

the **tamr Hotbox**

ELECTION

In accordance with the TAMR constitution, the Executive Board announces that nominations for election are now open for the offices of:

PRESIDENT

SECRETARY

The term begins approximately June 1, 1977, and runs for two years. Qualified members may nominate themselves or any other qualified member for office. Nominations should be sent, using the form on the back page of this issue, to:

JOHN MCGREEVY, TAMR AUDITOR

whose address appears on the rear cover.

JANUARY/FEBRUARY, 1977

TV-13

FROM THE CAB

Another year, another election. It's time again for you to submit the names of the people you'd like to see running the TAMR. The offices of President and Secretary are open. Think seriously about these decisions, because these jobs are crucial: we are in need of a person to guide the TAMR and give innovative leadership; and you might not like it if your membership records were lost and you didn't receive the Hotbox! Nominate yourself, or anyone you know who would be effective. Please, however, associate members can't run, so don't nominate them. You'll find the nominating form on the opposite of the back page.

For the past two years, quickly organized and poorly-attended conventions have been held in Chicago. This year, we're looking for a site again. If you'd like to sponsor one, send a letter to one or all of the officers, telling who is involved, costs, location, activities, and so on. While you're doing that, think about coming this time! Now let me give you an idea of what's important: easily accessible area and low cost. A good model-prototype mix is needed that will allow concentration on one or the other, or both together. A place for slide shows, swap sessions, and bull sessions is useful. Good weather is always a plus. So let us know as soon as possible what you'd like to do.

If you want to keep getting Hotboxes, its time to get busy. I am not getting enough articles to keep filling even 12 pages, let alone 18 page larger issues. Photographs, black and white in 3X5 or 5X7 (or square sizes) are presently being accepted for photo pages or covers. This issue should give you a good idea of what can be written: fantasy, history, pike operation, questions, model reworking to begin with. Once again an editor is desperately needed. I am going off to grad. school in the fall and there is no way I can continue to do this job. Get the idea? All you need to do is to write me--enclose some of your writing (for HB or any others) if possible. If no one writes either articles or for this job, there may not be any more issues.

Finally! Ray Hakim is doing a good job as Treasurer and is sending regular financial reports but you haven't been seeing them because of the Postal disservice. I hope to clear this up sometime and see that you get these reports!

QUESTION AND ANSWER COLUMN

Q. Does any member have an inexpensive way of constructing signals? If so please write in. Otherwise I suggest using plastic tubing instead of brass or more ~~inexpensive~~ materials such as aluminium can be used. However, the use of plastic allows one to use glue over solder and it is easier to shape and paint too!

AN ALMOST PERFECT RAILFANNING SPOT!!!

One of the many joys of being a TAMR member is being able to go railfanning every once in a while or as often as you can with other members. Now there are probably some members out there who don't like to go railfanning, as hard as it may be to comprehend, but many of us do so this article is for them! Maybe you have wondered as I have when you were out at your favorite railfanning spot of what would be the perfect railfanning spot, well I was out with some fellow TAMR members one day when this question just happened to come up. Before you knew it we came up with a perfect railfanning spot which is something like this: It is situated at a multiple crossing where a variety of motive power and paint schemes can be seen with little effort. This spot has a building on it placed so you can get the best view of the crossing, of course it is heated in the winter and air conditioned in the summer and is for TAMR members only, naturally. It contains a device that tells you when, where, and on what track, and which way a train is coming. It has windows all around that can be removed for picture taking and an overhang for getting those rain and snow shots that seem to win contests. It has provisions for making your own meals and/or sending out for them. It has sleeping quarters for getting those dusk or early morning shots, and last but not least a layout with interesting trackplan to pass away the time between trains.

As you may have guessed by now this little project would cost thousands of dollars to say the least, but we members in the Great Lakes Region have something almost like this. It is called Willow Creek Crossing and it is located in Portage, Indiana, and I credit our own Hotbox Editor, Tim Vermande for finding it. A variety of different roads go through Willow Creek, like the ex NYC mainline (now Conrail) for the latest developments in new railroads. A B&O--C&O main(!) to take pictures of the nicely done units that that road has to offer and an N&W line which runs one train a week (which I haven't seen yet!) to give you the feeling of the road around your house that never seems to run trains.

Now for the many niceties of this crossing: You can park quite close, thus you can probably catch that train that always seems to go thru as you are pulling up; the towerman alerts you when, where, what track, and which direction a train is coming in case you feel asleep waiting for it, there is a pump down there where you can get a drink on those ninety degree days you go railfanning, there are also shade trees close to the crossing to keep you cool and give you a place to change your film, across from the B&O--C&O tracks there is a park with baseball, swimming, and playground facilities! What a way to spend a day railfanning, sitting down while waiting for a train to watch a ballgame or girls which ever you like more! A McDonald's restaurant (and I use the term loosely) is located about two blocks down for cheap, satisfactory food.

Well, it almost compares to the dreamt up spot above, in fact if it had a layout and an enclosed shelter of some kind it would be perfect, but as it is it is almost perfect! In fact a certain Indiana Hotbox Editor and a certain TAMR Secretary have been there and rated it A-1 and so has yours truly!

Postscript: A certain Hotbox Editor who shall remain nameless thinks it would be a good idea to set up at all the popular railfanning spots a sort of railfan stand where railfans can get something to drink, shoot the breeze, or buy film. If you are interested in such a thing contact the Editor and he will help you get started that is if he is not too busy with his friends, the Hotbox, or at an almost perfect railfanning spot!

THE DAY AND NIGHT RAILROAD

I named my railroad the A.M & P.M because I especially enjoy lighting on layouts. In fact more action is seen at night than in the day. The trackplan shows most everything in a completed stage. But of of the buildings aren't as yet built. The track is all laid. This lack of completion accounts for the fact that the two cities A & M aren't named yet, neither are the P. Mountains.

I follow no prototype railroad but while having a free lance layout everything is looked at from the standpoint "Is it realistic"? The most important thing as realism goes is establishing a situation that clearly shows the layout is performing a function. There are 3 phases of industry that my railroad serves. The first is the freight house & general boxcar service. The second is open-top freight car traffic. The third is refrigerator car traffic.

The freight house service provides L.C.L. service between the two towns small industries and the airport (located in the 1st. town). The open-top traffic is perhaps the most interesting. Granite is mined which goes to the granite pulverizing plant. Certain by-products then go on to the building materials plant. The lumber mill also serves the big materials industry. The chemical factory gets beryl from the beryl mine (naturally, where else can you get beryl?) as well as receiving many tank cars of chemicals. Flat cars are needed by the lumber mill, the appliance factory and the crane & platform in the city which in delivering autos to the car showroom is one of its principal functions. In the refrigerator car industry business, I have have 2 food companies in town-the meat packing plant and the Safeway food distributor. The meat packing plant also needs stock cars (TN: Why?) which helps round out the freight car roster which includes all types of cars. This in turn makes operation fun, interesting, and different.

The sections of the cities shown are intended to be only that--sections. Therefore I feel it realistic to have commuter train service between the main city A and the airport at city M.

Economy (an important factor) is the second goal of the layout! Two train operation is the order of the day although at the present time I only have 2 diesels. The switcher never leaves the train elevation of zero but it still operates in 2 of the 3 blocks. A signal system is in the planning stage and the signals themselves will indicate stop or go like all other but as you see there are no passing sidings. The lower priority therefore will be required to pull into a siding and wait until the train has switched or passed through. Walkaround operation is planned and it should really be able to improve the feel of operating the train as you are with it all the time. Finally my switches cost me about \$1.00 a pair and require little modifying. Write to me about them or anything else on my layout and of course I'll answer all (Editor's note: An SSAE is always appreciated!) for that's what the TAMR is all about!

(The trackplan on John's layout is on the next page--HB Typ.)

Layout: John McGreevy (cont'd)

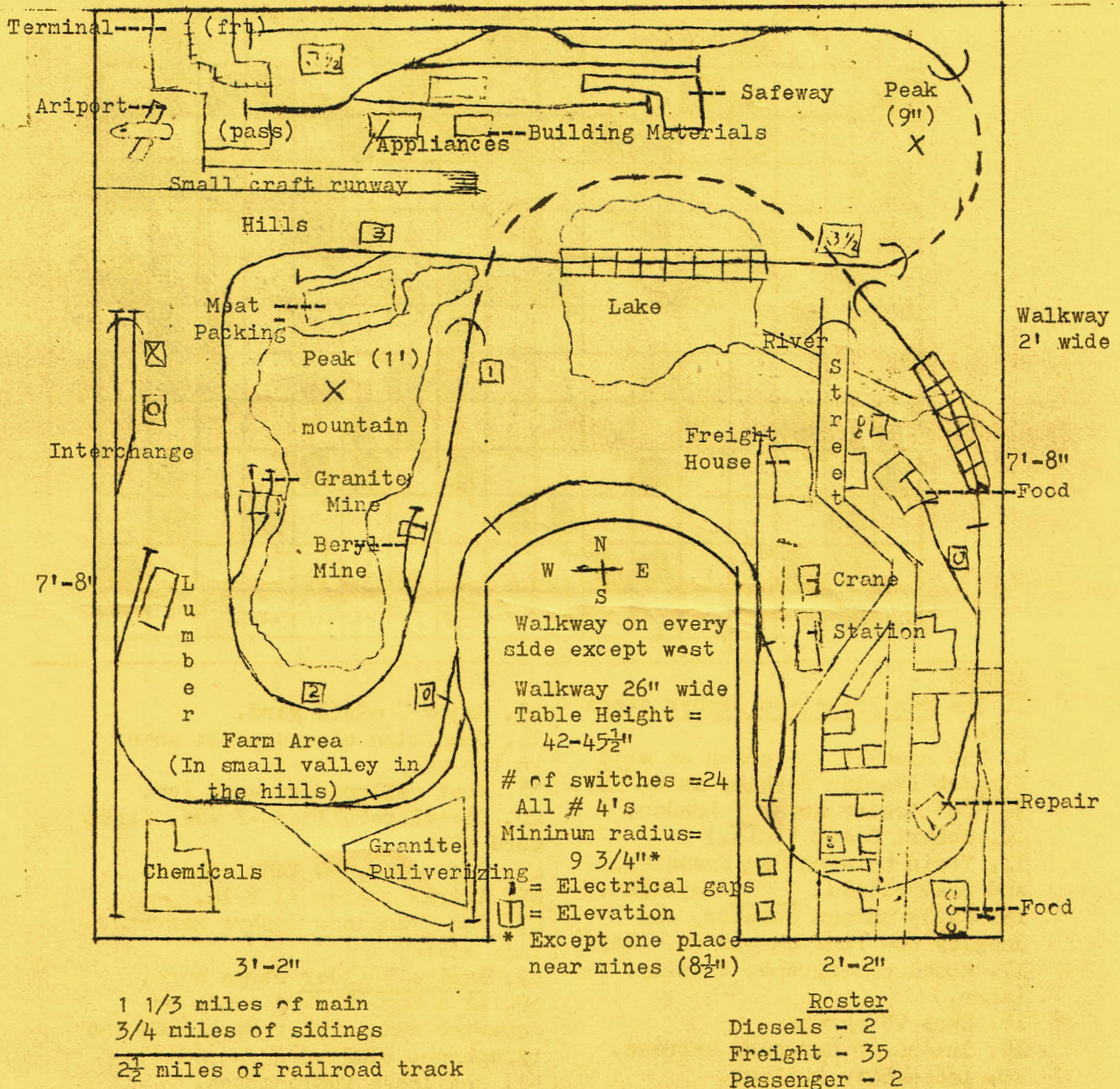
THE A.M. & P.M. R.R.'S TRACKPLAN
"The Day and Night Railroad"

Scale: N Gauge

$3/4"=1'$

Walkway 6 ft.

7'5"



NEW AD RATES FOR THE HOTBOX!

The following are the new ad rates for placing ads in the Hotbox either by the membership or interested manufacturers of model railroad items: (Non-members of TAMR add 25% to below prices, please)

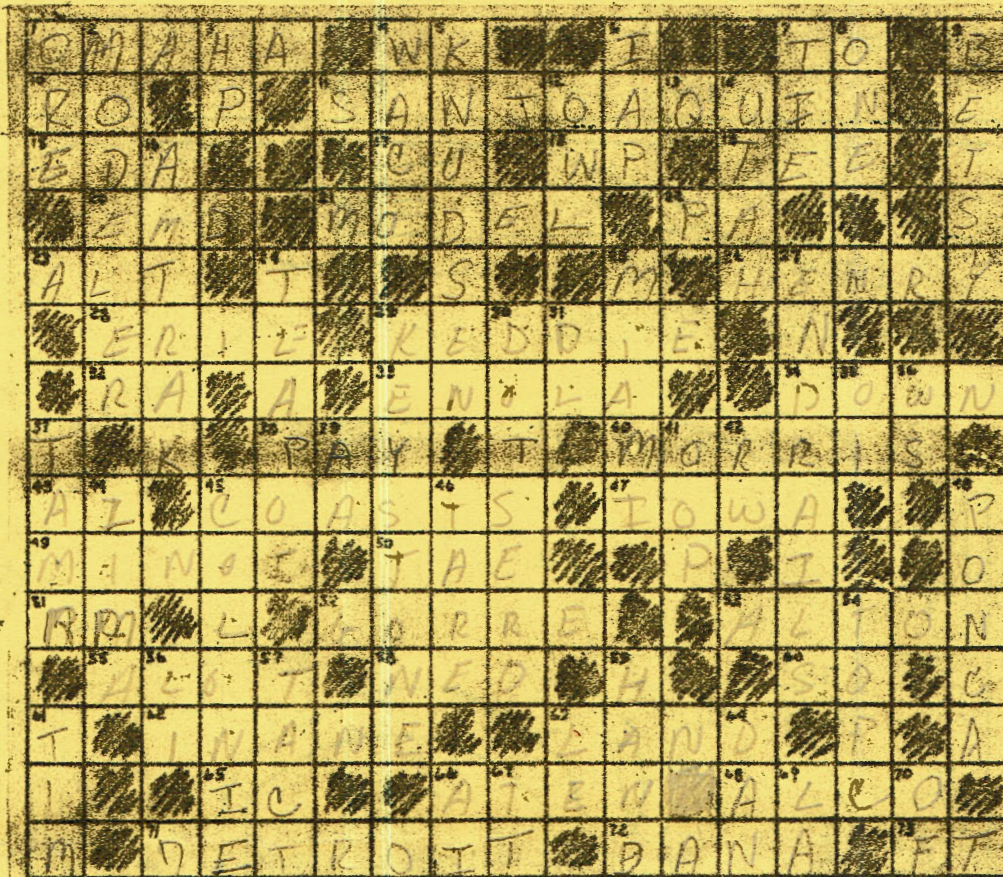
Classified ads or buy, sell or trade are now 10¢ per printed line of space. Your name and address printed free of charge!

Pikz ads are now 25¢ for a printed line of space!

Artwork is extra, this means heralds, signatures and alike. Prices determined by the complexity. Boxes and circles are not artwork.

Please send your ads to: Mark Kaszniak, 4818 W. George St., Chicago, IL. 60641
Send an ad today, remember ads pay for photo pages and larger issues!!!

railroad crossword



ACROSS

1. The San Francisco Zephyr stops here.
4. The name of the chimp on Wild Kingdom (Marlin Perkins is an MR).
7. "Up" trains move London.
10. Robert Ocain (init.)
11. Train between San Francisco and Bakersfield: Daylight.
15. Early museum curator, the Rangley now runs on his rr. (Init)
17. Model photograph, usually. (abbr.)
18. Owns 29 across.
19. 1st class European express.
20. Locomotive builder.
21. Representation of reality.
22. Most beautiful diesel ever built.
23. Often seen on stations.
26. Rock Island commuter station in Illinois.
28. Merged with 31 Down.
29. Station in Feather River Canyon.
32. Egyptian sun god.

33. Major ConRail yard.
34. Condition of equipment when in the shop.
38. What railroaders work for.
40. Diesel rebuilder--2 wds, first word only.
43. Grandview, MO TAMR member.
45. Amtrak trains 11 & 14.
47. San Francisco Zephyr serves this state.
49. Empire Builder stops here.
50. As a boy, hawked candy on commuter runs, later developed the telephone. (Init.)
51. Challenge Publication.
52. John Allen station.
53. ICG predecessor nicknames.
55. How many GPHO's are there (2 wds)
58. Many passenger stations were built in this style: -classical.
60. Serves the South (abbr)
62. What John G. Kneiling thinks of ConRail.
63. Grants of this helped railroads develop.

Across, continued

65. Cars of this road were tried on CSS&SB.
66. Poway, CA member.
68. Steam builder.
71. Turboliners stop here.
72. Menominee Fall, MN member.
73. First long-haul freight dies-
el.

DOWN

1. IS&I commodity.
2. What you are.
3. SDPLOF's have 3000 of these.
4. Amtrak patrons wishing to go here must get off at MacGregor, TX.
5. 2d word of 40 Across.
6. Amtrak 166, Night ____.
7. What trains run on.
8. 6-4-4-6, Class S-__.
9. TAMR's only female member.
12. SP train.
13. 4-4-6-4, Class __-2.
14. No trains cross this state's southern border.
16. Making the trains worth traveling again.
24. Small switcher, slang.
25. Silver Meteor terminus.
27. The last thing on a heavy-weight passenger train.
29. PRR symbol.

Down, continued.

30. D&RGW station.
31. ConRail predecessor __, __, & Western (init).
35. Oscar Islep (init).
36. Conroe, TX member (init).
37. Hotbox owner.
39. Oahu Railway was laid on this.
41. What railfan says when dropping Nikon.
42. TAMR honorary life member (init).
44. Built for Ephram.
45. 22 Across based here.
46. Empty cars are __ weight.
48. The Lone Star stops in this OK town: __ city.
54. Piggybacking (abbr).
56. Chris Parker's prototype.
57. What railfan uses when approached by railroad police.
59. It's at the end of an airhose.
61. Hotbox editor.
63. Lowell Emmons (init).
64. Port Huron MI member.
66. Andrew Islep (init).
67. Model scale.
69. Served by SP, ATSF, Others (abbr).
70. Arlo Guthrie song: City __ New Orleans.

Election!

Nominations

due

Feb. 12

why not run?

S
O
L
U
T
I
O
N

MAHAWA
ROBINSON
EAST
BIRMINGHAM
ALABAMA
LOUISIANA
MISSISSIPPI
FLORIDA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
MARYLAND
DELAWARE
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
MICHIGAN
WISCONSIN
MINNESOTA
IOWA
KANSAS
OKLAHOMA
TEXAS
LOUISIANA
MISSISSIPPI
FLORIDA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
MARYLAND
DELAWARE
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
MICHIGAN
WISCONSIN
MINNESOTA
IOWA
KANSAS
OKLAHOMA
TEXAS

GREATER WINNIPEG WATER DISTRICT RAILWAY

The violet-tinted birches stand quietly among the chattering of the forests residents when all of a sudden a yellow GE 44 tonner pulling a gravel train comes clicking by.

Construction of an 85 million gallon a day aqueduct from Shoal Lake on the Ontario-Manitoba boundary through the swamp and muskeg, into Greater Winnipeg prompted the building of the Greater Winnipeg Water District Railway.

In 1914 the Manitoba government authorized the Greater Winnipeg Water District to build and operate a railway. It was built along the aqueduct right of way to help in building and maintenance. The area was mostly swamp and no roads were available for the transport of materials, nor could any be built cheaply. As in most cases railroad transportation was the cheapest and fastest way of moving materials.

Originally, forest products were the main source of revenue but this was soon taken over by gravel which was found along the road line. The railway operated its own gravel pit to supply aggregate for construction of the aqueduct. Now it is used for the making of cement and other construction materials. Gravel was obtained from the pits and hauled to St. Boniface where it was dumped into bins from elevated tracks. As time went on, a demand for a more uniform quality of gravel increased and a processing plant was built. Gravel for this plant was dumped from existing elevated trackage and pulled into the elevator boot with a scraper.

The railway as it now exists has 92 miles of mainline trackage and it is divided into 4 sections for easy maintenance.

In both summer and winter, a diesel electric coach hauls 3 cars including a baggage car on a regular "up one day back the next" schedule leaving St. Boniface station at 10:00 am Monday, Wednesday and Friday, and leaving Indian Bay at 7:55 am Tuesday, Thursday, and Saturday. This handles passengers, mail, way freight, and express.

Originally the railway used small type steam engines which were used on all mainline trains. In 1949 the railway bought its first diesel locomotive. This was a twin engine GE 44 tonner, which developed 380 horsepower and was built in 1946. The next year a second unit was bought and in 1954 a third unit was acquired. All the units have been fitted with new heads thus bringing the horsepower to 400. Also forced air cooling for traction motors for road safety, safety operating alarms, and dead man's controls were added.

Other rolling stock consists of 29 chain dump cars, 47 power dump cars, 18 pieces of MoW equipment, 1 Mack diesel electric coach, 9 self-propelled cars, 4 passenger coaches, 1 combination coach, 21 general service flats equipped with side pockets and hinged side doors, 3 road cabooses, and 3 boxcars.

The gravel trains are made up a locomotive, 30 gravel cars and a caboose.

The line has prompted settlement along the railway and helped populate the southern Manitoba area, because of the lack of roads the people of the settlements still depend on the line today.

By definition the length of the line would classify as a short line but with the amount of equipment it owns it could be hardly a low budget line but any way you look at it, it is well worth looking at or maybe even modelling?

THE ROCKLAND AND ALBION RAILROAD

The Rockland and Albion Railroad was first chartered as a stage line in the 1830's to run between the towns of Albion and Owl's Head, Maine. Shares in the line were sold, and on the morning of July 1, 1837, the stage was to make its first run. When the mayor of Rockland went to the local Inn to summon the promoter of the line, he found out that the promoter had left rather hurriedly the night before with all the cash and the mayor's wife. The townsfolk of the cities the line was to run through soon lost interest and the idea of a stagecoach and the charter were soon forgotten. A steamship line running into Denobscot Bay made stops at Lincolnville, Rockland, and Owl's Head, and the Maine Central laid rails into Rockland. That's the way things stood until the Civil War.

In 1875, some businessmen started to revive interest in the old charter, not as a stage line, but as a two-foot gauge railroad. A lot of talk and speculation went around, and trips were made to Massachusetts to see the Billerica & Bedford R.R. and to Franklin county, Maine, to see the new Sandy River R.R. At last a company was formed, the Albion, Lincolnville & Camden R.R. Company, and surveys were made. That's also where the problem started. The townsfolk in most of the towns were more than happy to have a railroad, but the people of Rockland and Camden said nix. The people in Camden still remembered the stage line and the people in Rockland, at the prodding of the Maine Central, decided one railroad in town was enough.

Tracklaying began in early 1876, in Owl's Head. The line then headed north to the outskirts of Rockland, where it interchanged with the Maine Central, then to the outskirts of Camden. The city fathers of Camden finally rescinded to allow one siding and a shelter for any passengers. From Camden track was laid to Lincolnville and on to Liberty, and then about halfway to Albion, when the panic of 1876 hit the stock market, all tracklaying was stopped due to loss of capital, and the line folded without even one regularly scheduled run!

In 1980, a new company was formed, called the Rockland & Albion R.R. Co. Equipment was purchased and trains were run on the old AL&C track. The town of Albion, however, wanted no part of the new railroad, as two companies had already folded under them, and the track from End-of-Track to Liberty was taken up.

Now, here in the early twenties, schedules have been cut back a little and profits have started to slow, but things still look good. The people of Camden are a little reluctant to ship anything more valuable than milk on the line, and the shelter has seen more spiders than passengers. Prohibition has not made much of a dent in the economy here, as there are no breweries nearby. The roads are half-mud most of the year so passenger trains are usually full. All in all, things are good and we expect many more years of fine service!

Great Lakes Region

If there are any C&NW fans out there you might be interested in the following item: The RTA (Regional Transportation Authority), which serves a six county area around Chicago, has supposedly come to an agreement with the C&NW for the purchase of all their passenger equipment! Although some will be leased back to the railroad for operating purposes, the RTA will use most of it to provide better transportation to the six county area. As of this moment the deal is not official on account of the untimely death of Mayor Richard J. Daley of Chicago, the deal, however, should go through. It is also rumored that the RTA will repaint the equipment they purchase! Could this be the birth of a new paint scheme for the Region? I guess we'll just have to wait and see!

DERAILMENTS

AN UNUSUAL SOLUTION TO THIS PERPLEXING PROBLEM WE ALL FACE ON OUR PIKES

Do you have a layout? Have you ever had a derailment? If you answered "yes" to these questions then this article may just be for you! If on the other hand you answered "no" to the second question; you are perfect and should go work for Conrail; they need you!

My premise for this article came about from the 'article' in the HB pleading for more articles and telling how to go about it. I thought about a work train many times but I needed some ideas. So with the help of my trusty Walther's Catalog, I set about accumulating a MofW train. Then after I read that "article" again I said "Maybe I should share!". The kits I list and used are only a basic suggestion--many others can be utilized! Although I wanted to see how much it would cost to assemble a simple, but realistic, work train, I also wanted one for my layout.

Now, as you all know, there is no rule for 100% derailment free operation. Many have tried to attain it and nearly all, including the prototype, have failed. I would estimate that every modeler has at least 10 magazines with these "How to" articles on trackwork. So, I, being hesitant to parrot them, will approach the subject from a slightly different angle.

That leads us to assemble a work train--something a real railroad uses to fix track, clear the right-of-way and put those derailed cars back on the rails! Perhaps the most important item of a work train is the crane; depending on the era you model many are available; such as Athearn's 220 ton #s 1700-02 in HO.

Next you will need a boom tender. Now Athearn does make one, but I decided to make my own by using Athearn's 16-wheel heavy duty flat, some stripwood, and a number of old wheelsets plus a pair of freight trucks. I used the wood, 5/16" X 5/16" which is glued to the car's deck to form a pair of rails down the center. The wheels and trucks are then glued in place and, when dry, weathered. Wheel stops were also added to keep the glued wheels from rolling off!

Tool storage is also important on a work train, for this you will need a storage car. An old side caboose works well. In fact, 2 very good choices are now available: MDC # 3430 & Train Miniture # 5153+7*. Or, if the train is to be very large; special tool cars are available from Silver Streak. They also have a bunk car and ballast car. One of the great things about the above kits is that none are over \$5 and that puts them within nearly everyone's reach.

Of course, I did leave one important thing out, this "train" is a great place to get "rid of" those old wooden box cars, just add windows and doors to the cars and you have your own storage and bunk cars. All that's needed is time and the right parts.

To sum things up your basic work train can contain the following: a crane, boom tender w/ parts, tool car and a crew car (actually you can use the caboose (MDC #3430) for both) and you are talking about a nominal cost of only \$11.94 +tax!

In the future I plan to add a Rotary snow plow, another heavy duty flat car, a crew car and a pair of ballast cars. All of the above are needed to keep my Portland, Seattle and Eastern Transportation Company right-of-way clear and moving smoothly, plus one little 'ol track gauge.

* * *

*Notes: #3430 MDC is a side door open end type with an off-center cupola
-10- (cont'd on next page)

THE GASTRONOMICAL RAILFAN

ONCE UPON A TIME there was a fellow who was a really "into-it" railfan, perhaps more avid a fan than any of his colleagues. However, this particular guy had one minor setback: he had a maddening passion for freshly baked beans. He could consume plateful after plateful, with, of course, some rather obvious after effects.

One day he had read about the opening of a brand new club in his area, and it was based on his favorite prototype. Naturally he had an eager desire to join, but he said to himself, "These guys are such a serious group of people, they would never stand for this kind of nonsense". So he made a supreme sacrifice and gave up the beans!

Not too long after that he joined the club, and he and his model railroading talents quickly grew in popularity amongst the ranks of the members. So they let him draw the trackplan for the mainline and design all the scenery because he was so talented.

Then suddenly he was returning from work one night when his car broke down, so he had to walk the rest of the way home. It was a Tuesday night, the night the club had a session planned; so he would return from work, go home and eat, then head for the club. All was the same except tonight he was walking, and along the way he passes a small cafe and the aroma of freshly baked beans was overwhelming! So he telephoned his wife and informed her that he would eat out, then head directly for the club. He went into the cafe and ordered 3 large plateful of beans, feeling quite sure he would work off any after effects by the time he reached the club. After he finished eating, he left the cafe and putt-putted the rest of the way to the club.

Upon reaching the entrance to the club, one of the members ran out and said: "C'mon in, you're early and nobody else is here yet, and I can't get the lights to go on. Perhaps you can put your talents to work on the light-switch and get the lights working by the time the rest of the fellows get here". The member then went into another dark room, telling our hero he was going to make some phone calls. As he was trying to fix the switch he still had some of the after effects from the beans and so he putt-putted a little while longer, but he heard his friend coming back and his indicated the end of his freedom, so he had to hold back the rest and start bearing the pain. His friend said he finally located the trouble with the lights, and suddenly all the lights in the room went on. There in the room, to his ultimate surprise, were all the rest of the members gathered around the layout for a Master Modelrailroader party for him!

Derailments: John Huey, (cont'd)

#'s 5153+7 Train Miniture are both of the boxcar type with bay windows added.

All items listed as undecoraterated or the easiest to strip and paint over!

(TN: Other types of cars for your work train were discussed in the Sept. & Oct. 1975 issues of Railroad Modeler. For those modeling in N-scale Cranes are offered by Minitrix & Stewart Products, other MofW cars are available from the Railhead.)

* * *

I hope I have given you some insight to my road/I am also interested in corresponding with people who, like me, prefer branchline operations. I trade photographs and even trade private cars of various roads in HO. I like S.P. & B.N., but also the D&H.

HISTORY OF THE UNION BRIDGE BRANCH OF THE PENNSYLVANIA RAILROAD

"This article was written several months ago as a Chapter in a book being prepared. However, because of the need for articles in the Hotbox, I decided to submit it in itself, at a later date if and when the book is released this chapter will be included with pictures.

I have photos of the line before and after abandonment. However, all photos of the line pre-abandonment were taken by a friend and therefore some difficulty may be encountered in the acquisition of further copies of these and post-abandonment photos which I took personally for any person interested at cost"

The Union Bridge track ran from a connection with the Frederick Secondary of Pennsylvania Railroad at Keymar, Md., a distance of 5.14 miles to Union Bridge, Md., and was built mainly to haul cement from a plant located there in competition with the Western Maryland Railway. It was built in 1914 by the Central Railroad of Maryland which was organized in 1913 by the Tidewater Portland Cement Company, which recently located a plant in Union Bridge. Witness the following excerpts from the railway & Engineering Review:

"April 19, 1913--The central Railroad of Maryland, organized by the Tidewater Portland Cement Company, Baltimore, Md., has been chartered with a capital stock of \$125,000. A 5 mile line will be built to connect with the P.R.R. at Keymar, Md."

"July 5, 1913--The Maryland Public Service Commission has granted the petition of the Central Railroad of Maryland, recently mentioned in these columns, to build a railroad from Union Bridge to Keymar, Md., a distance of $5\frac{1}{2}$ miles. William J. O'Brien, Jr., Calvert Building, Baltimore, Md., and others, including the Tidewater Portland Cement Company, are interested."

"November 1, 1913--The Pennsylvania Railroad, says a report, has acquired the stock of the Central Railroad of Maryland and the latter's proposed line, about $5\frac{1}{4}$ miles in length, from Keymar to Union Bridge, Md., will be built this year."

From the Valley Register, Middletown, Md.: "February 10, 1914--The Central Railroad of Maryland, a spur of the Northern Central between Keymar and Union Bridge has been completed and is now in operation. The new line is 5.16 miles in length and connects with the large plant of the Tidewater Portland Cement Company at Union Bridge. It connects with the York, Hanover and Frederick Railroad at a point 2,800 feet south of the Keymar Station."

Three routes were surveyed--one south of Pipe creek; one north of the creek running long the sides of the hills; and the one that was chosen--the cheapest--meandering with Little Pipe Creek on the flood plain. Most owners received \$1000 an acre for the right-of-way, but Earl Buckeye got several times more.

Two contractors were employed to construct the line, as was the usual fashion. One did the small work, while the other took care of the larger, more difficult, jobs.

The second contractor did not have long to wait--not an inch of track could be laid until a deep cut followed by a high fill were constructed.

Evidently, the large contractor either did a lot of railroad building or cooperated very closely with the PRR because they either owned or leased a large steam shovel which ran on rails. In use the contraption was moved back and forth on its own wheels and when it had excavated a sufficient amount of rock--blasted with black powder--two more three --foot rail lengths were laid. This track, of course, was temporary.

If the deep cut weren't bad enough, a high fill needed to be constructed

Prototype History: Chip Kroft, (cont'd)

The crews cut scores of tall trees and built a very rickety trestle. Dinky steam locos ran over this thriller with side--dump cars filled with earth from the steam shovel. In this manner the fill was slowly completed.

Later, the steam shovel was used in digging the cut on the Buckeye farm.

Meanwhile, the contractor who was charge with the responsibility for light grading had his own men hard at work. He hired Irish immigrants who used hand shovels and horsecarts to complete their work.

Two wooden bridges were built, with piles and cross-brates, across Cherry Branch and Little Pipe Creek. These were replaced in 1933 with new bridges having concrete piers and 2 wooden beams. These are the type in place today.

Numerous concrete culverts exist along the right-of-way the last being constructed in 1933 about $1\frac{1}{4}$ miles from Union Bridge.

The workers erected shacks along the right-of-way in which they lived. Every morning one could smell their breakfast cooking.

A rumor circulated in 1913-14 that the Union Bridge track was built because the President of the PRR, Stapleton, was angry at the Western Maryland for not stopping the train at Union Bridge when he wanted to use the station there. So he built his own track to Union Bridge. Then, the rumor says, the Western Maryland always let him use the station. This rumor is false. It is much more likely that Tidewater wanted some competition for Western Maryland. After all, it was Tidewater who organized the Central Railroad of Maryland.

Upon completion of the line a ceremony was held in Union Bridge. They were quite proud of their new line. It was not without its problems, though--lots of them!

Originally the track had 80 lb. rail, soft pine ties, and cinder ballast. This arrangement is usually reserved for low speed, seldom used storage sidings. The branch was considered by the PRR to have "light" traffic: The guard rails on bridges were only extended 50 feet, and the ties on 2' centers. On the Union Bridge line this setup was found extremely unsatisfactory.

For a period, the rail weight was okay. However, the cheap cinder ballast holds water which should have been drained away. The track settled everytime there was a mild flood--and it was located directly on the flood plain--and washed out everytime there was any force to the water worth mentioning because of lack of support. The high water concentration promoted rot, especially a problem with pine ties. Finally stone ballast had to be put down.

The ties gave no end to trouble, especially on the curves where the pressures were greatest. The soft wood wouldn't hold the spikes, and when a train came, they would pull out. The rail then spread, the train derailed, and the crew had problems. If a steam locomotive got on the ground, often a "big hook" or wrecking crane was needed. Oak ties were slowly substituted for pine although the branch always had more than its share of operating problems.

As traffic increased, the track proved more and more inadequate, leading to an eventual rebuilding in 1952. On very sharp curves the rail was too flexible. Eventually 155 lb. per yard rail was put down on the curves with guage braces. This put an end to the problem.

During the U.S. Railway Administration era--WWI--the railroads were taken over temporarily by the Federal Govt. During this period, the branch was used for boxcar storage and all cement went out over the Western Maryland Railway.

In 1925 the cement plant was sold to the Lehigh Portland Cement Company, under whose name it still operates.

The speed limit was 30 miles per hour. No doubt the trains made time during the peak of operations, in spite of the sharp curves.

Traditionally, the F95 would roll out of York, visit Union Bridge, continue on down the line to Frederick, and visit Union Bridge again before returning to York.

During steam days and early dieseldom, the trains varied from 5 loads of cement to 30 a day, most of which was for Pennsylvania state projects. The line was built to take care of Northern trade, today which is virtually non-existent leading to the lines eventual demise. Most of this was bagged in boxcars. Mainly bulk loading did not commence until recently. Also inbound locals were Gypsun, Coal, and Iron ore.

Sometimes, returning home, the train would stop at Buckeye's Hill (Simpson's Mill Road crossing) and a Pennsylvania Dutch lady would treat them to pies, cakes, candy and coffee which they enjoyed. The crew made a habit of this. The crossing is also the location of frequent derailments, not so enjoyable. On the hill above the railroad at this place there was a copper mine. It is doubtful that it ever shipped by rail.

In Union Bridge, the WM's local would usually be leaving the cement plant upon the arrival of the PRR's. However, sometimes the crews switched cars together, the crews helping each other out for their own mutual benefit.

The Western Maryland crew sometimes felt that the Pennsy train was stopped just outside of the plant, spying on them and waiting for them to finish their shifting so that they wouldn't have to do any work at Union Bridge. Whatever train reached the plant first would have to separate their own cars from the others and to the other railroad's work for them. It seems the Pennsy would just stop and wait until all of their work was done by the WM and then come innocently chugging in, hook up their cars and go. It just seemed to happen that way a little too often to be pure coincidence.

A steep grade commences west of Simpson's mill road crossing, near Milepost 1, headed towards Keynar. The grade rises 80 feet in one mile and with one small locomotive and 30 cars the going can get rough or impossible. Many times the hill was "doubled"; a time and money wasting procedure, but nevertheless, necessary. Doubling involves leaving half of the train at the bottom of the hill and taking the remaining half to the summit. Then the locomotive must return to the base of the grade and pick up the rest of the train. In this case the summit was Keynar.

In steam days, 2-8-0 consolidations of the H8, H9 or occasionally the H10 class were used. Later these were replaced with Baldwin switchers, which gave away in turn to GP7's and 9's. These locomotives would also switch the main Frederick track and were, in fact, the same type used by Pennsy on all its spurs.

For Union Bridge customers of the railroad much trouble and vexation could result from not specifying the car routing. If the routing was not specified the railroad would choose a route, and if the PRR had a chance to choose guess which line the car came in on? My grandfather, who was once in the farm machinery business often received carloads of equipment on flatcars as well as LCL lots. For the LCL lots it didn't matter much at which station he received the package, but there was no team track in Union Bridge on the PRR. The flatcars had to be taken to WM's team track on Main Street. Although, the tracks are physically connected there is no interchange agreement for Union Bridge. Thus it cost my grandfather about \$100 and 2 days as the car had to be returned to Keynar via the PRR, interchanged with the WM there, and brought back to Union Bridge via the WM.

The Pennsy's freight station was located on the cement plant premises near the intersection of Farquhar & Locust streets. The Union Bridge track once had a telegraph wire as did the main track but this was taken out long before the abandonment. In Union Bridge, PRR had a car inspector and helpers who cleaned the cars for loading after the advent of bulk loading.

The Western Maryland turned its steam engines on the Pennsy's wye at Union Bridge. The wye was seldom used by PRR locomotives but the WM paid a pretty penny for its use. In order to reach the plant, the WM had to, and still does, run up the length of Farquhar street. That street was kept pretty busy.

Prototype History: Chip Kroft, Continued.

The Wm had an engineer who would run his engines up the street at 20 mph., which is not exactly safe! Also worthy of mention is that the WM for many years had its main shops at Union Bridge.

The Union Bridge branch of the PRR never carried any passenger trains-- it was always freight only, even when the "main" track had passenger service. The Wm., however, did provide passenger service.

The track managed to escape the scrappers once but succumbed the second time. The first was about 1950. A story goes that there was a "bright" young man who went around "tearing up tracks". He cost the PRR several millions by tearing up tracks which they really did need and needless to say, he was fired within several years.. The fact is confirmed that the PRR wanted to abandon its own line into Union Bridge and operate on the WM. However, the attempt failed because the PRR was not willing to pay enough. Maybe he was the force behind it, the track was in awful shape in 1950 when the PRR wanted to abandon it, but it was rebuilt instead.

Outbound cement traffic ceased for the Pennsy around 1968 but service continued until 1970, the PRR handling inbound commodities. The last traffic was Pittsburg & Shawmut hoppers bearing low-sulphur coal used as an experiment before the cement plant switched to oil. Evidently the changeover was for ecological reasons.

The line was abandoned in 1971. Work commenced in the spring and continued through next winter. Trucks transported the rails. The last rails were pulled up about the time of the Union Bridge Centennial Celebration in May 1972. However, nobody noticed the site where the crews had begun working a year before was already weed-grown. The old interchange with the WM was also removed as was the Keymar siding, no longer needed.

Agnes came along in June and washed out the bridge over Little Pipe Creek and several culverts. Still nobody noticed and nobody cared. The end had come for a unique line whose time had run out!

The former Union Bridge track connected with a branchline of the PRR running south from York Pa. through Hanover, Pa., and into Fredrick, Md. This line is also up for abandonment. Present service is once a week.

Because of my intense interest in this branch, and my sadness over the abandonment of the Union Bridge track which ran in the town where I reside, I began an intensive public relations campaign to save this railroad. This as resulted in the Incorporation of the York & Frederick Ry, Inc., myself being a Secretary/Vice President. By the time this reaches publication, York & Frederick will either have died out or will be running this section of the railroad, nearly as interesting as the Union Bridge track. It was built at 3 different times by 3 different companies! If the Y&F obtains the line, I may venture to say things will soon be as good as they were in 1950. However, the Union Bridge track is still gone...

(TN: Map of the Union Bridge line are on Preceding pages)

