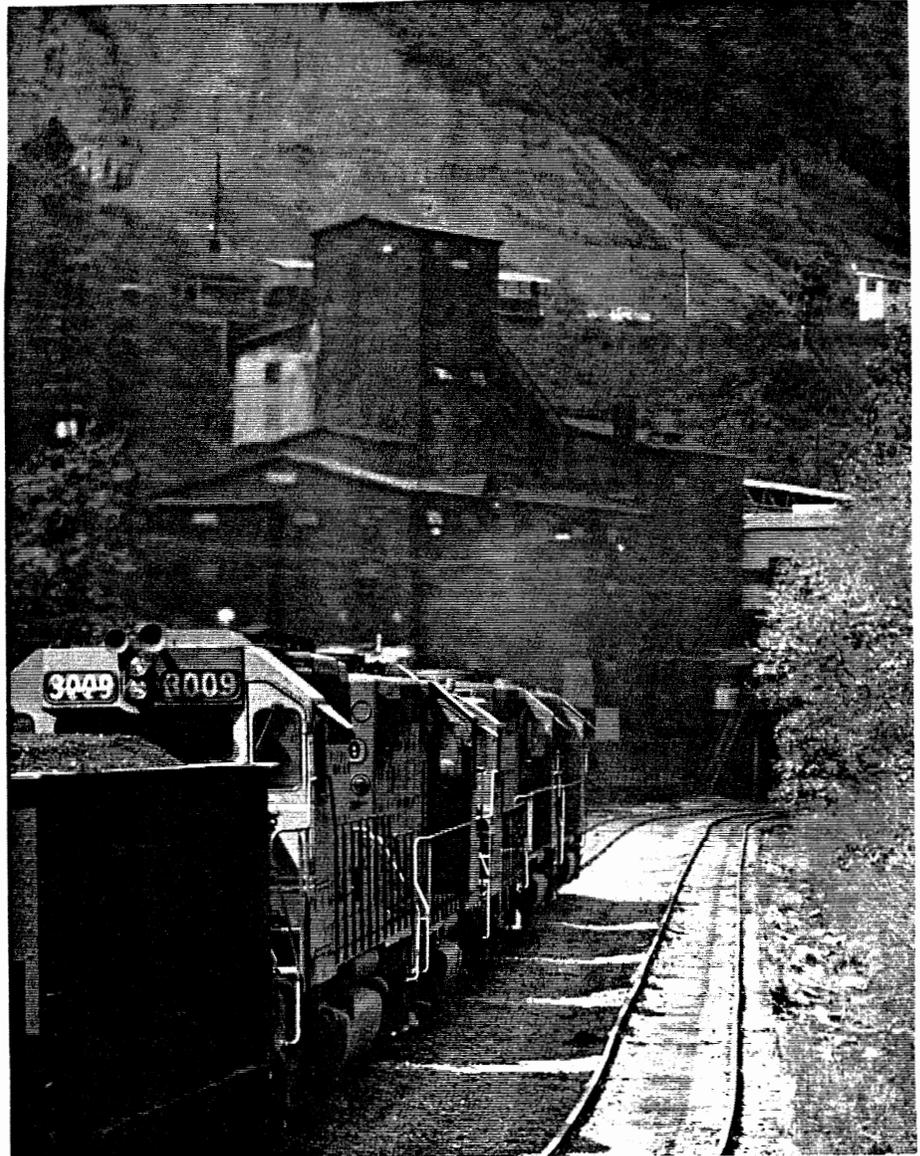
The 14.6 mile long Fremont Branch opened in 1944 and was built mainly to serve the Clinchfield Coal Companies Moss Preparation Plant No.1 at Moss, Virginia. The branch left the mainline at Caney Junction, 22.8 miles from Elkhorn City.

The Fremont Branch was unique in that it hosted the only tunnel not on the Clinchfield's mainline, the 2250 foot Bear Pen Gap Tunnel.

The Chesapeake & Ohio at one time also had their sights set on the Moss Preparation Plant. The C&O right-of-way pushed toward the other side of the plant, however problems with tunneling scrapped the project.

Operations

Ten coal tipples including the



Moss Turn No.1 hauling 45 cars of coal to the Moss Tipple. The coal was dumped at the facility, screened, cleaned and crushed to the customer's desired size. It was then re-loaded into the hoppers and sent to the customer.

Moss plant are on the line: picked up by the Moss Turns to be Crabtree, Holly Creek, Dickenson, forwarded to the Moss Preparation Plant. Cranes Nest, Mullins, Delp, Victor, Phipps, Moss, and Lick.

The Fremont branch was served by the First and Second Moss Turns. During the 1970's the Moss Turns were normally called at the Clinchfield's Dante, VA yard at 7:30 am and 6:00 pm respectively. Tonnage usually amounted to 100 or more hoppers.

Coal from other lines was also

Once at the Moss Plant, coal was cleaned, screened and crushed to the size desired. Coal was also loaded from the mines under the tipple.

The Moss Turns generally took 12 hours to service the line. Crews sometimes wouldn't make it back to Dante in the limits of the hours of service law and a taxi would be

HAULIN' COAL

needed to pick up "dogged" crews. Completely loaded trains moving both directions on the line wasn't unusual.

This was just one area of coal operations in this very interesting railroad. Operations still continue as the Clinchfield has ceased to

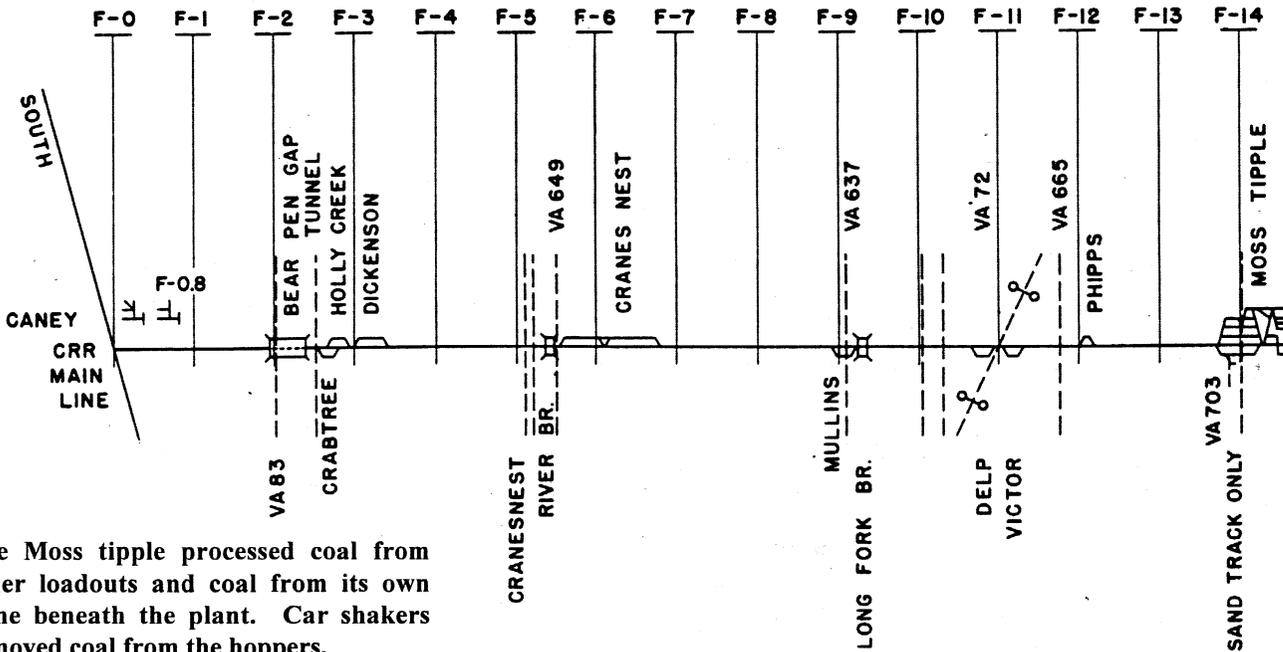
exist. The hoppers may not say "Clinchfield," but the coal still is.

Sources for photos and info

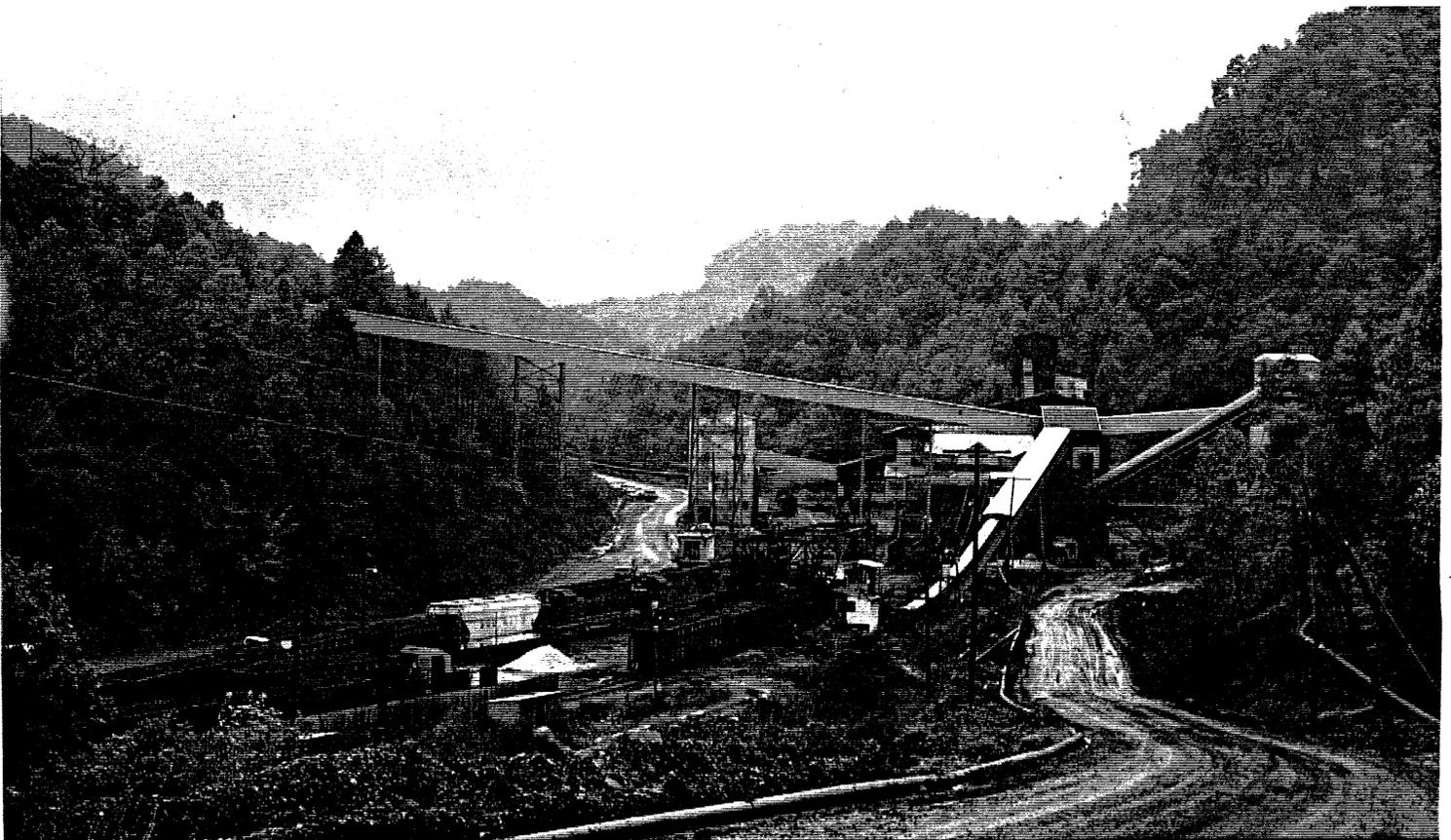
King, Steve. *Clinchfield Country*. Silver Spring, MD: Old Line Graphics, 1988.

About "Haulin' Coal"

"Haulin' Coal" is a bi-monthly column dealing with the coal hauling aspect of railroading. "Haulin' Coal" will include articles on prototype and model subjects. Contributing articles welcome.



The Moss tipple processed coal from other loadouts and coal from its own mine beneath the plant. Car shakers removed coal from the hoppers.



Building a Layout on a \$hoe \$tring Budget

Conducted by Peter Maurath

Typewriter Correction Tape

This month's article comes it's pulled from. A whole box of this industries. Since it has a sticky straight from any office supply will usually run about three dollars. back all you need to do is make company, because that's where There are many different uses for your sign on the label then peel it you'll find typewriter correction this material. I chose to use it to off and cut it out and add it to tape. It's usually sold in a roll label my ambulances and city wherever you need it. inside a little box and appears like buses. It's also good for signs on Next time we'll take a look back a sticker with the tape, and the strip buildings such as stores and at some past BLSSB articles.

Announcing the Great Kit Giveaway!

Thanks to the generosity of new TAMR member Kenneth Thamm (a hobby store owner) and other members, TAMR is pleased to announce that a number of model kits, accessories, and magazines are available **FREE** to TAMR members. (Plus only \$1 for shipping.)

First priority will go to members who don't have much money to spend on trains; such as those who state that they: A) are too young to have an after-school job; B) have parents who are out of work; C) have other reasons.

Please indicate whether your preference is: A) Magazines; B) "How-to" books; C) HO industrial structures; D) HO storefront buildings; E) HO trackside structures; F) HO accessories; G) HO freight cars; H) N scale freight cars; I) Scenic materials; J) Color snapshots; K) Membership in the NMRA's Layout Design group.

All you have to do is write to John Reichel at 1800 E 38th St, Oakland, CA 94602, and send \$1 (cash OK, wrap paper around it) to help with postage costs. Thanks very much to Mr. Thamm and other members.

THE WINCHESTER & WESTERN RAILROAD

by John Wilson

The Winchester & Western Commerce Commission (ICC) Unimin Corporation. Radio Railroad's Virginia Division approval. Then in 1941, the frequency for the Virginia operates freight service from W&W took over the Winchester Division is 160.920. Gore, Virginia to an interchange & Wardensville Railroad.

The W&W is owned by the Engine house: Gore, VA. The railroad also operates a line from the CSX connection at Winchester to a connection with Conrail at Hagerstown, Maryland, 39 miles using trackage rights on conrail from Williamsport, MD to Hagerstown.

Outbound trains haul sand, limestone, aluminum, scrap, and brick while inbound trains carry paper, plastic, lumber, wall board, steel, and minerals.

The W&W was originally formed in 1916 and failed. It was sold to two companies which merged in 1929 as the Winchester & Western Railroad Company.

In 1934 the line to Wardensville, West Virginia was abandoned due to an Interstate

W&W Locomotive Roster

No.	Builder	Model	Date	Builder #	Notes
78	Alco	S-6	11/55	81429	Scrapped 12/93
80	Alco	S-6	12/55	81431	Scrapped 12/93
351	Alco	RS-11	11/57	82628	Out of service
863	Alco	RS-11	2/59	83027	
2910	Alco	RS-11	4/59	83407	
3605	Alco	RS-11	9/56	81939	Renumbered 605
3611	Alco	RS-11	12/56	82028	
527	Alco	RS-3	8/50	78167	Scrapped 12/93
403	EMD	GP-9	—	—	Rebuilt w/ low hood. Put in service 12/93
445	EMD	GP-9	—	—	

A Conrail train on the Marion Branch next to John's house in Anderson, IN in 1994. Notice the EMD trucks Alco MT-6 slug.



A Hotbox
Prototype
Article

Crisis at Amtrak

Amtrak to slash service by 20%, lay off 5,500

by Matt Schwerin

On December 14, 1994 Amtrak said that it will cut more than a fifth of its service early next year, eliminating some rail routes altogether and laying off about 5,500 employees.

The plan will reduce the frequency of trains in the heavily traveled Northeast corridor from Washington D.C. through New York City to Boston, and end the service from New York through Vermont to Montreal and from Atlantic City to Philadelphia.

The goal of Amtrak is to eliminate an annual deficit of nearly \$200 million by September 1995, and only the biggest since Congress created the railroad in 1971, are only the first round. The railroad's board said it will consider more in match 1995. by September, "virtually all long-distance Amtrak trains will be less than daily," said Clifford Black, an Amtrak Spokesman.

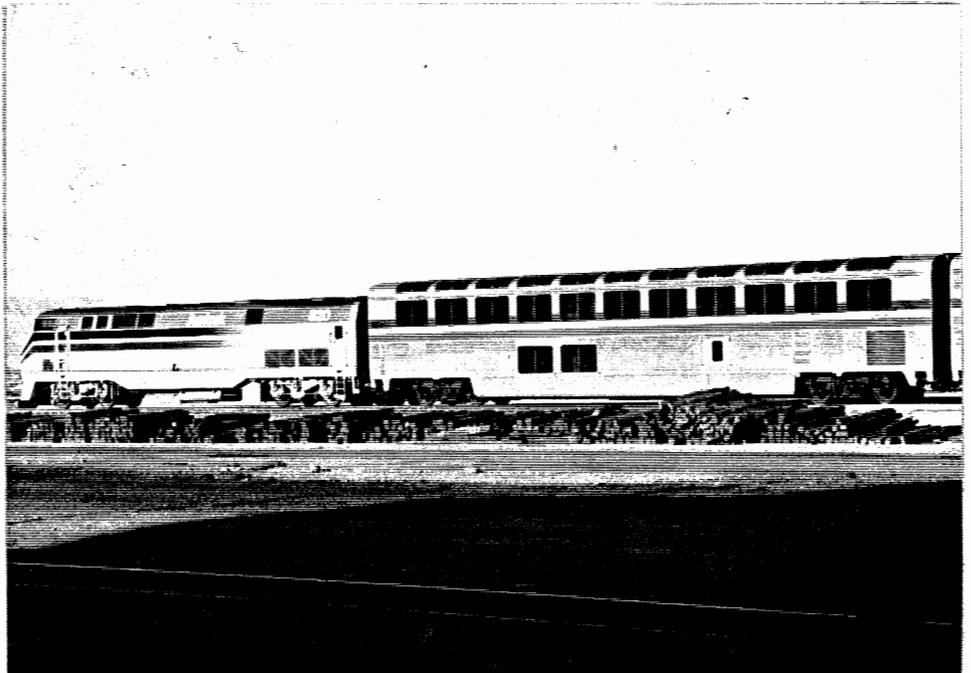
Amtrak officials say these cuts are a last-ditch attempt to maintain a national railroad system. "Beyond this level of change, in terms of frequency, there isn't a national system," said Thomas M. Downs, Amtrak president. The layoffs announced represent more than one-fifth of Amtrak's 24,000 employees in 45 states.

In a statement issued December 14th, after a daylong board meeting Tuesday, amtrak said that its problems "can be attributed to the costs of an undercapitalized system being spread too thin, trying to provide more service than the corporation is capable of providing and to brutal price competition from the airlines." Amtrak which carries 22 million passengers a year received more than \$800 million in federal subsidies for the current

fiscal year. The railroad has begun layoffs or buyouts of 600 management employees, based mostly out of Amtrak's and 4,600 union jobs.

Amtrak routes to be eliminated April 1. Source: National Rail Passenger Corp.

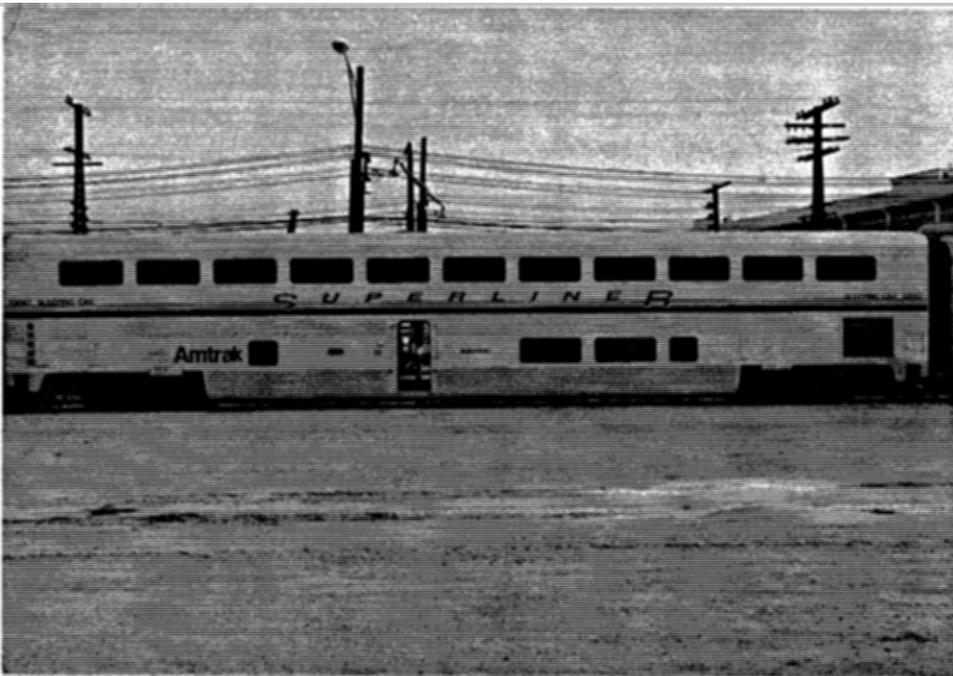
- Hiawatha service between Chicago and Milwaukee
- Pere Marquette daily round trip between Chicago and Grand Rapids
- *The Capitols*, which run twice daily between San Jose, CA and Sacramento, CA and one daily between San Jodse and Roseville, CA.
- *Missouri Mules*, two daily round trips between St. Louis and Kansas City, MO.
- *The Gulf Breeze*, a daily offshoot of the New York-New Orleans Crescent route from Birmingham, Al to Mobile, Al.
- Two daily Detroit to Pontiac, MI round trips and one daily Detroit to Toledo, OH round trip.
- Round trips between Philadelphia and Atlantic City; Philadelphia and Harrisburg, PA; New York and Montreal
- In addition Amtrak is shutting down its bus service from Fort Wayne to Waterloo to Garnet, Indiana, and from St. Louis to Carbondale, Il.



The Desert Wind at Las Vegas on November 17, 1993 pulled by a General Electric AMD 103 locomotive. John Reichel Photo



SP police car (speed lettering!) with Amtrak P32 No. 513 in Oakland, CA on October 2, 1994. *John Reichel Photo*



Superliner II sleeper "Maine" in brand new in this photo. Built by Bombardier, the sleeper is wearing the new phase IV paint scheme. *John Reichel Photo*

TRAIN ORDERS

Conducted by Brent Johnson

What Do You Want?

As an N scaler, I am limited in my selection of railroad equipment and items more than an HO scaler would. Micro-Trains by far is the leader in rolling stock manufacturing, but Atlas' new cars are looking sharp. However, Micro-Trains doesn't really have any competition so I depend primarily on them for my rolling stock needs.

It's the same way with Kato. They make the best locomotives in N scale. There isn't much competition in Kato's price range and quality, so if I want really good engines I purchase Kato.

So I'm limited to what these manufactures offer me and I can't always find the item I want. If I

want to run some C420's on my layout, my only choice now would be Model Power. The motor quality and the detailing on those units are not what I am looking for. So I have my wish list of items I want some of the leading model manufacturers in N scale to produce.

Personally, I would like Micro-trains to produce 100 and 70 ton coal hoppers and have Kato produce Alco C420's and SD40-2's. What do you want? Send us your wish list and what scale you model and we'll see what TAMR members want to see in new products. Maybe you want to see more modern motive power or older rolling stock. Just send in your list so we can hear what you have to say. - Brent Johnson

Election Results

Here are the 1994 TAMR election results:

PRESIDENT: Peter Maurath

VICE PRESIDENT: Matt Schwerin

TREASURER: Brad Beaubien

AUDITOR (write-in): David Hadley

CAN/INT REGION: Mike Yan

NORTHEAST REGION: Ole Bye

CENTRAL REGION: John Wilson

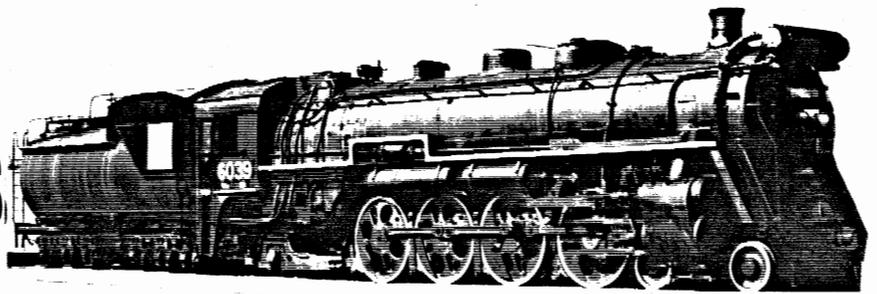
SOU REGION: Brandon Hughett

WESTERN REGION: TBA



A Burlington Northern EMD SD7 at BN's Minneapolis terminal on January 15, 1995.
Brent Johnson Photo

TRAIN ORDERS



A BN SD38 leads the lineup at BN's Minnaeapolis yard. Can anyone identify the second locomotive?

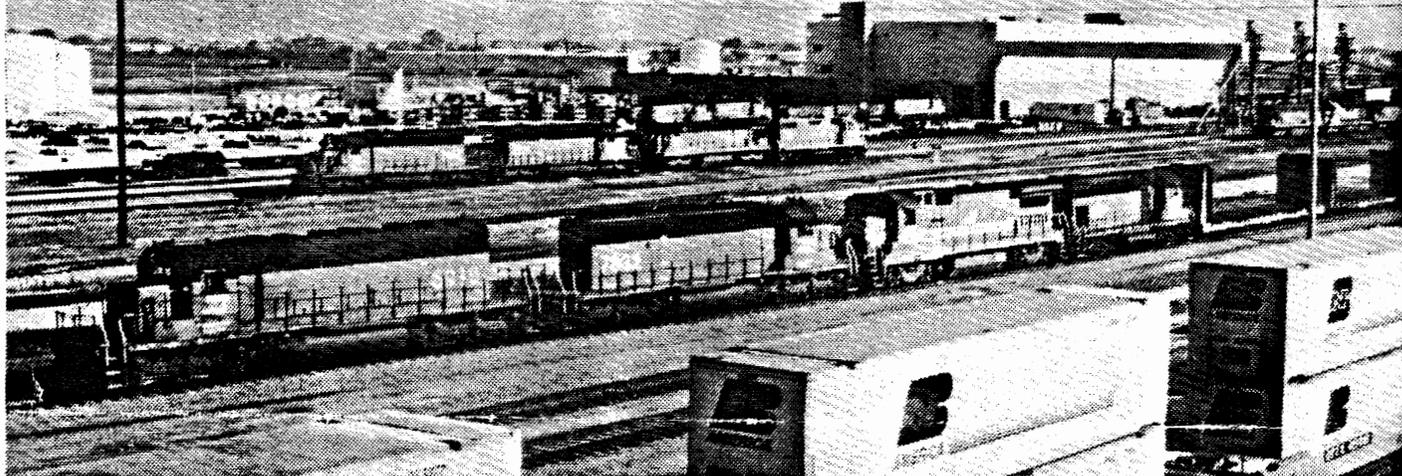
Brent Johnson Photo



SOO line locomotives surround the turntable at a SOO line yard in Minnaeapolis, MN on January 15, 1995. *Brent Johnson Photo*



FRIENDS OF THE BURLINGTON NORTHERN RAILROAD HISTORICAL SOCIETY



The Friends of the Burlington Northern Railroad historical society was incorporated in the state of Idaho on January 3, 1993. It was chartered to gather, preserve, and share information about the history and current operations of the Burlington Northern Railroad. The group began with approximately 140 members absorbed from the Burlington Northern Historical Society, an unincorporated interim organization interested in studying the history of the Burlington Northern Railroad.

The group's quarterly publication, The BN Expediter, is the voice of the organization that shares news about the group's activities and BN historical data. It is a 16 page publication and will grow even larger as the society grows and more members contribute information.

The society also has an annual meeting at some location on the Burlington Northern system with programs, a tour, a luncheon with a keynote speaker and a business meeting.

An archives is currently being established to preserve information about the Burlington Northern and a preservation committee has been established to position itself to preserve and store artifacts as the society begins to acquire them.

As with any organization, its true success is measured by its continued, sustained membership.

And, to continue its endeavors, the Friends of the Burlington Northern Railroad needs member participation and support. Membership dues run per calendar year (January through December). Please consider joining or renewing your membership in the Friends of the Burlington Northern Railroad historical society.

Name _____ Address _____

City _____ State _____ ZIP _____

Country (other than U.S.) _____ Telephone (optional) _____

Membership: Regular \$16 _____ Sustaining \$32 _____ Youth (16 and under) \$8 _____

Renewal _____ / New Member _____

Would you like your name and address entered on our annual members listing? _____ (yes or no)

Make checks payable to FOBNR, P.O. Box 17303, Whitefish Bay, WI 53217-0303

The Friends of the Burlington Northern Railroad is not supported by, nor affiliated in any way with the Burlington Northern Railroad Company, its subsidiaries or affiliates.