

#134

# tamr Hotbox

ap-a-thy (ap'e-thē) n. 1. Lack of feeling or emotion.  
2. Lack of interest in things generally found exciting, interesting, or moving; indifference; [Greek: *apathēia*, from *apathēs*; without feeling.]



Suppose they held an election and nobody voted: ?

It wasn't quite that way, but almost. Eighteen people voted out of 132 members. That's around 15%. Even in the last national election more than 15% of the population voted. Maybe only 15% of the membership cares.

But it's not lectures you are looking for, if you even read this, it's the results. And here they are:

Mark Solomon, President

Doug Johnson, Secretary

These are the people you now can blame when your membership gets screwed up or when the HB is late.

Both people are in the process of settling down into their new posts. Dale Madison, having relinquished his role as president, secretary, and vice president, has turned over his files to them. Dale will remain vice president, until his term expires next year.

Election results were compiled by Dale Madison and notarized, copies are available from him at the address on the back page.

YOU WONDER WHY THE HB IS SO DULL?

YOU WONDER WHY YOUR INTEREST ISN'T REPRESENTED?

YOU WONDER WHY THERE'S LITTLE BUT REPORTS?

WELL, DID YOU TAKE THE TIME TO WRITE SOMETHING LIVELY?

DID YOU TAKE THE TIME TO WRITE ABOUT YOUR INTEREST?

IF EVERY LETTER OF COMPLAINT OR WHATEVER WERE AN ARTICLE,  
THINK OF WHAT WE COULD HAVE HERE.



## FROM THE CAB

TIM VERMANDE, EDITOR

APATHY--I guess that's what this issue is about. Sure, we have new officers, a third Hotbox on time, who knows what else, but--

--Only 18 people voted for the new officers. While I'm sure they are good officers, do you suppose they feel confident of a lot of support?

--Only 5 people sent articles and an offer of help. That's even worse than the election. At this rate, there will be approximately nothing in the HB next time. But like we said, you'll get your sheet of toilet paper on time.

--A number of people have been heard to complain about, variously, the lack of modeling articles, the lack of prototype articles, the lack of printing quality, the lack of who knows what else. One of the biggest complainers refuses to write on the subject he thinks we lack. Neither have my complainers about printing quality been quick to offer an electric typewriter or offset machine.

--Someone wondered where all the money goes, admitting that his publication's paper and work is free.

Does this type of behavior make sense to you? If so, please let me know how! To be quite blunt, if you didn't vote, you have NO business griping about the officers. If you don't write a modeling, prototype, or whatever article, you have NO business complaining that there aren't any. If you haven't done reasonable thinking about the printing, you have NO business complaining. If you haven't examined our costs, you have NO business saying it's too much.

If I sound impatient, angry, disgusted, and put out with the behavior of the organization at large, it's because I am. I, and I'm sure each of the other officers, have had their fill of silly complaints, such as people who haven't paid their dues wondering why they don't get a Hotbox, let alone the normal bull. If you aren't part of the solution, you're part of the problem, and if you don't get off your rear, there will be only problems. Remember the last year or so of TAMR "activity"? It wasn't "bad officers", it was "bad members" who didn't pay attention, didn't vote, didn't demand their money's worth, and so on ad infinitum, ad nauseum.

There is little else to say. The illness, cure, and doctors are obvious.

Mini-editorial basically unrelated to the organization:

\* \* \* \* \*  
Railfans are hereby advised that EMD has taken another giant p.r. step forward by making railfans unwelcome on the property. Yours truly and a former secretary were quite rudely kicked out (almost literally) by the EMD police, who must study at PC's snarl school.

I have a dream. . . someday the Lehigh Valleys, N&W's, and EMD's will say "Where are the railfans? Why don't they help us? Why don't they support us?" And just maybe, the fans will have the guts to say, "We'd better keep off...it's private property...we might get in the way." Bleah!



Well, I'm president!

I'd like to thank all those people who voted. I'd like to thank you not because you voted for me, but rather that you took the time to vote at all.

I'd like to begin to elaborate on my election platform. First, the Hotbox: I'd like to see some regular columns in the Hotbox. (So would I! Ed.) One would be a column about members' railroads. Put your fellow members on your morning local and take us on a trip of the road. It doesn't matter whether your pike is completed, under construction, or still on the drawing board, let the rest of the TAMR know about it. Another column could be on prototype railroads. Many of you have a favorite system, and I'm sure the others would like to know about it. A third column could be an "experiences" column. You've been on fan trips or train chases, so give us that anecdote about the time in this yard, the time on that fan trip. We'd like to hear it.

Next are regions. I'd like to have some volunteers for regional leaders. It isn't hard. What you would need to do would be to send a newsletter every month or two. Regional meetings are easy also; they could be held twice a year. It could be one day or a weekend. Have the guys over to your house to run your pike. If it's under construction, have them help build it. If you have a local railroad hotspot, in your area or nearby, take them to it. At least you'll be meeting fellow model railroaders and exchanging ideas. I can guarantee you, everyone will have a good time.

I will also say that if, by the national convention, I have no volunteers for regional leaders, I'll start drafting them.

Well, I guess that's it. See you all in Dayton.

## CONVENTION

At this point, the TAMR part of the NMRA convention looks very hazy, indeed. Lone Eagle Payne says that housing was turned over to the hotels themselves by NMRA, rates went from \$3-\$5 per person per night to \$15. John Held is still trying to arrange something for us. It is technically too late to get in on things, but you might find yourself in luck if you get moving now.

The squashing of Dayton plans has also blunted Chicago plans, but anyone who is passing through the area is invited to contact Tim Vermande beforehand in an effort to get a few of us together for railfanning. However, please respect our time and let Tim know as soon as possible when you will be around, how you are traveling, and what sort of accomodation you want. Specifically, he needs to know how you are traveling, what time you might arrive and where, do you want to stay at a hotel, camp in the back yard, or stay at a member's house in the area. What do you want to see, can you bring some slides?



## OFFICE CAR 2

Dale Madison (who is now only the vice president, as it should be)

We've had an election at long last. And two new people have been elected. Doug and Mark are getting themselves adjusted to their new posts and should be fully operational very shortly.

And equally, at long last, our remaining bottleneck has been cleared up. We've got two new people who are young enough to remain with the organization for some time and who maybe can give us the service we have needed. Most everybody else from the 'good ole days' is out of the picture and I guess I'm the only one left, except for Tim.

You begin to reflect on things every now and again. About a year ago there was serious doubt whether the organization could survive. But time has proven it could and did. The Hotbox is out on a regular basis and we are on solid ground, financially and in membership.

But I personally wonder what it's all for when only 18 people vote in an election. Elections are sort of fun things, you get to exercise whatever (usually the only) opportunity to say how you want things run. But somehow it didn't turn out that way.

I do congratulate those who did vote. The ballots I did receive came really fast. One arrived before I had received my Hotbox.

One thing the election points out is that even if you are a blinking idiot (no references or insinuations intended), if your name is well known to the membership, you can get elected. So participating, writing articles, letters, putting in ads or whatever not only pays off for the organization but also for you. Not everybody will run for office, and even fewer will make it. But you have more influence in the organization and gain more prestige when you involve yourself. Pretty soon all of the people now running the TAMR will be too old and the burden will be on other people. Plan ahead and make an in for yourself!

## BENGT MUTEN, WHERE ARE YOU? ☆

There's been another change of address for Bengt Muten. The Swedish army has caught up with him at last and if you want to he'll be found at:

55 04 02 - 1451  
Bengt Muten  
Kas M  
F 18, Flygvapnets Södertörnsskolor  
S - 146 00 Tullinge  
Sweden

5



PROTOTYPE:

# PHILADELPHIA TROLLIES

PAUL MANTON

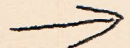
What I would like to do is make a series out of this most interesting system, featuring a couple of lines in each issue. Philadelphia has so many trolley lines that there would be enough to write about for about ten issues, hopefully.

I consider my colleagues and myself, as members of the Allegheny Region, fortunate to be living so close to a "traction haven", which is exactly what Philadelphia is. It is one of the few US cities that still operate streetcars regularly, and we have the highest concentration of trolley lines in the nation, totaling sixteen. For comparison purposes Boston operates 5 lines; Pittsburgh, 3 lines; New Orleans, 1 line; Cleveland, 2 lines; El Paso, 1 line; and San Francisco, 6.

The PCC car dominates all of Philadelphia's streetcar routes, which are operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). At last count, Philadelphia had a total of 312 PCC's running on its streets, most in fair to good condition. SEPTA is currently in the process of a massive streetcar overhaul program, from which dozen of our trolleys have been outshopped sporting a clean, new paint scheme of orange, tan, and blue, quite impressive for what were once shabby old PCC's. Many have been completely rebuilt with better traction motors and braking systems, as many of Philadelphia's lines have steep grades and rough curves, and that's murder on a loaded trolley at rush hour! Also being installed in the cars are fluorescent lighting, new vandal-proof seats, and improved interior decor. It then appears that from all the money being spent on this project, that SEPTA is planning to keep its trolleys around for a while.

The majority of US cities have had trolley lines at one time or another, but with the invention of the bus, most major cities have been quick to do away with their streetcars in favor of this new, versatile, rubber-tired conveyance. Evidence of the trolley's existence is still apparent in many cities. New York, for example, once had an extensive system, and many of their streets still have rails. Atlantic City, New Jersey, once had one of the largest seaside trolley systems, now they have one of the largest seaside bus systems. Even Philadelphia, at one time, had many more lines than exist now. One expert says that there were once over 250 separate trolley lines in the city and suburbs. Hard to believe, but true, for a 1948 edition of an old Philadelphia Transportation Company map shows over 40 lines alone.

Why has Philadelphia kept so many of its lines in operation? Is the trolley really obsolete? Well, in the first place, I have always said that the people who ran the transit authority over the years must have been thinking ahead, for now we have an energy crisis upon us and a streetcar is about as pollution-free





## Philadelphia Trolleys, Manton, continued

as one can get. Another reason is that many of Philly's streets, especially around center city, are much too narrow for a bus to squeeze through, while a trolley, even a big PCC, maneuvers with ease. So, if anybody says that the trolley is obsolete or past its time, tell him to come to Philly.

Before the time of the PCC, Philadelphia operated just about every conceivable type of streetcar. There were convertible cars, which opened in the summer, work cars, palace cars, even such oddities as special funeral cars and presidential cars. Of course, these types of cars were operated during the heyday of traction, which can be said to have been in the 1920's. Eventually new types of cars were designed, and Philadelphia tried them all. This brings us up to the mid-30's, when the first PCC cars were produced. Philadelphia was second only to New York City in acquiring the first PCC's, and they were put into service on Route 53, the Wayne Avenue route, due to the fact that this line has the sharpest curves and steepest grades in the city. What better place to test these newly-acquired vehicles? The new cars performed quite well on Route 53, and were soon put into service on other routes as well.

Up to this point, many lines had stub-type ends, and poles have to be changed at each end of the line. Because the PCC cars had only one pole (single-ended), they could not be run on these routes. Often, a route would end right smack in the middle of the street, and it would not be possible to construct a turning loop. So they were put into service only on these routes already equipped with turning loops at both ends, or on routes where it would be possible to construct such loops. The older double-ended trolleys which filled out the roster were operated on all other routes. Then as these older cars got too old to run anymore, they were either scrapped or sold, and the routes were torn up and replaced by buses.

We have many existing routes which at one time were much longer than they are today, but were cut back due to economic reasons, lack of service, or just to get buses rolling. One such route is Route 6, which ran between Broad and Olney Subway station and Willow Grove Amusement Park in the suburbs. In the late 50's the route was cut back to its present length, terminating at Cheltenham and Ogontz on the city line. The reason for the change was that there was a new high school going up right in the right-of-way. Also, the PA Rte. 309 Expressway was being built, right in the path of Route 6. So, when both of these projects were completed the tracks were never put back down because it would be cheaper to run a bus the remaining distance of the route. So now there's a Route 6 trolley which runs to the city line, then you must transfer to a Route 6 bus for the rest of the run.

I could go on about the trolleys, but I will narrow myself to the routes themselves, just one or two in each issue. Thank you all for your time, and keep on trackin'.



# N SCALE ATLAS STATION

If you are building in N scale, I bet you will find lots of tricks to enhance your structures. Most of these buildings are of European prototype, but don't be afraid of buying them, for you can do smart surgeries that could beat in look any so-called American prototype structure. Here I have in mind the Atlas Old-Time Station, No.2850. This two-story building with attached freight shed can become the focal point of a layout with ease. Its two stories are quite the thing to house a division point station and offices, with a nearby water tower and handcar shed and a rotating siding scattered with MoFW equipment or empties which have lost their way home.

The first thing I modified on my structure was the surface of the bottom story. Stock, it represents stucco, a material that wouldn't last long on a northeastern prototype. So, I scribed some file cards as follows: a closely-scribed vertical panel to cover the building from the foundation up to one foot higher than the bottom of the window panes. I then added a one foot belt rail all around the building. To cover the remainder of the walls, I leave it up to your imagination. For instance, on the shed portion, I simulated the board-and-batten by painting the "stucco" the color of the lower scribed panel and glued over this cardboard at regular spacing. While on the station portion, I used individual "boards" to simulate shiplap covering. You could try to simulate a covering of shingles, or perhaps, "modern plywood". The trick is to give the flavor you want in the building, but to remain coherent with the siding of the second story.

Now, you are on your own to resurface the roof with tar shingles (black construction paper), or cedar shingles (creme colored paper like from grocery bags).

Now that you have done the surfaces of the building, you will notice it will take on a whole new flavor. This is one of the things that improves a model. Another would be to paint over those bright colors. In this kit, a boxcar red or maroon will make your model fit in a setting much more North American, and will set it a few years back in time.

To obtain more distinctive models, there is always kitbashing. On the station, all I did was to cut the freight shed from the station and set it about two scale feet from the station, as if it were a separate building. I added two walls to cover the gap. The space between the two is perfect to set assorted junk that most scale passengers won't notice very much.

Now, add assorted posters and signs on the walls, some weathering and scatter a few boxes, junk, and figures and you have a structure that will really stand out and won't take much effort to build.



Photography:

## INSTAMATIC JEFF KNUREK

"in'ex-pen'sive (-pen'sive), adg. Not expensive.

-in'ex-pen'sive-ly, adg, -in'ex-pen'sive-ness, n."

So says Webster the Dictionary Man. And an instamatic camera is just that, inexpensive. And that, my friends, is why Mr. Kodak is so rich, and that is the reason why so many of us own one. Now, of course, if you have a limitless budget or if you have just won the Million Dollar Lottery you can afford those Nikons and Minoltas with adjustable shutter speeds, telephoto lenses and the like.

And if you had wings you could fly.

However, if you are like me, you class yourself a "humble railfan" and lack the funds to pay for such a camera and the guts to face the wrath of your parents when you bring it home. Hence, you have to settle for less.

ZAPPO! Some ingenious fellow came up with the Instamatic. These little charms have a shutter of only 1/25 second--no good for railfanning, unless the day is bright and the subject is still (then you CAN'T screw up, but I've seen it done). Unfortunately, it is quite difficult to get a train to stop and pose for you. The instamatic camera is as useful as a second nose if a fast freight tickles your fancy, for if you try to take that action photo you always wanted with it, you'll get a lot of action, all right. You'll also get a lot of embarrassment when your girlfriend sees it and you'll get a lot of bitching when your father sees it.

"So what do I do?" you ask. Go panning young man, no, you idiot, put that pan down, not panning for gold, pan photography. Now this is super-easy if you have half the intelligence that you were given by God. All it takes is the ability to swing your camera at the speed of the train. There is another form of taking pictures, I have no name for it, so I'll call it "##" photography. This is just standing as close to the tracks as you can and taking the picture when the train is at a respectable distance. This is, unfortunately, quite hazardous around the mains, multi-tracked ones in particular. So be sharp guys, and don't let a train slip up behind you and spread you around like grandma's home-made jam.

Bridge photography is just that, taking pictures from a bridge above the main line. The same rule for panning applies to this, follow the train with your camera.

If anybody knows any other techniques for slow-shutter photography, please drop me a letter. Thanks.

(111 Aqua Court, Royal Oak, Michigan 48073)

9



layout:

TRACTION TRACK PLAN MARK TOMLONSON

This track plan was designed for people who would like to try traction modeling without sinking too much money into it. It's compact, and fairly easy to build.

Stop A is College Heights, an upper middle-class neighborhood overlooking the town. Stop B is Ballpark. During the week, it serves its working-class neighborhood, but on weekends, several specials, complete with banners and cheering fans, are run for the baseball games. Downtown, with department stores, is stop C, with its safety island in the street. Stop D is Norwood, a new real estate development that the Traction Company is helping to promote. Stop E is the two-stall car barn, at the end of the line. The inner track, with its 32' scale radius (5"H0) is restricted to the shortest wheelbase cars, while the  $7\frac{1}{2}$ " curves on the rest of the system can handle any single-truck trolley, and some of the smaller double-truck cars.

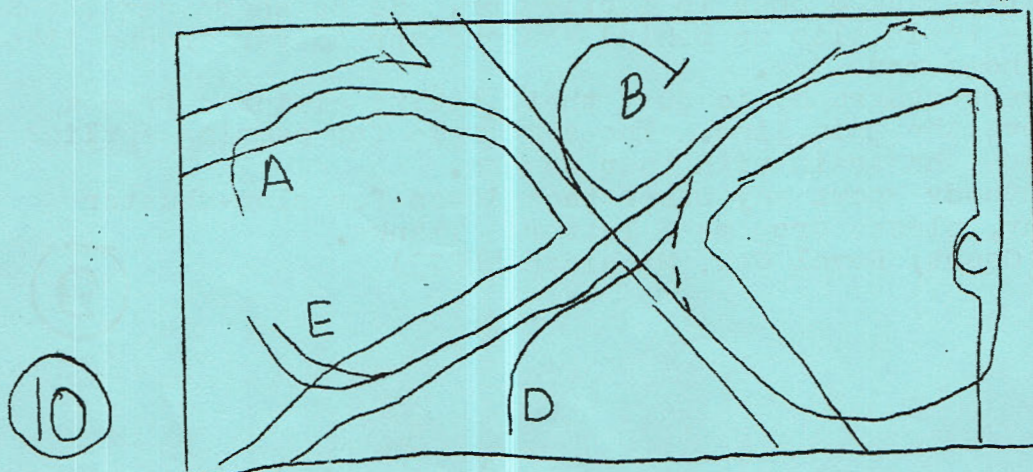
John Orr has an excellent article in the March 1975 Model Railroader on hanging overhead wire. I'll not try to duplicate his efforts here, but if you are even thinking of someday planning to put up even a small amount of overhead, get a copy of it.

There are two good ways to simulate track in the streets. One is to make the road itself of plaster, and use plastic brick sheet between the rails. The other is to plaster right over the rails, then as it gets stiff, cut a 1/16" flangeway with a piece of stripwood, at the same time cleaning the plaster from the tops of the rails. Unless you are using single-point track switches, I would not recommend plastering between the points.

As you lay the track, Stop B might have to be rearranged, depending on how close the switch fits the 90 degree crossing. With the addition of the downtown loop, shown by the dashed line, a continuous-running trolley is possible. Also, since the loop involves building two switches, you get the chance to explore another facet of traction modeling.

Notice that none of the track parallels the edge of the table. This is an old trick making the pike look larger.

Remember that in traction, one car makes a train. In H0, prices for a full train start at less than \$10, and the brass rarely exceeds \$100.



a more detailed copy, with radii, sizes, and scaled is available from the editor.



Photography & REVIEW:

Blackhawk  
Slides - 2

Frank Chadwick

Railroads around New York, 40 slides, fair. Although this set covers most of the roads in my area and has several good shots taken in my second hometown of South Amboy, NJ, I have given this set a lower rating somewhat due to its identical shots of NYC 999 on display and several random shots, which, although frequently aerial, are poorly composed. There are some rare shots, such as CNJ DR6-4-20 and FM, the B&O Capitol Limited, and LV PA's. The steam shots scattered around give me the impression that the set was composed in the early 50's.

Locomotives of Yesterday, 48 slides, good. Though the average non-rail enthusiast would judge this set quite low, I give it a good rating from appreciation of the extremely old, thus rare, painted and tinted photos converted into bright transparencies. Needless to say, they're all steam ranging from 0-4-0 to 4-2-2. Roads covered are NH, Erie, Philadelphia & Reading, LV, CNJ, Boston & Albany, and a few others.

Diesels of the Santa Fe, 50, excellent. This set ranks high in my standards because of its unique combination of perfectly composed, detailed and exposed switchers, road, passenger, and action shots. The shots range from AT&SF's smaller yard goats to the PA's in red bonnets. ~~Some of the best action-scenery shots I've~~ seen are included and all these combined make this one of the finest. Although I don't yet have its relative, Diesels of the UP, I hear its almost an equal.

Diesel demonstrators, 48, good. Rare units and even rarer builder's paint schemes plus a few real good shots help this wide-ranging, very comprehensive though somewhat uneven set to a good rating. I guess I really shouldn't knock this set since it has many good points, and, except for a few misfits, it would have a very good rating. Builders covered are Baldwin, FM, Alco, GE, and EMD. Railroad company paint schemes are on many of the units.

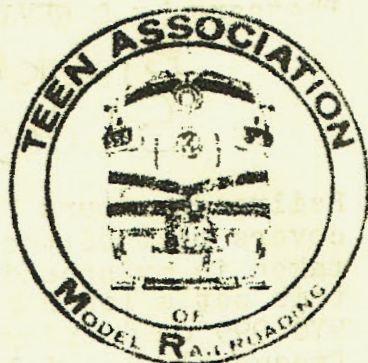
Echoes of steam in New England, 30, fair. These slides, taken during 1954-57, would have been better if it had not been for the number of "silhouette" shots and meaningless boiler shots of a NH 2-8-2. Among the roads sampled are CV, B&M, NH.

NEXT DEADLINE  
Aug-15  
MAIL DATE  
Sep-13





The TAMR Hotbox is the official publication of the Teen Association of Model Railroading. Membership, including the Hotbox, is \$3.00 for six issues, one year. Overseas air mail is \$8.00; Associate (over 21 years age) \$2.50. Sustaining and life memberships also available. Contact the Secretary for particulars.



President	Mark Solomon; 6 Bayberry Branch; Casselberry FL 32707
Vice President	Dale Madison; 342 Shepard Ave; Kenmore NY 14217
Secretary	Doug Johnson; 4855 No Paulina St; Chicago IL 60640
Treasurer	Art Mulligan; 32300 Bingham Rd; Birmingham MI 48010
Editor	Tim Vermande; 51528 Pond St; South Bend IN 46637
Publisher	Doug Johnson; 4855 No Paulina St; Chicago IL 60640

TAMR Hotbox  
c/o Doug Johnson  
4855 North Paulina Street  
Chicago, IL 60640

