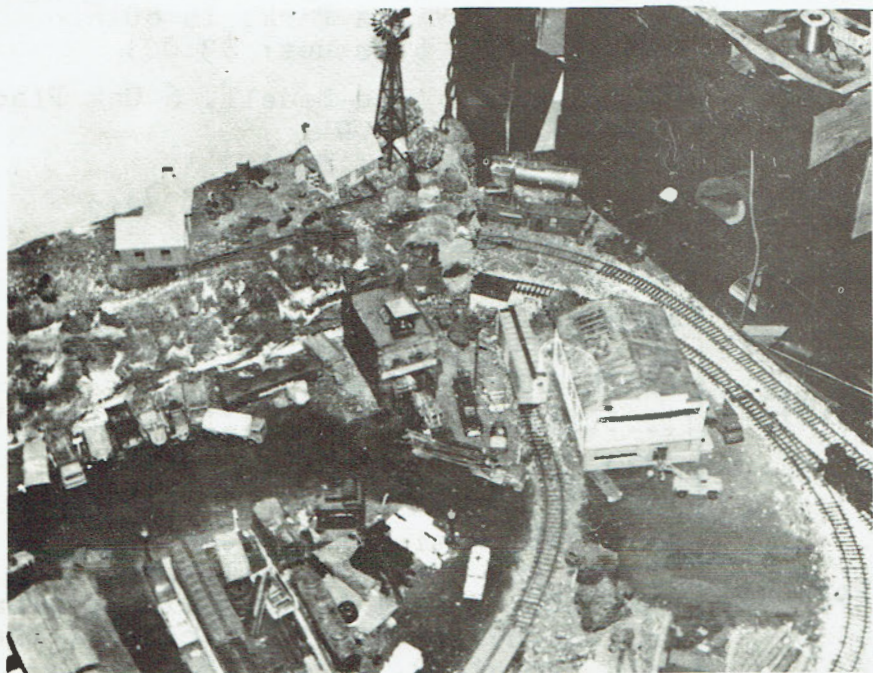


# HOTBOX

"the Un-Magazine of Model Railroading"

no 155

May - June 1979

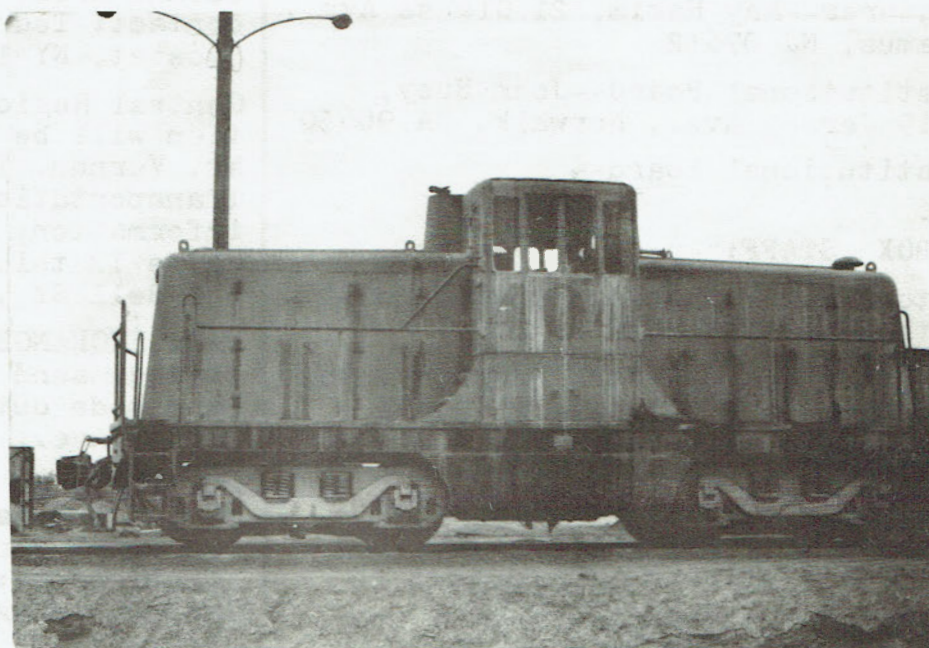


Election

Results!

SHORT-

LINES





The TAMR HOTBOX is the offical publication of the TEEN ASSOCIATION OF MODEL RAILROADING and it is issued every other month with an additional special mailing of a member Directory once a year.

The TAMR HOTBOX presumes that all material submitted for possible publication is submitted gratis. All material for publication must be received by the editors of the TAMR HOTBOX by the first of the month of the issue (i.e. for July/August issue, material must be received by July 1st)

This publication is distributed exclusively to those who hold valid memberships in the TAMR and for publicity purposes.

Annual dues for the TAMR are:  
REGULAR (under 21): \$5.00 per yr.  
ASSOCIATE (21 or over): \$4.50 per yr.  
SUSTAINING: \$10.00 per yr.

Please address all membership applications, renewals, address changes, and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

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Constitutional Board--

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Circulation--TAMR Secretary

Here are the names of the representatives for the various regions in the TAMR. Please write to the people listed below if you wish to join a region or just want additional information. In parenthesis, the name of the regional newsletter (if any), plus its frequency and annual regional dues.

CANADIAN: Maurizio Moras, 12 Tuddenham Ave., Sudbury, Ontario, CANADA P3C 3G1.

CENTRAL: Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181  
(WAYFREIGHT; 6 issues; \$3.00)

NORTHEASTERN: Ted Bedell, 6 Oak Place, Bayville, NY 11709  
(DEPOT; 6 issues; \$2.50)

SOUTHERN: Glenn Vallantyne, 817 Robison, Pasadena, TX 77506  
(EXPRESS; 6 issues; \$3.25)

WESTERN: Gary Gardner, 2365 Campus Dr., Salt Lake City, UT 84121  
(DAYLIGHT; 6 issues; \$3.25)

## The Extra Board

1979 TAMR National Convention--  
"Rails Are Fine '79" will be held June 29 - July 1 in the Chicago area. For further information, contact the TAMR Secretary. Fare: \$18.00

### REGIONAL CONVENTIONS--

Northeastern Region Convention will be held August 10-12 in the Long Island area. For further information, contact: Ted Tait, 16 Evergreen Dr., Syosset, NY 11791.

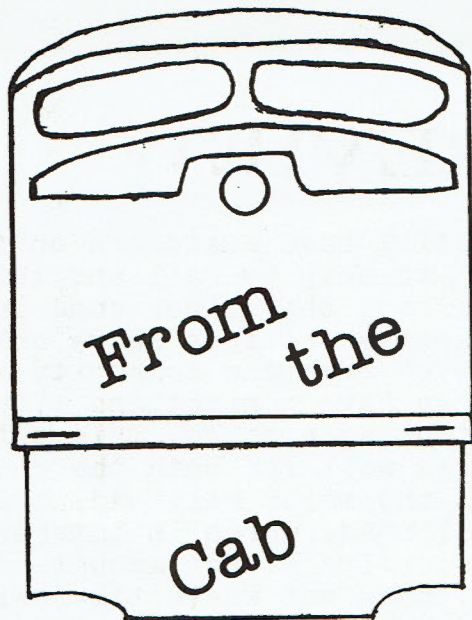
Central Region, SI Division Convention will be held on July 21 in the Mt. Vernon. There will be a \$3.00 transportation charge. For further information; contact (and see elsewhere in this issue): Roland Lewis, 331 Bell St., Mt. Vernon, IL 62864

PASS EXCHANGE--If you want your name listed, send one of your passes to (and made out to): John Huey, 13819 Jersey Ave., Norwalk, CA 90650.

### QUESTION AND ANSWER COLUMN--

If you are having problems, maybe our "experts" can help you. Send your questions to: John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360





Tim Vermande, HOTBOX Editor

Well, I guess if you want to be an editor, you have to help out once in a while. So when Mark and I decided to revive the Getting to Know You feature (again), I got stuck. You see this is not an editorial, rather it is more of an insight of the man who is now holding the reins of your HOTBOX. Please bear with me and try to understand why I do this.

I'm now at the ripe old age of 24 and wondering if I'll really ever know anything. To make a little money I masquerade as a parts manager for a front-end shop (it's not that bad--really). However on weekends and holidays, I put away the mask and become TAMR Picture-Man. That is if I don't break my back hauling everything around. You think you have a nice camera? Well watch out, I had to get rid of a few nice cameras because I couldn't afford to feed them. Anyway for you snobs, or would--be snobs, here's what I pack: an old Nikon F with meter finder, lenses of the 28, 50, 105 and 200mm variety, a Koni-Omega which makes 6x7 cm negatives (10 to a 120 roll) with three film packs, two flashguns, a tripod, a Canon super-8 movie camera, a mess of filters, cable releases and a Luna Pro SBC meter. Quite a load, either for my back or an Omni, equipped with scanner and CB.

Yet a confession is due, the scanner only listens to Conrail, South Shore, Chessie and MoPac. MoPac is a mistake because someone in Chicago named D--- J----- gave me a wrong

frequency. Chessie and MoPac are different, Doug! Yet from what I hear, there must be a booming freight business in Wateska, IL (about 90 miles south of Chicago) or the people down there just like to talk on the radio. Let's see that leaves six channels open right? Well, two for South Bend, two for LaPorte County and two for Chicago fire departments--it's always useful to know if your or a friend's house is ablaze. Besides I must get to work shooting trains before the fire truck slides catch up! I will however trade either one and you're welcome to stop by here and railfan (or whatever), but we do leave in a hurry when the alarm rings at night (AE: Tim is a member of the volunteer fire department in his area and he puts in time when he isn't working, taking pictures or helping with the HOTBOX). Otherwise, I read traction books, history books and some other decent stuff. I also occasionally mess around with my 2x4 diorama layout.

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I believe that my remarks above explain what we are trying to accomplish. The HOTBOX is always looking for articles and insights by and about our members. We want to know who you are, what you are doing and how you are doing it. Thus all layout, Getting to Know You, modeling, railfanning and prototype articles along with those black and white photos are graciously accepted. This issue is jammed full of articles and useful ideas because you sent in the articles; however, if future issues are to be the same, we need you to contribute your ideas and knowledge. For those of you who have never submitted and would like to, but are totally in the dark on how to prepare an article, you can write to our Associate Editor, Mark Kaszniak, who will provide you with a sheet explaining everything you need to know. That's all for this issue, but I hope that we will be seeing many of you at RAILS ARE FINE '79 in the latter part of June.

---

#### CUSTOM MODEL RAILROAD DESIGN

Inexpensive, send a 15¢ stamp to:  
Ed Luzine Jr., P.O. Box 22, Guilderland, NY 12084.



Introduction: Mark Kaszniak

There seems to be a growing interest in our hobby on the subject of shortline railroads. Perhaps this is due to the fact that modelers and railfans find them interesting? Or perhaps the shortlines are calling attention to themselves with all those new brightly colored boxcars? Whatever the reason, shortlines are popular which is why the TAMR HOTBOX decided to present this review.

Everyone knows that the U.S. is crisscrossed by railroad tracks that travel in every direction imaginable. In the early 1800's, when the railroads were first being formed, there were many private companies that built shortline railroads that extended no more than five or ten miles. Getting from "here" to "there" was quite an accomplishment for any traveler in those days. Take for example the route from Buffalo, NY to Waterville, ME, a distance of 500 miles. In 1850, if one wished to travel between these two points, 12 different railroads would have to be used along with several changes of coaches--the journey took four days to complete. Today, a person could travel that distance in the comfort of a private automobile in a day.

To improve service, giant conglomerates, like the New York Central, Pennsylvannia and Erie Railroads, started buying up these small lines to form multi-state systems. In turn, these multi-state systems have been combined to form the transcontinental systems we know as today's railroads.

Presently, most of our present railroads are interested in moving vast amounts of tonnage over their lines than servicing all the small branches that practically connect every town in the country. As a result, these branches are allowed to deteriorate and finally are abandoned. Although occasionally another fate befalls these branches--not scheduled for inclusion in the latest system being formed.

Frequently, these abandoned rights

of way still have customers on them who wish to ship by rail and this is where many shortlines come into being. Most shortlines serve only one area or even one community and often they have connections with only one or two major roads. This situation works well for both the shortline and the major railroad; the major railroad, which is interested in transporting a vast amount of tonnage, does not waste time switching all the small branches and the shortline, interested in providing local service to a small area, does not have to haul vast amounts of tonnage over its line.

The trend for the future leans toward the forming of more and more shortlines as major railroads abandon more and more of their infrequently used branches. The railroad industry appears to be running in circles (no pun intended). We began with shortlines which merged to form large systems, now large systems are giving up their seldom used trackage and shortlines are springing up. What will happen next is anyone's guess, but in my opinion, shortlines are here to stay and I wouldn't be surprised if they enter into joint service agreements among themselves where they agree to supply surplus power and cars to one another.

This review will present some of the more obscure shortlines that are operating around the country. I hope you will gain a valuable insight on a shortline's operations and some hints for modeling a shortline or any model railroad.

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LIVONIA, AVON & LAKEVILLE RR:

By Ted Bedell

The Livonia, Avon & Lakeville RR is located in the vicinity of Rochester, NY. (see map) The LA&L once ran excursion trains with a 1927 Baldwin 2-8-0 (#38) and four coaches. In early 1976, this equipment was purchased by the Gettysburgh RR in Pennsylvania and now the LA&L runs only freight.

Current operations are on a semi-"as needed" basis: an irregular schedule with 3 or 4 trains (cont'd)



## SHORTLINES (cont'd)

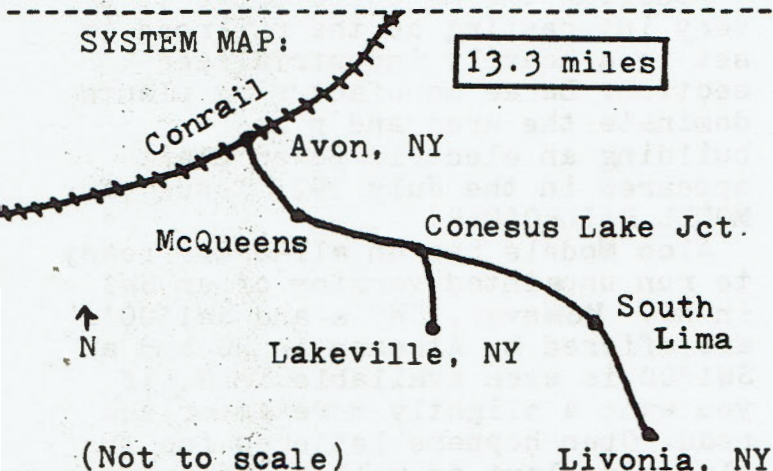
a week. Most of the current business is associated with the hauling of sweeteners (bulk sugar and corn syrup) from its Conrail connection at Avon to Lakeville.

Modeling the LA&L would present few problems except for the motive power. RS-1's are not available in plastic and the brass counterparts retail well over \$100. The GE 44-tonner is another common locomotive that has been ignored by the model manufacturers. You might try kit-bashing or scratchbuilding one since MODEL RAILROADER featured photos and drawings of it in their Sept. 1978 issue. Also, an article with photos and drawings of Avon (LA&L's office) station was featured in the Dec. 1978 issue of MR. Scenery in the LA&L area consists of rolling hills with both pine and deciduous trees, many lakes and streams. At last word, the LA&L also owns one freight car (type unspecified) and one caboose.

### LA&L Locomotive Roster:

Road #	Builder	Type	Notes
10	G.E.	44-ton	ex-PRR #9334
20	Alco-GE	RS1	ex-Lake Erie, Franklin & Clarion #20

### SYSTEM MAP:



### ASHLEY, DREW & NORTHERN: By Gerry Dobey

The Ashley, Drew & Northern RR Co operates a shortline from Crossett to Monticello, Arkansas. The road has connections with the Rock Island, MoPac and the Arkansas & Louisiana Railroad. The railroad hauls mostly lumber and paper products along with some cement materials. (cont'd)

The original line was started in August of 1912 and it purchased the Cossett, Monticello and Northern RR in July of 1913. In July of 1962, the AD&N was purchased by the Georgia Pacific and has been run under their direction every since.

This line would be perfect to model, not only because you can make a realistic shortline of it, but also because of its motive power and more recently the boxcar pool it has entered.

### AD&N Roster:

Road #	Model	Horsepower
102	SW900	900
150	SW1500	1500
174	SW9	1200
176	SW1200	1200
178	SW1200	1200

AD&N #150 can be modeled using currently available Athearn SW1500 while all other power can be modeled by modifying SW units offered by Athearn and AHM.

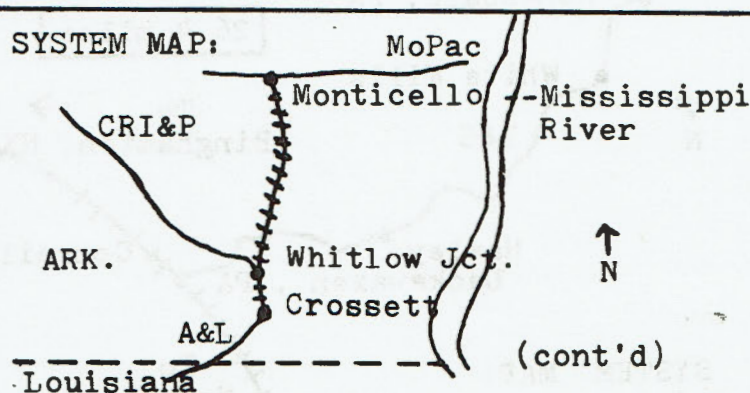
AD&N cabooses are from the Reading and Soo line plus the line also has an ex-Frisco Chair car.

Since the line hauls many pulpwood, it can be hauled in special cars designed for it or conventional flat cars. Wood chips can be hauled in hoppers with raised sides or gondolas with raised sides--both would make interesting kitbashing projects.

The railroad runs through the heavy wooded areas of Arkansas on a single track main with 85 lb. rail and tight curves. The track is well ballasted and small bridges are strewn about the mainline every two miles or so.

Total trackage is only 41 miles, but they can be kept quite busy at times with the AD&N's active boxcar pool of bright green cars with yellow trim.

### SYSTEM MAP:





## SHORTLINES (cont'd)

### Lackawaxen & Stourbridge RR:

By Ted Bedell

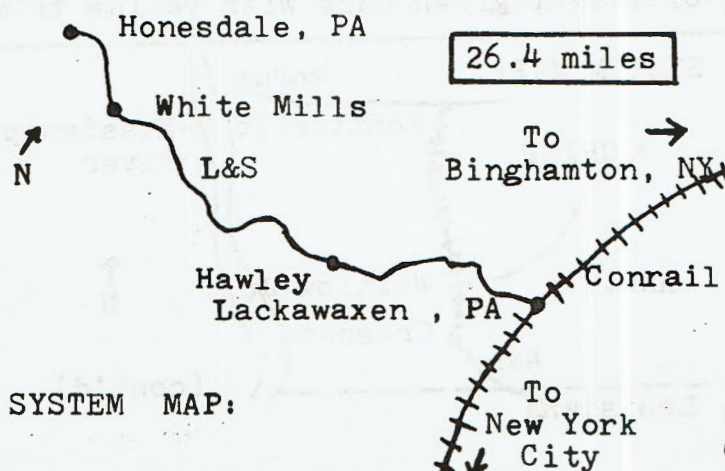
The Lackawaxen & Stourbridge RR is located in Northeastern Pennsylvania. Originally an Erie-Lackawanna branch, it now operates as a "designed operator" (line excluded from Conrail) shortline in conjunction with the Delaware Otsego Corp. (a shortline operator). The L&S is run by three local men; a train crew of two and a superintendent.

Current operations on the L&S include a six days a week local. The line's RS3 starts from Honesdale in the morning (see map), works its way to Lackawaxen for interchange with Conrail and heads back in the afternoon. Standard train length is 10-15 cars. The L&S has had an upturn in carloadings as local industries carry out expansions. Traffic largely consists of grain, paper and furniture products.

Modeling the L&S would not be overly difficult. Although no plastic RS3 is commercially available, AHM produces an RS2 which is a reasonable substitute. Number 102 is in all black paint with "102" and a small "L&SB" on the cab sides. One interesting feature is that the enginehouse is a converted milk plant. Scenery is basic Pennsylvania: many hills covered with deciduous trees. The one track mainline follows the Lackawaxen River Valley. The road owns one snowplow and no cabooses or other cars.

#### L&S Locomotive Roster:

Road #	Builder	Type	Notes
102	ALCO	RS3 ex-Reading	#465



### Manufacturer's Junction Railway:

By Mark Kaszniak

In Cicero, a southwest suburb of Chicago, there is a track which runs alongside the Belt Railway of Chicago's North/South mainline. A unknowledgable railfan would assume this is another track belonging to the BR of C, but in actuality it belongs to the Manufacturer's Junction Rwy.

This shortline extends between 15th and 33rd streets; however, most of the trackage is located inside the Western Electric Hawthorne Works. A yard, of sorts, is located east of Cicero & Odgen Aves. and this is where the road's engine terminal can be found--it is not too easily reached as it is on WE property! Motive power consists of a pair of EMD SW1's which are alternated in service. When not in use, the engines can be found in the enginehouse.

The road's operations are closely coordinated with those of the plant which operates on weekdays and occasional weekends as well. One switcher works the plant and at least once a day travels out to interchange cars with the Belt Railway of Chicago at its 22nd Street Yard.

Modeling the MJ could prove to be very interesting as the railroad is set in a heavily industrialized section. Large manufacturing plants dominate the area and plans for building an electric power plant appeared in the July 1975 issue of MODEL RAILROADER.

Alco Models has an all-brass ready to run unpainted version of an SW1 in HO. However, SW7's and SW1500's are offered by Athearn in HO and an SW1500 is even available in N, if you want a slightly more modernized road. Open hoppers lettered for the electric plant as well as many large industries could also enhance the realism of such a shortline if you choose to model something similar.

### Virginia & Maryland RR:

By Ted Bedell

The Virginia & Maryland serves the DelMarVa Peninsula of the Chesapeake Bay in Virginia. While the 70 miles of trackage on the line produces over 10,000 car loads per year, the

(cont'd)



## SHORTLINES (cont'd)

railroad is not making a profit. The reason is that the V&M has a 26 mile tug and carfloat operation over the Chesapeake Bay which is very expensive to operate. The V&M overtook operations from Conrail in 1977 and although they are looking for more through traffic, the main problem is one of rates division with Conrail.

Current operations on the V&M include five round trips weekly with 2 or more round trip ferry crossings each day. Train length varies between 15 and 45 cars. The track was in very bad shape, but work has been progressing and in many places is up to 25 mph. The V&M does not run its trains with cabooses and costs have been cut to the bone.

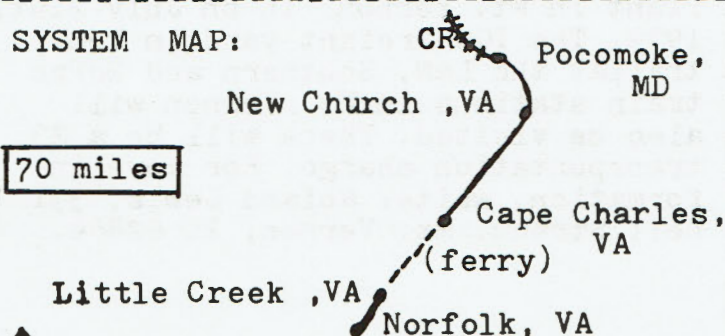
As for modeling the V&M, motive power would be a problem. (see roster) AHM produces an S2 (marketed as an "Alco 1000") which can substitute for the S4. Alco C-420's with high short hoods are not available and I believe there is one manufacturer offering a low-hood C-420 which can be modified. Also, no RS1's are available in plastic.

I would suggest modeling the north ferry slip and some parts of the north leg of the railroad (see system map). The V&M is single track main with sidings and scenery is largely flatlands with either deciduous trees, wild grass or grain fields nearby.

### V&M Locomotive Roster:

Road #	Builder	Type	Notes
20	Alco	RS1	ex-Rutland #400
21	Alco	RS1	ex-Soo #350
?	Alco	S4	ex-Milw. #1893
200	Alco	C420	ex-LIRR #200
202	Alco	C420	ex-LIRR #202
206(?)	Alco	C420	ex-LIRR #210
213	Alco	C420	ex-LIRR #213
Norfolk	?	tugboat	ex-PRR

### SYSTEM MAP:



## Ventura County Railway:

By John McGreevy

This shortline is located on the Oxnard Coastal Plain of Southern California which is about 60 miles north of Los Angeles. Although the Ventura County is only 13 miles long, it does interchange with the Southern Pacific at Oxnard, right next to the Amtrak/SP terminal. The Ventura County's single track engine-house is located in Oxnard about a half a mile from SP's yard. The VC has only one active locomotive at this time, an ex-SP Alco S6 #1251. The railroad also has three older GE 70 tonners which they plan to sell so they can acquire another S6. The VC's crew and office building is also in the Oxnard area, but closer to the SP office.

The Ventura County basically has two segments; the eastern one which is shorter and serves many agricultural businesses, primarily in sugar beets, and the western segment which has most of the industrail traffic including chemical plants and the MAZDA import point at Port Hueneme. Every MAZDA in the U.S. enters at this point.

Currently, the VC only owns three old flatcars on arch bar trucks, but soon they will be receiving 15 covered hoppers lettered for the road. Look for them in your town as they are liable to go anywhere. An interesting note is that the VC owns an ex-UP diner--still in UP colors! Why? I don't know.

There are amny modeling possibilities for the Ventura County: the SP interchange with a passenger station; the port at Hueneme which handles the Mazda cars; and agricultural and industrial areas. Perhaps you can kitbash an S6 from other models currently available and suggested freight car types for this kind of shortline are: Pacific Fruit Express, reefers, auto racks and covered hoppers.

### HELP PROMOTE THE TAMR!

Contact Gerry Dobey, TAMR Secretary, 145 E. Kenilworth Ave., Villa Park, IL 60181 for further details. We need your help and support.



Elections: Mark Kaszniak, Auditor

## ELECTION RESULTS

All the votes have been tabulated and here are the people you elected to the TAMR Executive Board:

Jeff Wilke President

Gerry Dobey Secretary

By the time you read this, the officers will be fully settled in their new offices and conducting TAMR business as usual.

I must say that I was a bit disappointed with the voter turnout, only 26% of the membership bothered to vote, but this is an improvement from the last election.

In addition, the TAMR has been getting publicity in both MR and RMC and we wish to thank both of these magazines for placing ads in free of charge on a space available basis. We are trying to boost our membership up so we can afford offset publishing every issue and these ads help a lot. Our local promotion campaign is still on and if you want to help promote the TAMR in your area, write to the Secretary for details.

Finally, with a brilliant piece of detective work, I have tracked down the remaining TAMR buttons! You did not know the TAMR had buttons? Well, we do, but there is only a limited supply available. These buttons are 1-3/4" in diameter with our famous logo printed in blue on the face. They are available for \$1.00 apiece from the TAMR Secretary. The funds from the sale of these buttons will help pay for photo pages for the HOTBOX. Let me stress again, supplies are limited and once these are gone, that's it. However, the Secretary has been making rumblings about name badges and the Executive Board is now investigating that proposal. That's about all for this issue, but GET YOUR BUTTON TODAY WHILE YOU CAN!

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History: Roland Lewis

## PRECISION NATIONAL CORP.

The story begins in 1931 with the name Precision Engineering Company. Its business was the rebuilding of diesel crankshafts and it did it extremely well. So much so that within a few years there were plants in Mt. Vernon, IL; Waco, TX and Clarks,

Summit. PA.

Early in 1960, with the acquisition of Ford's huge Auto-Lite facility in Mt. Vernon, they created the locomotive division. Precision's entry into the locomotive field progressed steadily and in 1969, the company changed its name to Precision National Corporation with headquarters in Mt. Vernon, IL.

The corporation is made up of four divisions: locomotive, crankshaft, linear and salvage. The Mt. Vernon facility covers about 75 acres and has over 600,000 square feet under its roof. The eight spur tracks will accommodate more than 150 locomotives in addition to switching operations.

Precision National serves railroads with diesel parts, remanufacturing, locomotive purchases, sales and leases. In addition to the many class I railroads they serve, they have a lively market in locos for shortlines and industrial roads.

The men of Precision National are railroad men. Their experience, skill and teamwork have earned a reputation for integrity and customer satisfaction. Thus Precision has become one of the major locomotive leasing and rebuilding companies in the country. Presently, they have over 200 locomotives out on lease and are scheduled to capacity for the balance of this year in locomotive rebuilding.

Throughout the rebuilding process, Precision's craftsmen and quality-control experts test each part and assembly during actual operating conditions. That is one good reason why, when Precision remanufactured locomotives are ready for delivery, Precision can guarantee them with a full year "New Product" warranty.

The Southern Illinois Division of the Central Region will sponsor a tour through the Precision National Plant in Mt. Vernon, IL on July 21st, 1979. The ICG freight yard in Centuria; the L&N, Southern and MoPac train stations in Mt. Vernon will also be visited. There will be a \$3 transportation charge. For more information, write: Roland Lewis, 331 Bell Street, Mt. Vernon, IL 62864.



# For the Love of Trains

I guess you might say my love for trains started in the roots of my family tree. My great great grandfather was chief engineer on the C&NW lines for over 20 years. He ate, slept and lived coal smoke, hot wheeling and all the other romance of the rails. My grandfather was a bus boy on the old New York Central runs between Detroit and New York City and in my own personal life, my love for trains started when I was 18 months old. My uncle, then active with the old Black River Western line, took me up into his huge arms and there we stood on the grating of the cab of an about to be retired engine gazing into the belly with its hot red fire and belching flames. It seemed to me a huge dragon belching power and steam. The experience was tremendous for a toddler--something I have never forgotten.

My interest in model railroading started early in my teens when I was left with a room of my own. One Christmas, I received a Tyco-Durango train set and the day after, I had it running. My first serious pike attempt was with a 3x6' piece of plywood I laid at the foot of my bed on the floor. This arrangement worked fine, but was very uncomfortable. Furthermore, two pet dogs became entangled and nearly "fried" with 12 volts, enough to make their hair stand on end, but the experience did give them a healthy respect for the layout. The pike was also a great inconvenience for room detail, clothes pickup and just general living. Consequently, after a year and a half, I graduated to a table, 4x6', thirty-four inches off the floor.

After Durango days came and gone, I purchased a Lehigh Valley U-Boat along with several automatic switches. These were my stepping stones to learning what to do right and wrong in regards to switches. My lack of understanding and knowledge lead to many burnouts and more troubles to numerous to detail. These setbacks did make me want to learn more and more through trails and tribulations. In the long run,

the results were better trackplans and good mechanics. This is more important than anything else

After a period of sheer bored neglect and disrepair, about six months, I got back into modeling. What led to boredom? I guess it happens to every modeler, once you accomplish what you set out to do, you become agitated because suddenly you want more room, more track, more towns, more cars, more everything!

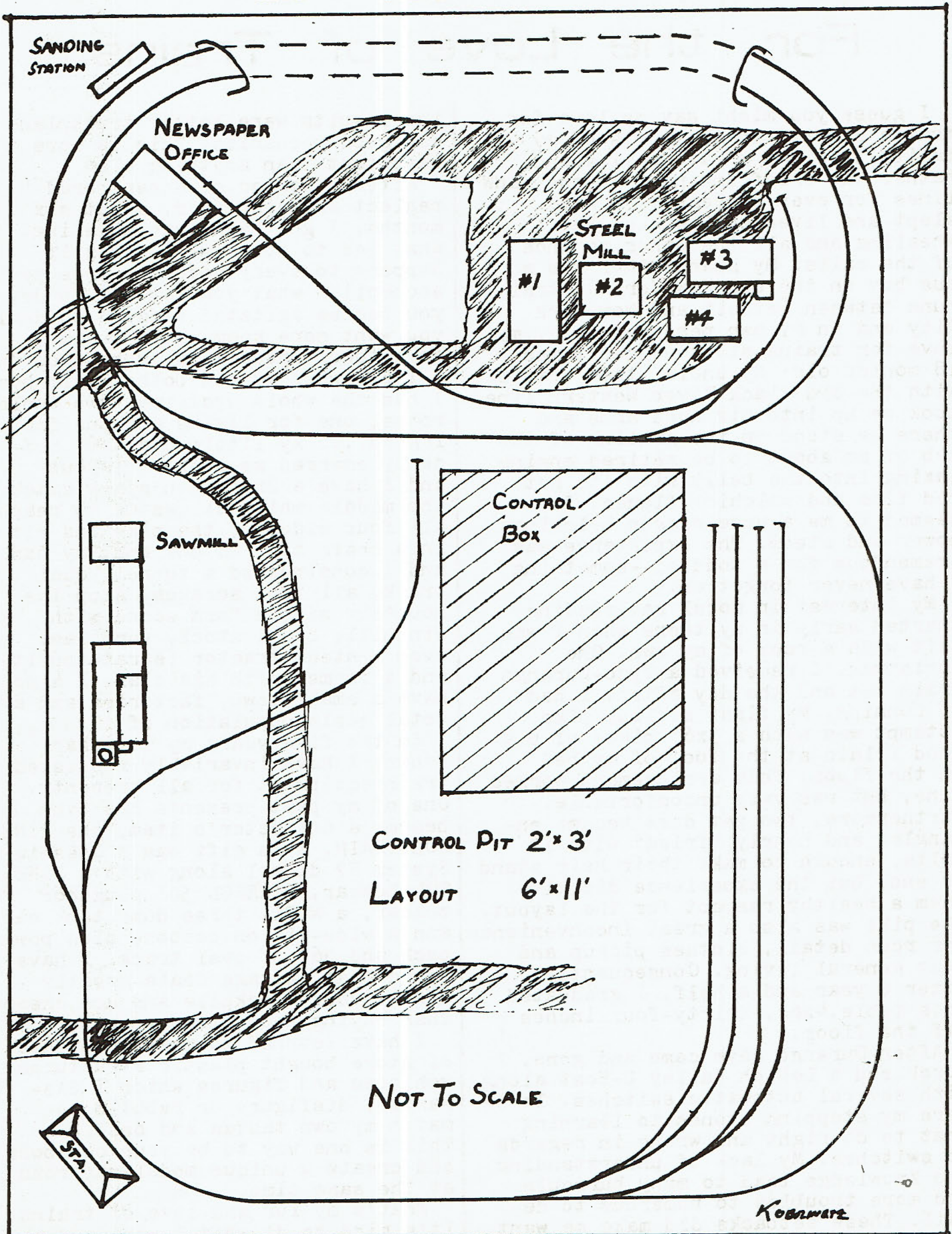
Then, when my big bother left home, I had the whole upstairs--two whole rooms, one for living and one for TRAINS.... My little old 4x6' suddenly emerged as a 6x11' layout and I have a 2x3' open space smack in the middle which allows me to reach all four sides of the pike and sit in a chair too! At one end, my dad and I constructed a tunnel, dual track, all from scratch. Atop the mountain sits a farm scene with windmill, barn, stock, verhiles, even a steam tractor (scratchbuilt) and a farmer with his clan. I also have a small town, factories and a total scale population of 19.

In the five years my love has grown, I have invariably requested train equipment for all presents. One of my past presents has even become a collector's item, the PINE-SOL TRAIN. This gift was a Chessie System F7 diesel along with a PINE-SOL boxcar, PINESOL 50' plugdoor boxcar, a MOBIL three dome tank car and a wide-vision caboose plus power pack and 36" of oval track. I have found that package deals greatly add to your stockpile and are cheaper than buying each item seperately.

I have learned to make great use of store bought plastic structures, vehicles and figures which I dis-mantle, disfigure or rebuild to match my own tastes and desires. This is one way to be your own boss and create a unique model railroad at the same time.

That's my fun and love of trains. It's mine to do what I want and although the present size satifies me, there is always the urge to E-X-P-A-N-D







# Weathering

Weathering is an important factor to be considered for enhancing the realism of your model railroad. Virtually everything is subject to weathering and equipment and structures on your pike should be no exception. Here are some weathering ideas:

Rolling stock is generally subject to more abuse than fixed objects. Locomotives and cars are usually accompanied by dust and grime on the trucks and underbody. On diesel units there may be oil spillage near the fuel filler necks. Don't forget nicks and stains from rocks and other foul substances which, unfortunately, get thrown at trains. Regional geography should also be considered. Is the local soil sandy or dry? If so, older units will be heavily dusted. Is your road a coal hauler? Coal dust is always evident on this type of railroad. Iron ore has a reddish or rusty tint; ore hauling roads usually have a goodly amount of ore dust along the right-of-way. Rust is not usually present on locomotives as they are usually well maintained, but some older freight cars may be ignored and left to deteriorate.

Structures may have dust on them if they are in a sandy or dusty area. Don't forget to put mud splashings along the bases and foundations where spattering rain will have left it. Water towers often have stains along their sides where water has been leaking. Coal towers are covered with coal dust and oil facilities always have plenty of spillage.

Look around, take a field trip; the old adage "look to the prototype" is especially true for weathering. Most railroad tracks have oil drippings between the rails (if it is a diesel road) and the rails themselves are always rusted on the sides, but shiny on top.

You may also want to depict damage from either accidents or vandalism. A partially burned building being repaired would make a good vignette. Broken railings, windows, fences, etc are not uncommon. Often where there

has been a derailment, the ties are gashed or broken from the train's wheels rolling over them.

Weathering paint colors commercially available include:

FLOQUIL: Dust, Grimy Black, Weathered Black, Rust, Mud, Grime and Instant Weathering Spray.

POLLY S: Grimy Black, Oily Black, Mud, Rust and Dirt.

SCALECOAT: Loco Grime

In the September 1977 issue of RAILROAD MODEL CRAFTSMAN there was an article called "Dr. Weso's Weathering Goop." The article explains how the author made a weathering toner by mixing 1 part black shoe dye (not polish!) and 15 parts isopropyl alcohol. This "goop" is useful on stripwood, plaster and many other surfaces.

Again, look around for ideas. How about that smokestack on that factory? Quite often some sludge oozes down the sides of chimneys. It's easy; use your imagination, but don't overdo it. Weathering will allow you to take another step in your quest for scale realism.

New Column: Mark Kaszniak, AE

## HELPERS

A "helper" as most model railroaders know is an extra locomotive coupled to a train which assists it past some obstacle, usually a tough grade. This column will present helpful hints from our members on the "little" things that make your model railroad look more realistic. Thus, if you have any little "helpers" send them to our Associate Editor, Mark Kaszniak, 4818 W. George St., Chicago, IL 60641.

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If you have a steam road, you might appreciate the following helper: Enginehouses, roundhouses, coaling towers, etc. or anything a steam engine must pass through will likely have a grime spot above the area where the locomotive stack passes under. This feature can easily be added to your structures to make them look more realistic.

--MAK



FRONT COVER: (TOP) This picture shows the steel mill on Rich Byerly's pike and also notice the farm scene in the upper left hand corner. Beginning on page 9 Rich tells about himself and his layout, another interesting article from the folks who bring you the "Un-Magazine of Model Railroading." Oh yes, Rich took the photo himself!

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(BOTTOM) To kick off our SHORTLINE REVIEW, John Huey presents the following photograph of a GE 44-tonner, #404, which is owned by the Southwest Portland Cement Company. This locomotive is used only at the company plant in Victorville, CA. However, Fairbanks Morse H-20-44's make the runs from the plant to the mines!

## MARKERS:

IN THE NEXT ISSUE: The HOTBOX pays a visit to J.S. Ward's Alleghany Railway; an update on railroading on the DelMarVa peninsula by Mark Morgan; that long awaited insight on the Chessie System by Thomas W. Dixon Jr. plus full coverage of the 1979 TAMR National Convention.

REGIONAL NOTES: The Western Region is losing John McGreevy as publisher of the DAYLIGHT and as a result, Gary Gardner is looking for a suitable replacement. If you think you can handle the job, please write to Gary immediately so future issues of the DAYLIGHT will not be delayed. You will find his address on page 2 of this HOTBOX.

A THANK YOU: The TAMR Executive Board wishes to extend its thanks to outgoing President John McGreevy who worked hard trying to reorganize the TAMR and make it more efficient. John, we hope you enjoy your retirement, but don't expect any pension checks!

CONVENTION NOTES: Can't make the National Convention this year, but would still like to participate? You can! Just mail your pass, b&w photo or color slide to Gerry Dobey, Convention Chairman, and make sure he receives it by the first day of the Convention. You might win!

TAMR HOTBOX, "Un-Magazine of Model Railroading"  
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