

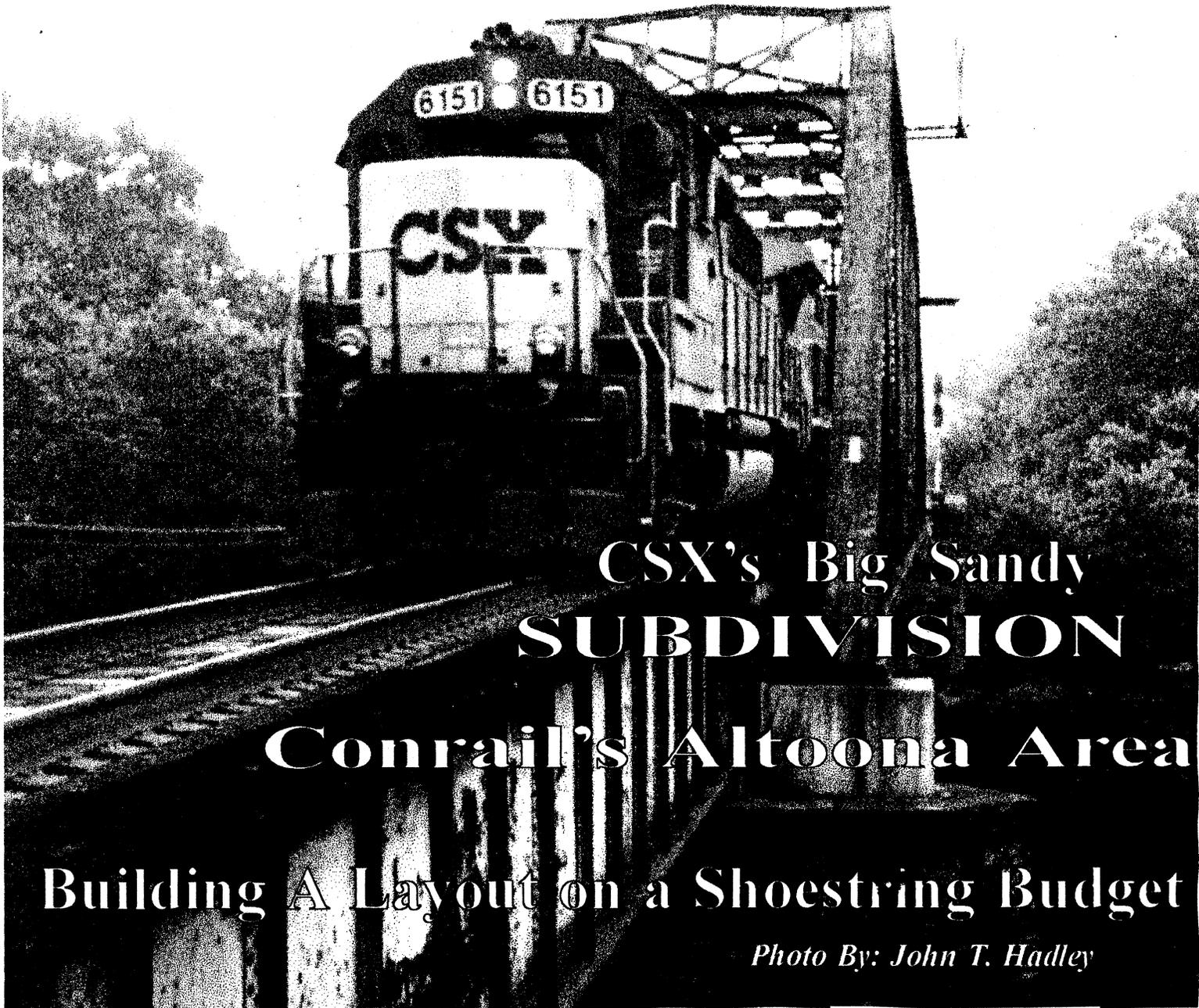
The TAMR Hotbox



The *NEW* Generation of Railroaders

October 1997

Issue 319



CSX's Big Sandy
SUBDIVISION

Conrail's Altoona Area

Building A Layout on a Shoestring Budget

Photo By: John T. Hadley

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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 young persons, the hobby of model railroading, and the activity of railfanning, and the preservation of the history, science, and technology thereof.

The Hotbox is issued eleven issues per year, along with the Directory of members published by the TAMR Department of the Treasury.

TAMR MEMBERSHIP

Membership in the TAMR includes a subscription to the association's magazine, The HOTBOX, The January mailing of the member Directory, 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 & under) \$15.00
 Associate (over 21) \$20.00
 Overseas (Outside US) \$20.00
 Sustaining (Reg & Assoc) \$20.00+

ADVERTISING

For more information about advertising in the HOTBOX, please contact the Advertising Manager at:

HOT BOX ADVERTISING

c/o Peter Maurath

3119 West 100

Cleveland, Ohio 44111

Submissions

News, features, drawings, and photo submissions are welcome and should be sent to the Indiana address. Photos shall only be prints. Prints should be in good contrast (more light than dark). Submissions will remain property of the TAMR, unless sent with a SASE.

THE TAMR HOTBOX

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The TAMR Hotbox



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In This Issue

CSX's Bigsandy Subdivision

This CSX mainline was originally constructed to haul coal out of the Eastern Kentucky coal mines for the Chesapeake & Ohio railroad, but with the CSX merger this has become an important part of CSX's North-South corridor.

By David Hadley

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Altoona, Pennsylvania

Altoona, Pennsylvania is home to one of railroading most famous spot, Horseshoe Curve. At one time the Pennsy's K-4s, and T-1's ran around this area. Now Conrail stacks todays line up of trains through this famous railroad location.

By Ole Bye

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L.O.A.S.B.

A Layout on a shoestring budget is back, better than ever. Peter Maurath. Peter will show you how to make roadside railings with ease, and without a lot of cash.

Conducted By: Peter Maurath

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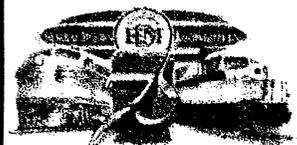
Next Month...

PRIME MOVER SPECIAL REPORT

Electromotive Division of General Motors opens their doors for their 75th year of building locomotives.

Modeling L&N Diesels
and Much More

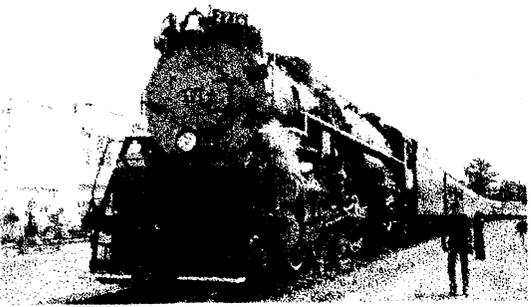
Electro-Motive Division
75th Anniversary Celebration
September 21, 1997



1974 - 1997

EDITORIAL

DAVID HADLEY



Once again the Hot-box has come out, but you might have noticed some changes, first off I am the new temporary layout editor (along with my elected position of President), however unlike the past few years there is a Hot-Box Staff. Jeremy Conyer is the publisher, Peter Maurath is our advertising director, and yours truly is the Editor-in-chief. If this goes well it looks like our 33 year old problem of Hot-Boxes being a little behind is under control for a little while. Stating some-time next year, Vice President Mike Riley is will take over the Hot-Box as it was a year ago. I might also add, your membership is by issue number not by month so you haven't missed anything, and you have not been ripped off...Sorry for this problem.

How ever I am still looking for help with the Hot-Box, especially people who would like to have a bimonthly column of a subject they are interested in. The Hot-box is also looking for people who would like to just write a column or two, especially model railroad columns. I can even blame myself for writing just prototype articles.

The GREEN MOUNTAIN FLYER

TAMR NATIONAL CONVENTION

July 2-5, 1998 Springfield Vermont

Convention Director

Ole Bye

RR2 Box 425

Chester, VT 05143

CSX's BIG SANDY SUB

Looking at the line of coal in Kentucky

By David Hadley

When one thinks of big time coal railroading the Powder River Basin of Wyoming, or the Southern portion of Pennsylvania might come to mind. But there is an area of South Eastern Kentucky that mines, processes, and ships more coal than any other part of CSX, not to mention it is one of the highest qualities of coal in the United States.

CSX's Big Sandy Division is dedicated to one thing: hauling coal, and a lot of it too. For example the Big Sandy Div. in 1995, from Paintsville, KY to Big Sandy Jct., KY, (a segment of 60 miles) carried forty two million gross tons of black diamonds!

The Big Sandy Division of CSX was built in the early 1900's for the Chesapeake and Ohio railroad. The line was a dead end until the completion of the of the Carolina Clinchfield, and Ohio in 1915. It soon became an important link in transportation. Since the creation of CSX the link is even more important than ever.

The Big Sandy starts at Big Sandy Jct. near Ashland, KY where it splits from the main line of the former C&O. At milepost 57 the line goes through the only tunnel on the Big Sandy main. Continuing South you will come to the town of Paintsville (MP 60.2). CSX now has a small yard and a classic brick C&O station. Continuing South the line splits again at Beaver Jct. in the town of Allen.



The line that splits goes to the once impressive Martin Yard several miles to the South West, and to several branches and coal tipples.

The line then continues to Pikeville (MP109), and Shelby yard (MP 112.8). Shelby yard was once considered a major point for the line back in the 'golden years.' However Shelby still has a turntable, and a diesel fueling center. The line ends about twelve miles south at Elkorn City, KY (MP128) where the Clinchfield began and is now a part of CSXT's Corbin Division. If you ever go into this area it is worth traveling south of Elkorn City, KY on the Clinchfield. Most of these location can be reached by taking roads right off US23.

Catching trains on this line can be tricky because coal is not a high priority shipment, so it is transported when ever needed. While evenings, nights and early mornings are the best times to watch trains you can still see them during the day. Along with this the farther North you are the higher the train density, especially at Big Sandy Jct. where the old C&O mainline meets the Big Sandy Sub. Infact between the junction and RU cabin in Russell is considered the bossiest place on CSXT's entire system in terms of tonnage.

RAIL NEWS

CSX'S MAINLINE REBUILD, READY FOR CONRAIL

Forty two miles of second mainline track have been installed in Indiana, and Ohio as CSX Transportation's capacity expansion program for its Chicago-Cleveland rail corridor continues to move ahead.

The massive construction project, when complete, will establish an expanded high capacity, double-track route between Chicago and the East Coast, CSXT President Pete Carpenter said, "The enhancements we are making along this key railline will create the most direct route from New England and the mid-Atlantic coast ports and industrial centers to the Midwest."

To date, more than 132,000 ties have been installed on the railbed along the old B&O mainline, and over twenty one miles of double track have been installed. These projects are part of a \$220 million dollar investment by CSXT to expand its mainline between Chicago, and Cleveland.

Ultimately, throughout Northern Ohio, and Indiana, more than 100 route miles of new track will be constructed and another 250 route miles of existing track will be upgraded. The project will involve the installation of crossover tracks and signaling systems that will allow reserve operation over all rail lines.

After the merger of split of Conrail takes place, CSX will then transfer the traffic that was on the old B&O main and shift it to its new Conrail line from Cleveland to New York, or Boston. Other parts of Conrail will

go to CSXT, along with Norfolk Southern. CSX is expected to receive Conrail's line from St. Louis to Cleveland, and then from there to New York City, and Boston. Norfolk Southern is expected to receive Conrail's old Pennsylvania lines, and a segment of track from Chicago to Cleveland.

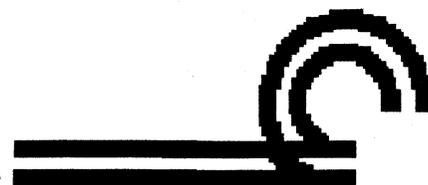
In some areas, such as Washington D.C., Detroit, Chicago, and Indianapolis CSXT, and NS will share former Conrail tracks and business. *-David Hadley*

BNSF-Farewell Florida

Just as fast as BNSF opened their new Stampede Pass, there getting ready to sell another line. Right now BNSF is the only transcontinental railroad (well kind of) in the United States because of a line that reaches out of Alabama and goes to Florida. Recently the train traffic has dropped a lot on the line, plus a bridge failure near Cantonment, FL. had BNSF opting for trackage rights on CSXT

BNSF plans to sell the 139 mile route to the Alabama and Gulf Coast Railroad. The A&GC will reopen the line between Atmore, Al, and Cantonment, Florida. Be sure to look for this railroad in the early fall of 1997.

ALTOONA, PENNSYLVANIA



Conrail Stacks em'deep and shows them cheap.

By Ole Bye

"Now there's a name that stirs the rail lovers soul as do few others,' wrote Doug Harrop in his March '93 article in *Railfan & Railroad*. How True! Altoona is the railfan Mecca of the East.

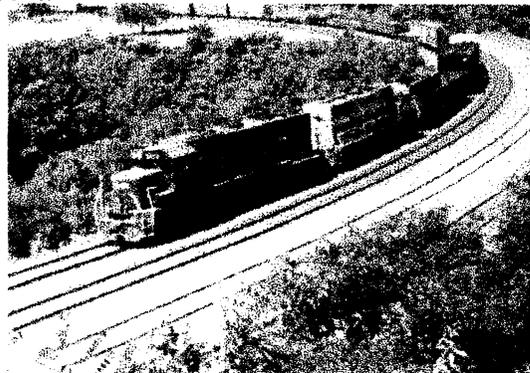
It was raining hard the evening Newton Vezina and I pulled off the Pennsylvania Turnpike into Altoona, Pennsylvania. The first thing we did, probably what most railfans do when they come into a new area, is find the tracks. We camped out behind a shopping mall, across from the landmark Wolf Building. Amtrak's *Pennsylvanian* was stopped at the station. We opted to stay in the car, despite the periodic blurring before the windshield was again wiped clear. The *Pennsylvanian* pulled out and we were left with only the rain. So we went to get dinner and a room for the night.

Altoona is more than an image. It is the home of the legendary Horseshoe Curve, of the Pennsylvania Railroad. Although it was dubbed "the standard railroad of the world", the *Pennsy* gave birth to the unique location as it constructed west over the summit of the Alleghenies. Now the curve is part of Conrail [will become Norfolk Southern], and sees the passage of heavy freight and internodal traffic; On most days the line will see over 60 trains a day.

The line over the summit at Gallitzin was completed in 1854, connecting PRR's Philadelphia- Pittsburgh Route. The west-

bound ascent was only kept to a 1.8% grade by building Horseshoe Curve, and tunneling under the summit at Gallitzin. The East-bound ascent was gentler at only 1.05%.

Because of the stiff grade, the hill west of Altoona remains a helper district. Helper units generally consist of a pair of six axles, such as SD 40-2, and SD 45-2. Sometimes more than one helper set is needed on the run up the mountain. Not only are the helpers needed to push trains up the hill, they are needed for extra dynamic braking on the descent.



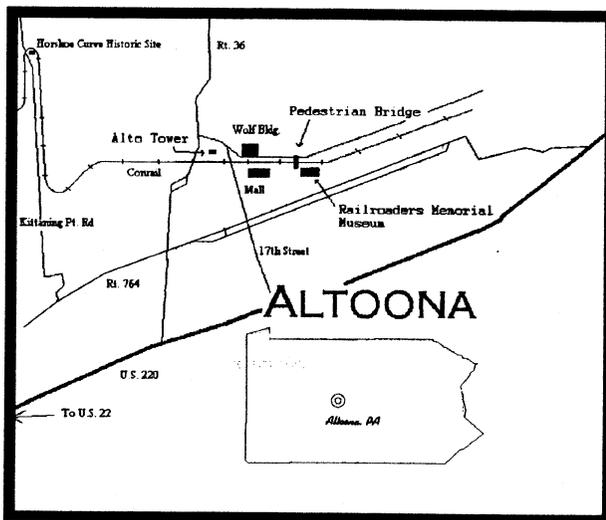
Horse Shoe Curve, 1970's--John Hadley

In the morning, I discovered a great pedestrian overpass in downtown Altoona, not far from the shopping mall. I've never heard anyone commending the spot, but they are missing the boat. Because it lacks automobile traffic, the overpass is safer, and quieter than a road overpass. Plus its right near the Railroaders Memorial Museum. We didn't have a chance to go inside the museum, but it looks

worth it. It features a Pennsylvania theme, it also has an ex-Pennsy GG-1 electric locomotive.

Unfortunately, I didn't catch any trains from the overpass and we had to leave for the 1996 TAMR National Convention. but a little voice inside, "there's always the trip back."

After a day of coming up through bucolic West Virginia, we arrived in Altoona again on the way back for the convention. The evening was clear as we again pulled into the parking lot behind the mall. Other railfans were also enjoying the same area, and whoahh! A train was nearly upon us. I jumped out and took a photo of the blue -8s rumbling by through with internodal freight behind.



We talked amongst the gathering railfans, and someone recommended the Station Inn in Cresson, PA, that is right by the tracks, and is a railfan-specific establishment. However, when we got there that night, we were harassed away by some drunk guys from the bar downstairs. The good old Econo Lodge in Altoona proved a better option as did before. The next morning we went to Horse Shoe Curve, the sun was shining and the trains were running. We saw a train every five or ten minutes, and often at times saw two at once! Helper sets also drifted up and down the mountains "light." Amtrak came through also.

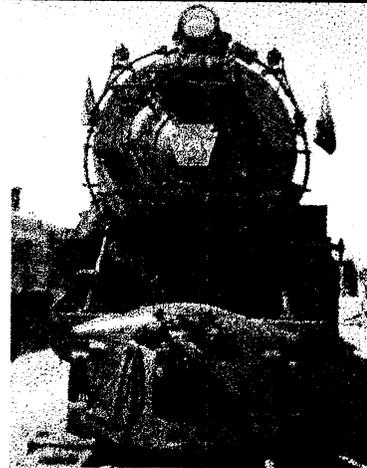
The park at Horseshoe Curve was built

in 1879. Recently the park was rebuilt with a small museum, and a funicular railway to take you to the top of the curve. There are also stairs you can climb. up at the level of the tracks, there is a nice piece picnic area and an ex-Pennsylvania GP9 on display. At one time one of the Pennsy K-4 Pacific types number 1361 was displayed there, but it was moved to Conrail's shop in Altoona for restoration in the late '80s. Now the locomotive is at Steam Town in Scranton, PA.

At the park, you are at the head of the valley, and you can hear trains growling up the mountain before you can see them. Then they rumbled toward and around you, back down in the same direction, but on a constant grade. It is really a great place to watch trains; no wonder it is so legendary.

At one time the curve had four tracks plus a "Y". There was also a logging railroad near the curve, as well as the Allegheny Portage Railroad. Although the Curve has seen busier days, it is still a vital transportation corridor for the US economy and beyond.

When it came time to leave, we seriously contemplated staying there forever, but we decided against it. Its difficult to leave such a great place, but leaving is just a step on the way to returning...And indeed, I look forward to returning.



At on time this 1361 pulled the Pennsy's finest passenger trains.-David Hadley

Layout

On a shoestring Budget

Conducted By: **PETER MAURATH**

Were back and were new and improved with this latest brainstorm that comes straight from the Denver Zephyr (1997 Annual Convention). Now fore this who attended they will already know the secret, but for those who missed such a grand event we will repeat it one more time.

This is a simple way to create railings on your layout made with the ever popular spaghetti noodle . It only requires two major components, first, you will need some square wood doweling (1/16 of an inch or smaller). You can find this at most hobby shops, or craft stores. Second you will need the spaghetti nodules.

To Start you will need to paint these two

items. The wood will be the concrete posts so any chosen grays or concrete colors. The noodles the noodles will connect the posts so you will need a typical metal color paint, use your imagination. I had saved most of my old noodles that have been broken through time and just recycled them back into then layout.

Once they been painted cut the wood doweling to the desired height you want the railing to stand. Then find a general size for the noodles and cut all of the noodles to that size. Next comes the constuction. A typical design is gluing two of the cut noodles one on top of each other with some space between them. Once this dries add another dowel on the oppo-

site side , then repeat this process indefinitely to whatever length of railing you will desire. You can add your own artistic talent by adding another noodle ore changing the length.

Well I can't do much more damage here so I bid farewell. To all the ones who attended the convention in Denver and lasted through my clinic, thank you. See you next time when we'll find out just how exciting mail-trucks can be made

MATERIALS

Spaghetti Noodles

1/16 Doweling Rod

Silver Paint

Black Paint

Elmer's White Glue

TRAIN ORDERS

TAMR Event Schedule

North Eastern Region:

October 18, 1997; NER Fall Convention is being held in North Conway, NH. Several activities are being planned for more information please contact Ole Bye at (802) 875-4594.

January 31-Feb.1, 1998; NER Winter Convention is being held in Springfield, MA. Members will tour the Amherst Railroad show in Springfield. For more information please contact Newton Vezina at (413) 739-1949

Central Region:

October 00, 1997; CR fall Convention is being held in Columbus, IN. For more information please contact Jeremy Conyer at (812) 342-0565.

November 00, 1997; The CR is hosting a meeting in Indianapolis, IN on Saturday. Plans include promotion planning, decisions on the future of the CR, a GATS show, and railfanning. For more info please contact David Hadley (765) 643-8946

1997 Convention Video Almost Ready

"The 1997 TAMR Convention Video is almost ready and should be ready for release on November first of this year" Said Newton Vezina, the TAMR's Video director, and advisor.

The cost of the video will be \$12.00, and should take two to three weeks for delivery For a copy of this video, or past convention videos please contact:

Newton Vezina
76 Roy Street
Springfield, MA 01104
(413) 739-1949

TAMR MERCHANDISE

The TAMR will once again sell shirts (same that were sold at the 1996 Convention) They are a white sport shirt with a TAMR logo on the right breast. They are available in small through XXL., at a cost of 15.00 for all sizes. Please send check or money order to David Hadley.

TAMR APPLICATION

Membership to the TAMR includes the official publication to the association's magazine, The Hot-Box, the January mailing of the 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 (under 21).....\$15.00
Associate (over 21).....\$20.00
Overseas (outside USA)....\$20.00
Sustaining.....\$20.00+

Name: _____

Address: _____

City: _____

State* _____ Zip _____

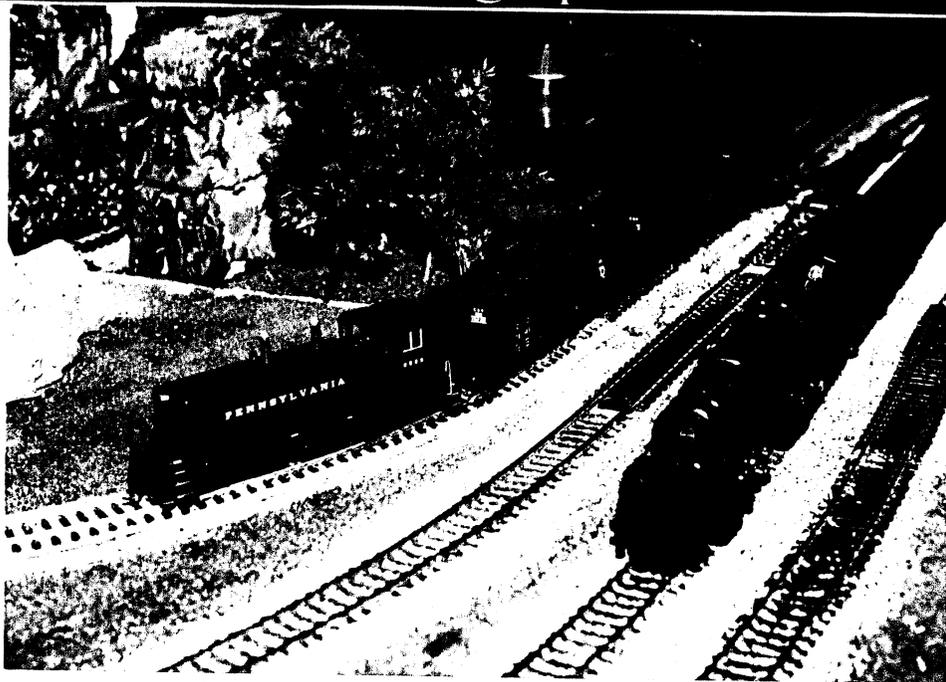
Phone: _____

E-Mail: _____

Membership Type _____

ON THE PROPERTY

Rail and Model Photographs



This scene was captured on the Columbus Area Railroad Club's moduler layout. (modeling done by: Bill Bergner)

The Top Seven...

Reasons CSX/NS want to merge with Conrail

7. So BNSF doesn't get to thinking there the only big-merger railroad company
6. To impress Chuck Zehner
5. Already spent a fortune on new stationary
4. I'll drive all those railfans nuts
3. So they'll qualify for "Recently Merged Railroads" week on Jeopardy
2. NS wants to go back to Penn Central paint scheme
1. Hey, were fortune 500 companies who want a reason to layoff 15,000 people, so sue us!

ON THE PROPERTY

Rail and Model Photographs



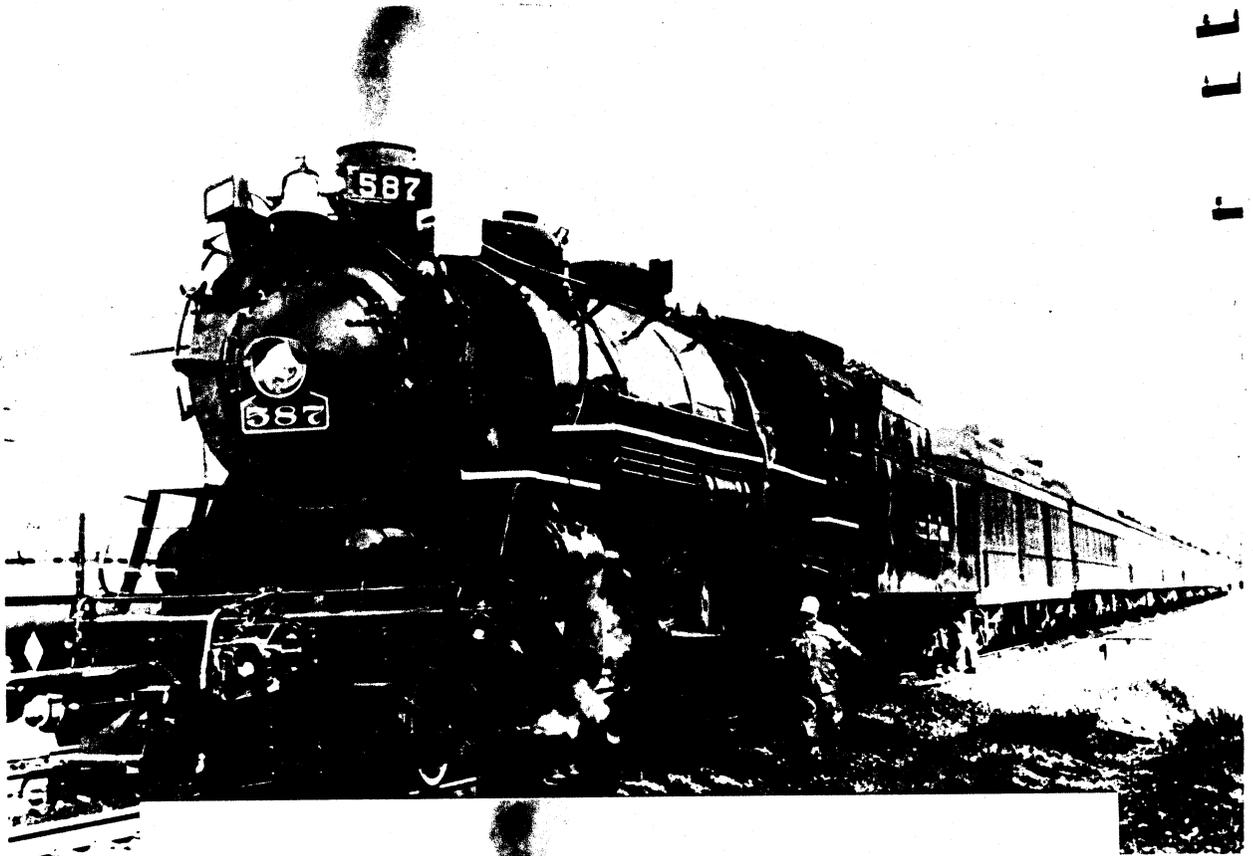
Two GP 35's on the TSBY
in Cadillac, Michigan.



A wagon top Chessie
caboose in Cincinnati, OH.

ON THE PROPERTY

Rail and Model Photographs



(All photos from the collection of: Jeremy Conyer)