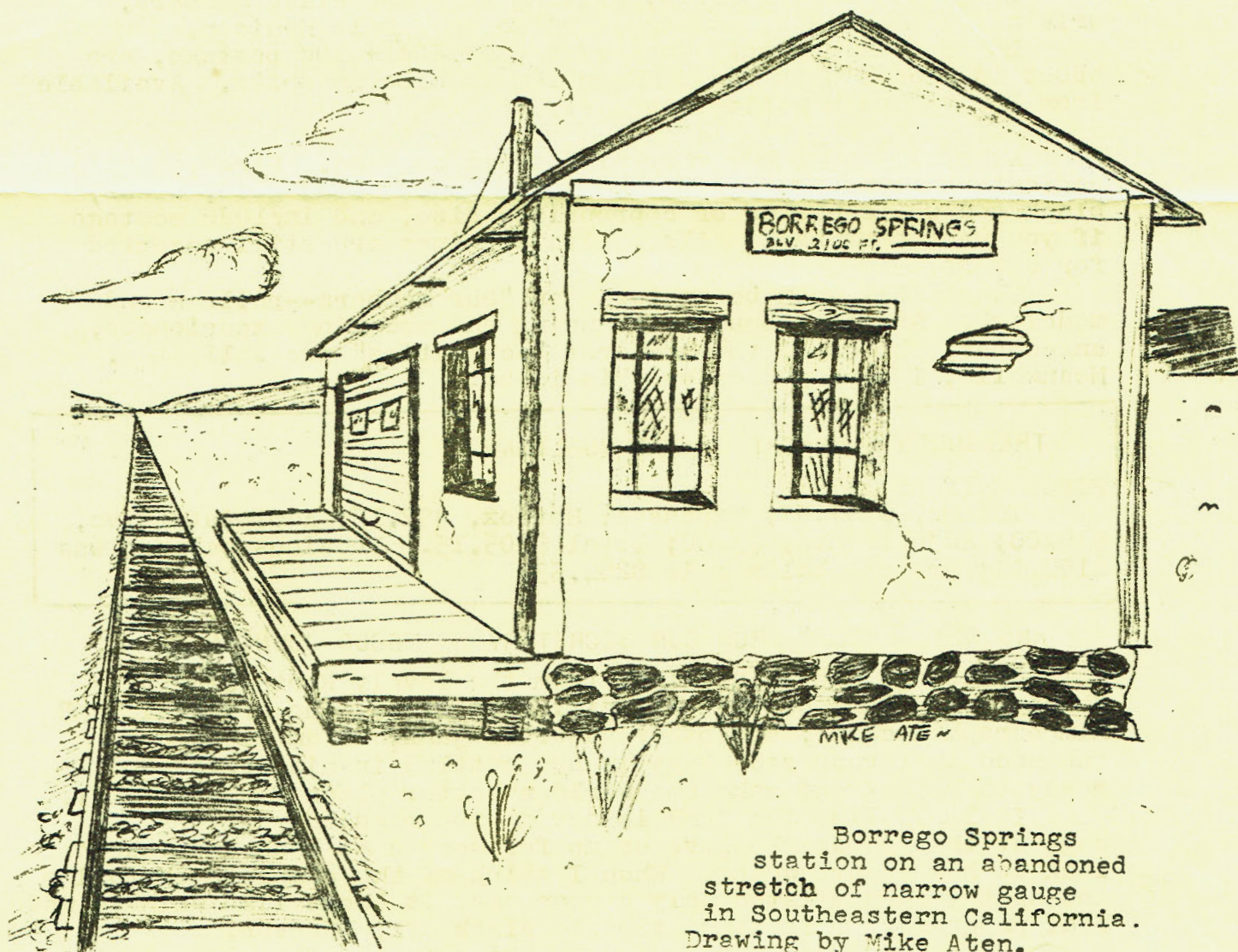


#135 September/October, 1975

TV-4

TEEN ASSOCIATION OF MODEL RAILROADING

the tamr Hotbox



Borrego Springs
station on an abandoned
stretch of narrow gauge
in Southeastern California.
Drawing by Mike Aten.

FROM THE CAB

TIM VERMANDE

At last! Articles. My mailbox hasn't been flooded, but we do have enough to put out an issue of something besides toilet paper. This does not exempt you, however, from writing, either again or first time, and what I said last time still stands. But it looks like the time is here that those of us who care are ready to get the organization back the way it used to be. So if you find a proposal or idea you like, let the appropriate person know. If not, let us know what you'd like to see.

To help get member involvement growing, I'd like to make a few suggestions for things I think we need:

A TAMR Bicentennial boxcar. If you'd be interested in designing, painting, or running such a car on your pike, tell me.

Reactivation of the Correspondence Exchange. This committee helps members find those with common interest and gets newcomers acquainted and active. Write Mark Solomon.

1976 Convention: we need a site accessible by all means of transport, won't cost a lot to attend, with good model and prototype attractions. Address Convention, Dale Madison.

Publicity of all sorts, writing to prospective members, writing to magazines, posters, and so on. Dale Madison.

Buy a TAMR Button! They cost only 50¢ + 10¢ postage, are about 1½ inches with the TAMR emblem in blue on white. Available from Doug Johnson while they last.

Also, I have a few very nice notes to make. First, I will begin to accept photos for the cover page. Send good, clear, black and white photos of appropriate size, and include postage if you want them back. Also, line drawings are still accepted for covers.

There will soon be an issue on "Our members--railfan and modeler". Stories about railfanning and modeling experiences, anecdotes, photos of the members' "activities" are solicited. Meanwhile, I hope you enjoy this issue.

TREASURER'S REPORT

ART MULLIGAN

First Half of 1975:

Income, \$197.57; Expenses: Hotbox, \$92.15; Administrative, \$10.00; Adjustments, \$3.00; Total \$105.15. Previous balance was \$192.11; present balance is \$284.53.

AND NOW, A WORD FROM OUR SECRETARY

DOUG JOHNSON

Greetings and salutations from the lovely North Side of Chicago, now home of the official TAMR files, the official TAMR mimeograph machine, and other assorted junk. I am pleased to announce that your secretary is now settled in his office and ready to go out and make the world a better place for the TAMR!

It looks like the TAMR is now on the road to recovery. I suggest that those who gave us up for dead come back and take a look at how we are doing. When I think of the complete confusion and apathy that existed only a year ago, it looks like we have made real progress. This is no time to slack off, however.

(2)

(continued on next page under
Office Car)

I'd like to talk about people who have been neglected in the past. These are the associate members. The associate member is the member who is at least 21 years old, doesn't vote, and pays \$2.50 a year. I'd like to mention three associate members now in particular--Jack Frame, Paul Shimada, and Lono Eagle Payne. These men are working hard for the TAMR, working to get new members and to make our name known, but they'd like to help more. They can work along with other groups but they can't work within. Let's face it, we've had problems in the past. With a little adult guidance, we may have avoided these problems. We have knowledgeable members, men like Gene Hickey, President of NMRA, and Russ Larson, editor of MR. These men could have helped us over the rough spots if we'd let them. The associate members don't want to run TAMR, they just want to help us, and make sure we don't fall flat on our face.

However, I must ask the associate members--when you saw that at times the HB was running thin, where were your articles? In the future, I would like to see some articles from the associate members. I would like some feedback from all the members on my policy. Thank you very much.

SECRETARY

(continued from page 2)

On the contrary, now more than ever is the time to pitch in and do something, because there is less chance that your work will go down the tube for nothing.

Among the officers, Dale, Tim, and myself have been working to make a constitution from the versions floating around. Hopefully we will come up with something that will not have to be discarded and rewritten in two years. Your suggestions, directed to me, would be appreciated.

I have a problem; I need help. I am handling both the Publisher's and Secretary's jobs. I would like to work on grooming a successor to Publisher. No special skills are required, but if you have any, mention them. You could also be Circulation Manager or Assistant Secretary. VOLUNTEER!

Finally, there are an extremely limited number of TAMR buttons available from the Secretary's office. These are professionally made, and cost a mere 50¢, plus 10¢ postage. These will be Collector's Items, so order now, and show your support for the TAMR.

ISSUE 136: the deadline will be October 17, October 7 for photos and drawings, October 24 if you let me know before the 17 how big your article is; and the issue will be mailed by November 15. Please note that in order to maintain a semblance of balance, articles received for the deadline will not necessarily appear in that issue, or even the next one, but articles after the date will NOT appear under any circumstances.

KODAK'S NEW CAMERAS

The Great Yellow Father of Rochester has just revamped his line of pocket-size cameras. This is an evaluation of them as they apply to the railfan with little or no funds.

Perhaps the most useful model is the 608. In addition to its 25mm lens, it has a supplemental 43mm telephoto that slides in front of the regular lens. That will make something 20 meters away look like about 10 meters away. The shutter speed is a slow 1/90 second. That means you'll have to pan (see Jeff Knorck in #134) for anything faster than a walk. The camera doesn't have an electric eye, which means that your picture-taking is limited to sunny or hazy days, or using flash for things closer than ten feet. Despite these disadvantages, the price is the clincher, \$40 for the full outfit, probably \$30 at discount.

Bottom of the line is the 18. It has all the disadvantages of the 608, without the telephoto. At less than \$28 for the outfit, it's no bargain at all; buy it only if the dealer holds a gun to your head. Next up is the 28. It has a faster f9.5 lens that is better made than the other two. The shutter is 1/160, so only for the fastest freights will you have to pan. Its electric eye will adjust for a wide variance in light. Although it will slow down to 1/30 on an overcast day, you'll have to pan, but you will get your shot. Next up is the 38. It has all the 28 features plus an f8 lens, 1/225 shutter, for less than \$80.

Model 48 is the top of the line. It has a very fast f2.7 lens, 3-30" (1-10 m.), and continuous focusing, for \$150.

Accessories include the flipflash, with eight bulbs in one unit. There are also two electronic flash units, \$30-\$50 to begin, but cheaper in the long run.

None of these cameras is really good for a beginners' camera, although 18 is supposed to be. For \$10 less it might be. The 48 is priced right alongside some 35mm's, and it doesn't stand the competition very well. The 28 and 38 aren't bad, but the bargain is 608. When you're ready to step up, 608 is a very versatile camera.

THE TAMR WELCOMES NEW MEMBERS!

CHANGE OF ADDRESS

Mark Tomlanson	Gregg Atwood (16)	Béb Bowersox (12)
504 Miami St.	7144 Haverford	105 Franklin St.
N. Manchester, IN	Dallas, TX 75214	Elroy, WI 53929
46962	214-348-8121	608-462-5324

Joseph Ellwanger (15)	Bruce Marshall (17)	Piorro Mathurin (13)
78 W. Oakland Av.	3255 W. 33rd	3409 W. Caracas
Columbus, OH 43201	Vancouver, BC V6N 2G8	Tampa, FL 33614
614-294-0644	-263-8479	813-877-4815

Robert Price (16)	Wayne Robinson (16)	Ralph Sprang, Jr. (15)
419 Woodlawn Av.	1489 Sandgate Cres.	638 E. Dominion Blvd.
Collingswood, NJ	Mississauga, Ont.	Columbus, OH 43214
08108	L5J 2E3	614-268-7373
609-854-8551	416-822-9312	

BOOKS

JEFF KNOREK

Reid, Robert H., Penn Central System Biannual, 191pp. Box 179, East McKeesport, PA 15035.

This is a book for all PC, PRR, NYC, and NYNH&H fans, not to mention diesel and traction nuts. It is not one of those dry books explaining why the merger collapsed, no, it is a complete, to July 1973, motive power book that contains specifications of all classes the PC owns or owned--when and where a unit was wrecked, scrappings, etc.

It covers the New Haven Region, the Alleghenies, NYC Mohawks, sharks of PRR and NYC, E-4's, the Conway yard, and the complete motive power roster and merger renumbering plan. It is crammed to the max with pictures, over 300. It also has 11 drawings and graphs, and surprisingly, not too much text, just enough to keep you informed as to what's going on in the pictures.

When I purchased the book, it was \$12.00, but I believe the price has risen since then. It is an excellent book.

TIM VERMANDE

Forney, Matthias, The Railroad Car-Builders Pictorial Dictionary 575pp., Dover Publications, 1975, direct reproduction of 1879 edition. \$6.00

This book is pretty much what it says: a dictionary. As such, it has little value for just sitting down and reading some evening, but its use for reference is not to be ignored.

When the book was written, a number of terms were in common use, depending on locality, for the same parts, or even different parts with the same names. Out of the confusion, the Railway Carbuilders commissioned this book. In addition to a well cross-referenced dictionary, a number of detailed drawings are included, with keys to part names. The drawings are not much use for modeling directly, but show many details of construction of cars and various little parts which are useful in detail work.

Because of the cost of the book in its time, the publisher included advertisements, all of which are included in this issue. These make for one of the most fascinating parts of the whole book, a part you could sit down and read. There are no EMD ads, but Baldwin is there, with its 4-4-0, 4-6-0, and 2-8-0 designs and specifications. A number of wheel plants and varnish firms purchased space. One of these included some "humor", such as the following definition; "misplaced switch, A : what a schoolboy feels on his behind, also, the railroad switchman should remember that the engine has a tender behind."

A book excellent in what it covers, but of possibly limited interest. However, if you want to know about what it covers, I know of no book readily available at this price covering the material.

WE HAVE ANOTHER CHANGE IN ADDRESS:

Art Mulligan, Albion College, 224 Wesley Hall, Albion, MI 49224.

TROLLEYS

Route 23 is the longest and one of the oldest trolley routes in Philadelphia, in fact, due to its $11\frac{1}{2}$ mile length, it is considered the longest in the world. With a 23-mile round trip, the PCC cars undergo a tremendous amount of wear and tear, not just because of length, but also terrain of the route.

The cars used on Route 23 are all from the same car barn at Germantown and Gorgas Lane, in the Mount Airy section. These cars are the largest PCC's made, over 40 feet long, and seat 55 and stand 25. The car barn is one of the largest, and it handles only Route 23 trollies. It also has provisions for other bus lines. It is equipped with full service equipment for trolley cars, including a trolley wash which doesn't seem to get used much.

Now let's take a ride on Route 23. The amazing thing about this line is the fact that one can ride the entire length of the city of Philadelphia for a single 35¢ fare! Bargains like that are rare indeed. Upon boarding a car at the Chestnut Hill loop, located at Germantown and Bethlehem Pike, we start south on Germantown. It is downhill all the way, as Chestnut Hill is one of the highest elevations in the city. At this point the trolley passes through some high-class neighborhoods, and there are many fine shops located along this thoroughfare. About two miles down the line we start seeing a slight change in the neighborhoods from upper middle-class to lower middle-class, and so on. The Germantown depot is now coming up on the left, and if it's not rush hour you'll probably see quite a few cars and busses.

The line remains double-tracked all the way to Germantown Avenue, about half the distance of the route, until it reaches the "North Philadelphia" section. (I feel I need not explain about the outside conditions of North Philadelphia, anyone who has been there will tell you they'd never want to go back!) At Germantown Avenue and Huntingdon Street the line splits, with all southbound cars proceeding south on 12th Street, northbound cars taking 11th Street. Many of the streets around central Philadelphia are so narrow that they are one-way, and it becomes necessary to divide the trolley routes. A single track is laid down the center of the street, and when a big PCC car is seen traversing these tight corners it really dominates the scene.

Route 23 is so long you can get quite a sampling of what Philadelphia has to offer. The line terminates at the intersection of 10th and Bigler Streets in South Philadelphia. Here the neighborhoods have changed from the slum-ridden rows of North Philadelphia to the industrial atmosphere of Center City, to the very beautiful Italian areas of South Philly. Quite a contrast of the citizens of Philadelphia, from the window of a SEPTA PCC!

From the window of that same PCC car one can see the reason why such heavy cars are used on this line. Going south, the cars have no trouble at all, going downhill. But the northbound cars must suffer with a virtually perpetual upward grade the entire length of the line. Now it has its ups and downs, but generally it is a long hard climb all the way back to Chestnut Hill. These cars must be filled with sand every morning, and just by observing the rails at various locations one can see the points where heavy sanding is required.

(Philadelphia's Route 23, continued)

One of the constant problems with urban trolley lines is the problem of heavy traffic, delays due to fires, anything of this nature that would have a tendency to block the tracks and keep the cars from traveling. Many times along these narrow streets, buildings are not in the best condition and many times fires break out. You can imagine the havoc caused along Route 23 with all kinds of fire fighting equipment blocking the streets, so that there is no way those trolleys are going to get through, for the streets are only as wide as the trolley! So when conditions like this occur, you can probably see a dozen or so trolleys backed up for blocks, until the fire is put out. And pity the fellow who is waiting further down the line, waiting to catch a trolley to home. If he doesn't have the time to wait, he'll have to find an alternate route. This is the only major drawback of the trolley car. At least a bus, encountering a similar situation, can cut around the block, avoiding the scene of the mishap.

Perhaps one of the most important reasons why Route 23 has remained with trolleys so long, and probably will for a long time to come, is due to the tremendous congestion of the neighborhoods. A bus would simply not make the time that a trolley makes picking its way through those narrow streets. Another reason: not too long ago there was a proposal put through by SEPTA to convert a portion of the line to busses, but the tremendous number of merchants located along the line immediately protested, saying that they could not put up with the exhaust fumes a bus gives off, and this would drive away many of their customers, for in a congested neighborhood of this type the fumes have a tendency to linger, especially on a hot day.

SEPTA has a map of the city of Philadelphia, showing all the streets and neighborhoods, and also all trolley, subway, trolley bus, and bus lines in the city and suburbs. It's really a very handy map to have, and if you're coming to Philadelphia to see the trolleys you shouldn't be without one. If you would like to have one of these maps, send me a quarter and I'll pick one up for you.

Paul J. Manton
29 Grove Avenue
Floartown, PA 19031

TAMR secretary Doug Johnson has announced that he will begin work on a new Directory soon. If your address or any other information has changed, please notify him immediately.

Please remember also to notify Doug Johnson, not the Editor, Treasurer, or any other staff member of your change in address. This should be done as soon as possible, including a notice of when the new address is effective.

Allegheny Region's lone female speaks out after a year of silence:
LAYOUT: BETSEY SUMMERS:

WATCH OUT!

Maybe some of you male railroading fans would like to know just what goes on in a female's railroad. It's not too much different from any other, contrary to what you might hear.

This female is the proud owner of the Turnbow and White Railroad, operating out of Hope, Massachusetts. The T&W is a purely fictitious line, running from a fictitious town. Why? Because of the lack of prototype knowledge.

Building a pike in a house full of too many people and too many railroad builders becomes quite a problem. We all share the common problem somewhere along the line: SPACE! Having a 4x8 foot space; two 4x4 pieces of plywood, and two Tyco ready-to-run 0-4-0 steamers limits the course of railroading. The answer was to build the theme of the pike around the available equipment. The result was the T&WRR.

Hope is a small town on the sea in Massachusetts. It has two main industries, a furniture factory and the fishing business. The T&W runs freight from the dockside yards to Boston daily. Freight yards now consist of two outbound and one inbound track. All train makeup and breakdown is done in the switch yards near Hope station.

Twice a day 99 sets out with her freight toward Boston, picking up and leaving cars along the route. Number 24 usually stays in Hope to make and break trains but if a rush order for freight must go through, 24 is let loose on the tracks. Every once in a while the residents might see a passenger train go through. On the T&W every freight has the right-of-way for one reason. The T&W carries freight in the form of fresh fish and this is a bit before refrigerator cars. Strange? Not really. Out of history comes a railroad with a believable purpose and function. I'm not one for the technicalities of modeling, but I do run a tight freight line. It even manages to stay on schedule.

So you see, a female's road is not too terribly different from that of most others. If anyone wants to hear any more about the T&W just drop a line sometime.

THE ALLEGHENY REGION INVITES YOU TO JOIN!

The AR is probably the most active region at the moment, invites all TAMR members to join the region. The region prints the bimonthly Allegheny Dispatcher, under Frank Chadwick and Chris Buckley; holds a lot of meets and conventions. Membership is \$1.50 a year from Betsy Summer, 209 Tadmar Avenue, Pittsburgh, PA 15237. For further details, write Paul Manton, 29 Grove Ave., Flourtown, PA 19031.

EXPERIMENTAL MATERIALS

In the course of an American History class, I made some scenarios for projects. I learned many scenicking ideas, and I would like to share them with you. My three projects were the Civil War railroads, the Boston Massacre, and modern-day railroading. I worked in HO on a Homasoto base.

My first scenario was the Boston Massacre. This occurred on a snow-covered field. The material I used for snow was salt. I poured white glue on the Homasoto, and then salt. I finished it off by spraying a dull varnish. Salt is clean or and easier to handle than flour, another possibility, it is also less likely to attract bugs. When using plastic figures, I found it much easier and better-looking to glue salt to the base of a figure, rather than cut off the base. And if you use buildings, don't just set the building on the salt, as there will be a crack between the floor and the ground. First install your structure, then build the snow up around it.

For bare trees, get some wire, cut it into 10-20 strands, and twist them together to make a tree. You may want to wrap masking tape or clay around the trunk and roots to make bark, but the trees look acceptable without that.

My second scenario was a modern business district. I used two buildings, a scratchbuilt freight station and the Revell bakery. I used tie strip and nickel silver rail. I also tried two new scenicking methods. The first was acrylic-vinyl paint. In my opinion, this is the greatest paint. It has several pluses: it is easy to use, it comes in squeeze tubes so you can use as little as you like; it doesn't dry out; it covers in one coat; it mixes well; it can be thinned with water; it dries fast; and it comes in a wide variety of colors. Since I used the acrylic on Homasoto, I have no idea how it works on plywood. (These paints can be obtained from New Masters, 169 Waverly St., Cambridge, MA 02139).

My second method was to use sawdust for grass. I took small amounts and dyed them shades of green, yellow, and brown. I spread white glue thinly on the board, and sprinkled the "grass" on top. After the glue dried, I shook off all excess sawdust.

My third scenario was of a Deep South Civil War espionage train. I again used Atlas tie strip and nickel silver rail, with an AHM 4-4-0. In this scenario, I practiced on foliage. Here I used plenty of lichen. I just glued it to the board in a haphazard manner. My trees were made from strands of wire twisted together with lichen stuck in the branches. I did not use clay or masking tape on the trunk, however, when I showed my project to the class, every one of them thought I had used commercially produced trees.

These were the tests. When the Stephenville and Sand City Railroad is ready, I'll have both the knowledge and experience to do a good job.

B&O MUSEUM

TIM BISHOP

Many of the members of the TAMR are probably familiar with the B&O railroad museum, and its recent renovation. This July, I was fortunate enough to visit the museum, and I offer my impressions of it, so those who visit Baltimore might know what to expect.

Unfortunately, the museum is not located in a very glamorous part of Baltimore. Thus my first reaction was not a very good one. However, there are plans to put mini-parks in the area. As one enters, he is greeted by wax figures in early 1900's clothing, found in a waiting room. Also there is a ticket clerk, where one buys an inexpensive pass, and enters a third area. Here the museum proper begins. There are several dioramas depicting the famous race between the horse and "Tom Thumb". A reconstructed version of the cars pulled is also on display.

More exhibits await upstairs, such as a model railroad, bridges, and the history of the rails themselves. The model railroad is very nice, a basic display layout. The track plan was simple, without grades. There were some excellent models of steam engines, about O scale, which were in glass and wood cases. The unique thing about them was that when one pressed a button, the wheels, rods, valve gear, etc., moved.

Then, downstairs and through a door to the roundhouse. Originally this building was for repairing passenger cars. Now it houses many engines, all clean and perfectly painted. They range from wood-burning steamers to diesels. Outside are a few more engines, although slightly weathered.

My opinion of the museum was that it was incomplete. A good story on the creation and progress of the B&O was needed, with wall exhibits, pictures, and so on. More continuity is needed. The exhibits have been randomly selected, and are spotty. In general, the museum is pretty good, with novel things to see, but still needs work.

TAMR president Mark Solomon has announced a change in the structure of regions. While it results in larger regions for some, it will provide enough people in a region to keep it viable. The proposed Western Region will consist of the former Northwest, West Coast, plus Colorado, Wyoming, Idaho, Nevada, and Utah. The Central Region will comprise the Great Lakes plus the Dakotas, Nebraska, Kansas, Missouri, and Kentucky. The New England and Allegheny Regions will remain very much the same, and a Southern Region will be formed. Mark is still taking applications for anyone who'd like to get involved in the regions.

(10)

blackhawk slides III

F. J.
Chadwick
Jr.

When Steam was King, 48 slides, fair. This set takes in the biggies across the nation from the B&M to Santa Fe. There are a lot of fair to excellent action shots, though there are also a few real lemons. This set would have a questionable if I weren't such a sucker for action shots.

Action-steam and electric on the N&W and Virginian, 30, excellent. Seventeen Virginian steam and electric and 13 N&W steam slides comprise this excellent assembly of late steam power and electric hood and box units. The many great action shots are only enhanced by the well-composed and clear still shots. The equipment photographed is impressive by itself, 4-8-2, 4-6-2, 2-8-8-2, and 2-6-6-6 power. The electrics are also quite impressive and an asset to the set making this the most interesting and highly-regarded on my list.

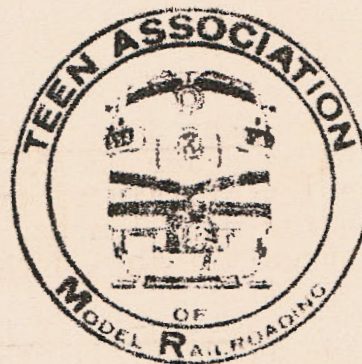
Favorite Color Slides, 75, terrible. Trains's Al Kalmbach has really blown his chance to impress me by photographic skill, for all its worth, in this real flop set which I have since returned. The few good to fair shots are quite effectively smothered by a flood of mood shots, that, in my opinion, could be bettered by a five-year-old with a pin-hole camera. Seeing his work in Trains and MR, I know these are misfits.

Diesels of the New Haven, 24, fair. Seemingly little effort was put into the photographing of this uncommendable set. I'm sure if I were armed with a 35mm I would be able to get similar if not better results in one day back when. But it just so happens that I have no time machine to wander back into the days of the corridor trains, the locals, Roger Williams and RDC'S in traditional NH colors and lettering as pictured in this set. Other than this, Alco, EMD, and GE is shown.

Steam Power on the NYC, 24, questionable. There are only a few good shots in this set which should be much better since it selects so few slides from such a large scope. Some fair shots of Mohawks, 0-8-0, Lima, and Alco, though. Again, like Echoes of steam in New England (134), numerous silhouettes lower the rating.

(11)

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.

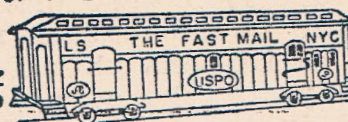


President	Mark Solomon; 6 Bayberry Branch; Casselberry FL 32707
Vice President	Dale Madison; 342 Shepard Ave; Kenmore NY 14217
Secretary	Doug Johnson; 4855 No Paulina St; Chicago IL 60640
Treasurer	Art Mulligan; 32300 Bingham Rd; Birmingham MI 48010
Editor	Tim Vermande; 51528 Pond St; South Bend IN 46637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

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



100TH ANNIVERSARY
OF THE FAST MAIL



FIRST CLASS CHICAGO
SEPTEMBER 16-17, 1875

