

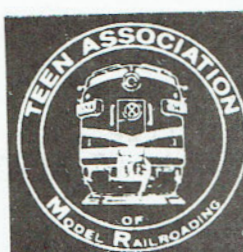
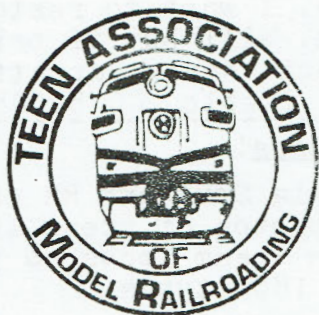
HOTBOX

"the Un-Magazine of Model Railroading"

NO. 158

NOVEMBER-DECEMBER 1979

Stocking Stuffers:



YOUR
NAME
HERE

The TAMR HOTBOX is the official publication of the TEEN ASSOCIATION OF MODEL RAILROADING and 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 and must be received by the editors of the TAMR HOTBOX by the first day of the first month of the issue in which it is to appear (i.e. for May/June issue, material must be received by May 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 as follows:

REGULAR (under 21): \$5.00 per year
ASSOCIATE (21 and up): \$4.50 per yr.
SUSTAINING: \$10.00 per year.

Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to: Gerry Dobey, TAMR Secretary, 145 E. Kenilworth Ave., Villa Park, IL 60181.

All articles are to be sent to:
Tim Vermande, HOTBOX Editor, 51528
Pond St., South Bend, IN 46637.

FOR SALE

- 1 AHM 4-6-2 (damaged) \$8.00
- 1 AHM SW1 (C&NW) \$3.50
- 3 AHM GP18's \$5.00 each
- 3 Tyco Shark Noses \$4.00 each
- 2 Tyco Power Packs \$5.75 each
- 2 17 piece bridge & trestle sets by Tyco \$1.75 each.
- 2 Union Pacific 50' hoppers \$1.25 ea.
- 2 Extended vision cabooses \$1.25 each
- 2 boxes of assorted pieces of track \$2.75 per box.

All prices include postage.

Contact: Gerry Dobey
145 E. Kenilworth Ave.
Villa Park, IL 60181

PASS LISTING: John Huey

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That's all for this issue. If you want to be listed, see your Directory for further details.

INTERCHANGE

If you have something to sell, buy or trade, use the Interchange to get results. Your ad is seen by all TAMR members. RATE: 10¢ per column line (35 spaces), your name and address printed FREE. Send all ads to: Richard Sonoski, 219 First St., Port Carbon, PA 17965. Rich will also accept ads for your pike too. RATE: 20¢ per column line, name and address printed free. If you want your herald or other artwork reproduced, the rate is 50¢ per square column inch. Send those ads today and make your HOTBOX better tomorrow.

WANTED - Any books, articles, pictures, posters slides or prints having to do with the Great Northern Railway. Will buy. For information write to: Lowell Ferguson, R.D. #3, Box 527, Hamburg, PA 19526.

WANTED: old Lionel Trains before 1969. Engines, Operating cars, cars, track, switchs, accessories, old catalogs, etc. ORIGINAL ONLY, no reproductions please. Bryan Fisk, Box 35A, R.D. #1, Wyalusing, PA 18853.

FOR SALE: Railroad Novelty Buttons

Here are your three choices: (Caution Model Railroader in Training), (Steam Locomotives Have A Tender Behind) and (Model Railroaders Are Right On Track) Each sells for 50¢ or all three for \$1.40 plus 28¢ postage for 1-3 button(s).

Send order to: Jeff's R.R. Badge Co.
1747 Selby Ave.
St. Paul, MN 55104

WANTED: Any locomotives that have minor damage. I want to restore and display them. Will buy if price is right. Contact: Kevin Garrett, 4050 North Drive, Pueblo, CO 81008

Free Calendars!

- 1 - California Southern RR calendar 12 B&W photos of steam locos
- 1 - American Steam Locos--6 photos (color) 1880 types

Contact: Lone Eagle Payne, 1028 Whaley Rd, R#4, New Carlisle, OH 45344.

Fifth Annual

HOTBOX Editors' Christmas Gifts

Once again it is that time of year where the HOTBOX Editors play Santa and level their bag of toys at unsuspecting members and officials of the TAMR presenting some gifts not too badly needed.

To Jeff Wilke, TAMR President: The bankrupt Chicago, Milwaukee, St. Paul & Pacific Railroad so you can run it like it should be run.

To Gerry Dobey, TAMR Secretary: A model of the C&NW's "400" in 1:1 scale for your backyard.

To Ray Hakim, TAMR Treasurer: Since you're tired of getting oceans, we thought we'd give you something unique--the state of New Jersey as no one wants it anyway!

To Gary Gardner, WR President: Another picture of the Rio Grande Zephyr to add to your collection which most probably totals 4000 about now.

To Ted Bedell, NR President: Some MP15-DC's to give you some variety from the MP15-AC's that you always see on the Long Island RR.

To Tom Gasior, P.O.M.: 30,000 tons of taconite pellets in HO scale for your ore-hauling model railroad.

To John Van, CR member: A pair of arm pads for the next time you go poking around in a pile of junk in Bluford, IL.

To Jeff Kern, SI Division President: A wild night at the Pizza Hut in Mt. Vernon.

To Roland Lewis, SI Division VP: A scale model of the large ICG shops and roundhouse in Bluford.

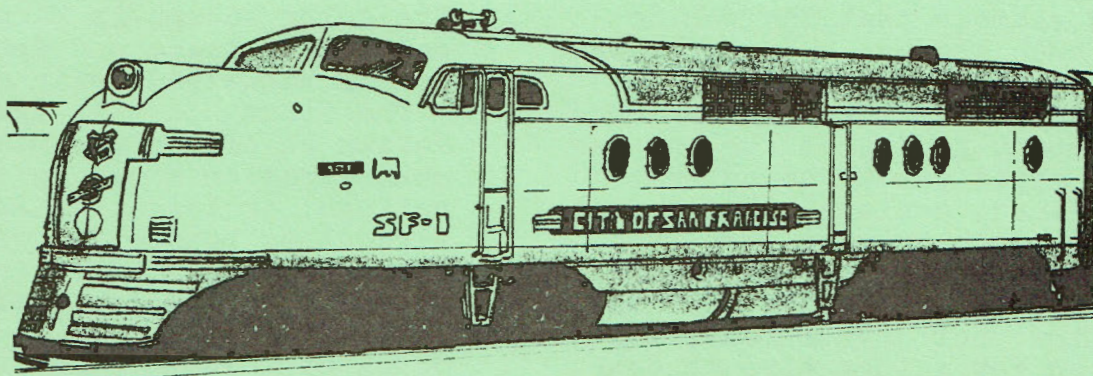
To Doug Johnson, former TAMR Secretary: Some extra time so that you will be able to finally get some work done on your layout.

To John Huey, CB member: A tent so that you can permanently watch trains at Tehachapi.

To Greg Dahl, HOTBOX author: Some bums and hobos for that slum that you are constructing on your model railroad.

To Mark Soloman, former TAMR President: A chess set with railroad oriented pieces and a chess clock set at the ratio of six to one.

To the rest of the members of the TAMR: Our best wishes for a Happy Holiday season and the hope that you will remain with us in the upcoming decade.



UNION PACIFIC/CHICAGO & NORTHWESTERN END E2

Drawing: Mark Morgan

A DAY FROM THE PAST....

GONE are the days when rail was king and the engineer was the hero to so many. Gone are the days when railroads had such intense rivalries that they did almost anything to make a passenger's trip as safe, fast and as comfortable as possible. Especially true of the railroads that had track and trains running from Chicago to the Twin Cities; the Chicago & Northwestern, The Chicago, Burlington & Quincy and the Milwaukee Road. Let's travel back forty years to when you could hear the whistle of a massive Milwaukee Road 4-8-4 thundering through the Midwest pulling the morning Hiawatha....

In 1935, only one thing prevented the steam locomotives from holding their dominance in railroading--the diesel. Specifically, number 9900, a 96 foot, 97½ ton monster poetically named the Zephyr was what annoyed the steam advocates. Ordinarily, they would have thought of Burlington's streamliner as a newfangled doodlebug, but there was no denying the public response to the breathtaking dawn to dusk run from Denver, CO to Chicago, IL. or the airplane like ride of the silver shovel-nose. The battle lines were drawn when the Burlington ordered twin Zephyrs for the Chicago-Twin Cities run.

The immediate reply was the Northwestern's 400, modernized heavy steam locomotives with refurbished standard cars. The 400 was so named because it made the roughly four hundred mile run in about four hundred minutes.

On the other hand, the Milwaukee Road took a scientific approach and decided to duplicate the Zephyr's speed and glamour that the public liked so much and use a steam powered train to do it.

The engines that the American Locomotive Company delivered for the new Hiawatha, as it was to be called, were oil-fired, A-class 4-4-2's with eighty-four inch drivers. For the first time in American railroading, steam at 100 mile-per-hour plus became routine, not just a feat, and remained so for a long time to come.

For the cars, which had to be special, the Milwaukee Road hired Karl Nystrom and placed him as the head of car construction. Nystrom

felt that the Milwaukee shops were not sufficiently organized or equipped to undertake the project of turning out all welded steel passenger cars for the Hiawatha so he quickly had new shops built which would put Milwaukee at the head of the car building industry. He also demonstrated to a skeptical industry that welded cars were the cars of the future. Also, the new cars were built at a cost substantially lower than that of the standard builders which is part of the reason why the Hiawatha gained a net profit in its first year of existence of \$700,000.

Nystrom's value to the Milwaukee Road grew from year to year since he held over one hundred personal patents ranging from major designs to a grain-tight boxcar door, but the Hiawatha remains his major achievement. Who could forget the train's luxurious coaches? Or the diners where the Milwaukee's chefs prepared anything from a simple sandwich to a mouth-watering T-bone steak? The first dome cars, the parlor cars, the skytop lounge, the Touralux sleeping cars, the tip top tap or the beavertails? Ah yes, the Hiawatha had it all.

Now step aboard for a ride on the famous Afternoon Hiawatha from Chicago to Minneapolis:

It's a little before one o'clock as we stand here at Union Station. A streamlined train is waiting, sleek and trim, from the winged emblem on the locomotive front to the final curve of the beaver tail. The color scheme is Maroon and Gold, reflecting grace and speed. This is THE Hiawatha, train #101.

The first Hiawatha was a great Mohawk chief who was head of the confederation known as the five nations, or league of Iroquois. Miraculous powers and deeds were ascribed to him in legend.

Here, in symbolism, stands another Hiawatha to which are ascribed deeds of endurance and swift flight. This Hiawatha effects time and distance bringing close two centers of population, Chicago and the Twin Cities. (cont'd next page)

CONNELLSVILLE YARD

We board and take a seat in the first coach. In seconds we are rolling. The engine emerges from beneath the Daily News building and the fireman relays a clear signal. The engineer widens the throttle a little more. Now we are rounding the sharp curve at Canal Street, always the speed is increasing. Soon the tightly packed city drops behind and the suburbs begin to thin out. Now, we are traveling fast on a clear railroad. The throttle is wide open and the whistle is almost always sending out warnings of our approach. For fifty miles, we travel at one hundred miles per hour, except for a slowdown to ninety at Rondout.

Approaching the Milwaukee yard limit, the train is slowed down and held ready for a further reduction, should the occasion arise. However, everything is clear and at 2:10 we pull into the Milwaukee station.

Again we get the highball and begin to move. We ease through the yards and on through Wauwatosa at forty-five. A slow order between Pewaukee and Hartland keeps us at sixty, but soon after we're back flying again. Ninety, ninety-five, one hundred miles per hour as we whip through Oconomowoc in a cloud of dust. We slow to twenty to pass a crossing in Watertown, but then it's back up to seventy as we hit the curves at Reeseville and East Rio. We come to a stop in Portage at 3:33 and we're on our way again at 3:34. Another stop is made at New Lisbon at 4:07 to exchange passengers with the North Woods Hiawatha and at 4:11 we are highballing once again. We slow to forty-five going through the tunnel at Tunnel City, then again ninety as we zoom by Camp McCoy. At 5:00, we stop in LaCrosse and are out by 5:05. Now we follow the west shore of the Mississippi River, cruising speed is seventy as we pass the most beautiful scenery any man could ask for. At 7:14, we arrive in St. Paul and at 7:42 we pull into Minneapolis, a minute ahead of schedule.

Such is what it was like to ride one of the greatest trains of all. Times like that will probably never come again, but maybe someday.....

IT DOESN'T SOUND SPECTACULAR AND IT ISN'T--COMPARED WITH THE BIGGIES LIKE CONWAY AND ENOLA--BUT TAKE THE MOTIVE POWER THAT WAS SEEN HERE IN THE LAST THREE YEARS AND YOU HAVE SOMETHING. FOR OVER A THREE YEAR SPAN, THIS YARD HAS SEEN B&O, C&O, WM, UP, D&H, C&NW AND SP POWER.

About three years ago, the N&W put in a new connection with the B&O. Previously, all N&W transfers went via the Western Maryland; however, now the WM is being abandoned. Yet with the new B&O connection, N&W freights were taking too long to get through B&O's Connelville yard, so the N&W retaliated and sent all their Alcos out there. For two years, it wasn't uncommon to see several RS11's or a C420 or two. In 1977, the new N&W C-C power started showing up.

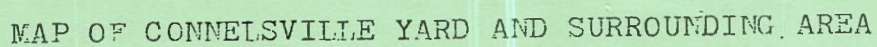
Now N&W traffic consists mostly of grain trains while until 1978, the B&O was running 50% coal through the yard. However, then the B&O started picking up Conrail traffic and now it isn't unusual to see several Trailer Jets (piggyback) in one day.

N&W trains are run when needed, so they can show up just about anytime, but the B&O averages about a train an hour. The Pittsburgh & Lake Erie runs one train each way each day with the morning train getting into Connelville anytime, but the evening train usually departs before five.

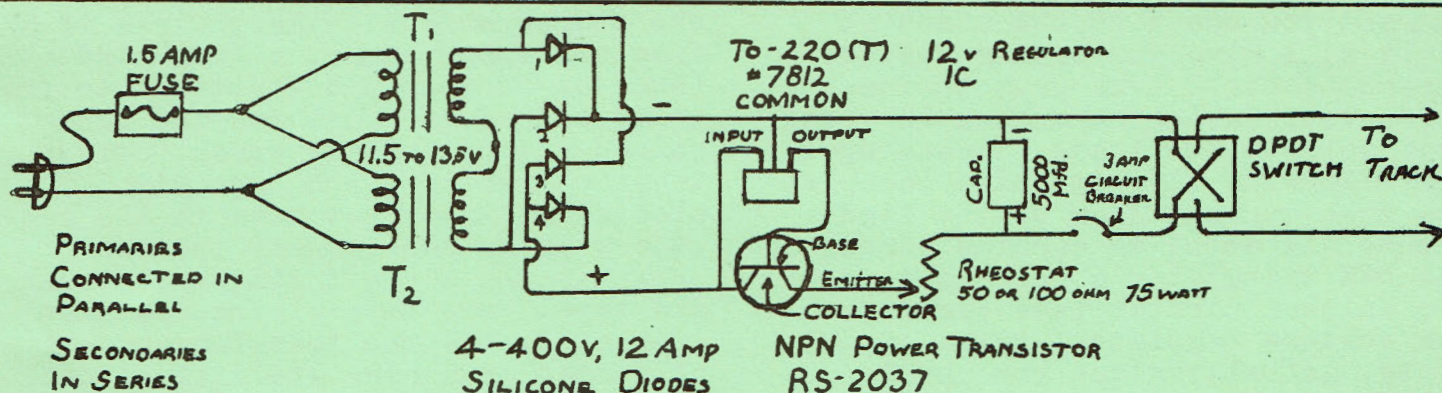
The B&O has a footbridge that extends out to the turntable and the hump yard goes right underneath it. Two TR3's and an NW2 have held down the job of humping the cars for a couple of years now while the other end of the yard is usually switched by a GP7 or GP9.

Recently completed was the branch to New Station. The line formerly ran from Connelville to Mt. Pleasant, but an additional two or three miles were added so the railroad could serve the Volkswagen plant that just recently opened. Presently there are about 70 trilevel auto racks assigned to the plant, each capable of holding 18 VW "Rabbits."

During the last year D&H and UP pool power started showing up in Connelville. The way things are looking now Connelville just might yet shape up into something spectacular! (map on next page)



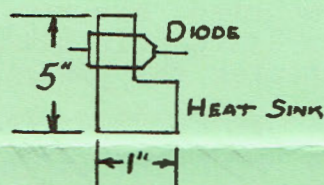
A Throttle You Can Build



T₁, T₂: 6 VOLT, 6 AMP
FILAMENT TRANSFORMERS

Figure 1: Wiring Diagram for Throttle

DIODES MOUNTED ON 5"x10" ALUMINUM
HEAT SINK WITH 1" LIP ON BOTTOM



SIDE VIEW

MOUNT NPN TRANSISTOR ON
7" SQUARE OR LARGER HEAT SINK.

MOUNT VOLTAGE REGULATOR
ON 4" SQUARE ALUMINUM:

KEEP ELECTRICALLY ISOLATED
FROM NPN TRANSISTOR.

Drawing by Jim Kobrinetz

The throttle I'm about to describe is the one I use for operating my D&L RR. However, before I begin, I thought you might like to know what lead me to the development of this particular design.

When I first began in N scale, I had no idea how sensitive the locomotive motors were to AC ripple. Nor did I know that heat would also be a problem. All I had were some power packs left over from my H0 scale days and I was using these to power my trains. Yet my H0 packs didn't have the power to run three or four N scale power units on a train with very good control and they tended to overheat from the load. Thus I was stuck either with very short trains or very short operating sessions, neither of which was satisfactory to me.

As I began building my layout, I had no one to ask questions of and thus I would call, at random, various electronic repairmen and ask them a

specific question--sometimes the same question of several repairmen to double check the accuracy of the answer. Here's what I found out: AC ripple in DC tickles the motor armature which results in a pretty good slow start and for very slow speeds, BUT the AC ripple also heats up the motors, increases the brush wear and excessive amounts tend to demagnetize the motor magnets.

My next step, after finding out that AC ripple was a problem and since its only function is to start motors at low speeds and keep them moving, was to find another method of slow speed operation, but not much has developed. I experimented with capacitors using a 30,000 ohm-per-volt meter, which is capable of measuring AC ripple in DC, and found while a 1000 mfd. capacitor did a right good job, a 5000 mfd. capacitor also reduced TV interference.

OK, now I had to have a variable voltage control that would take the amperage (current draw) of (cont'd)

Throttle (cont'd)

three or four powered diesels. I finally settled on a 100 ohm, 75 watt Ohmite rheostat; however, I suggest you use a 50 ohm rheostat as it will give you better voltage (speed) control over your trains.

To avoid having more than 12 volts available to the track, I developed the following circuit quite cheaply: the full current draw of the load (up to six amps) is carried across the NPN transistor's collector to the emitter circuit (see Fig. 1). The voltage regulator, rated at 12 volts, actually gives you about 11.5 volts DC and this output is applied to the base of the transistor allowing it (the transistor) to only conduct 11.5 volts across the collector-emitter circuit. The reason why it is essential to limit the output of the throttle to 12 volts as this is what the motors in our locomotives are rated. If you go beyond 12 volts, you will notice that brush arching increases, brush wear is much greater and heat begins to build up. A prolonged use of higher voltages will demagnetise the motor magnets. I found all this out the hard way and at 12 dollars a motor, this is a pretty expensive lesson to learn.

The 5000 mfd. capacitor was placed across the output of the rheostat. This capacitor not only prevents AC ripple, but also gives you a form of "tickle" through its discharge when you start your trains. REMEMBER: The direction control switch comes after the 5000 mfd. capacitor

Now, on to the actual wiring of the throttle itself: Position the two transformers side by side so that the primary wires face one way and the secondary the other (see Fig. 1). Next tape up the center tap wires as they will not be used. Mount the transformers securely with bolts and nuts, preferably in a separate metal cabinet.

WARNING

The wiring of this throttle involves 115-volt AC connections which must be done properly to avoid the possibility of a dangerous, potentially fatal, electrical shock.

Next take the two primary wires from each transformer and pair them as shown in the diagram. Connect one of the paired set of primary wires to a fuse and then connect a line cord (such as from an old throttle) to the other end of the fuse and the other paired set of primary wires. Solder these connections and tape with electrical tape. Now move to the secondary wires and connect them as shown in the circuit diagram, solder and tape. Once this wiring has been completed, the two transformers are connected in series and will produce approximately 6 amps at 13.5 volts (voltage may vary between 13.5 and 11.5 depending on the construction of the transformers).

Mount the four diodes, with bolt or mounting end, to one side of the aluminium heat sink. You will have to bore mounting holes in the heat sink to accomodate the diodes (see Fig.1). The diodes, once mounted, can now be connected as shown in the circuit diagram. This completes the power supply part of the throttle.

The remainder of the throttle can be easily wired by referring to the circuit diagram (fig. 1). I suggest that you use color coded wire so that you won't get your polarities mixed up and be sure to solder all connections for stability. In particular, pay attention to the polarity of the 5000 mfd. capacitor as it must be connected properly. For if not, a bad explosion with possible fire could result. In this case, the oil coming out will be very hot and can cause very bad skin burns. Should you improperly connect the capacitor and get oil on you, wash IMMEDIATELY with cool water and pack with ice. This will reduce soreness and blistering.

I haven't touched upon fuses and circuit breakers, but they are a very important part of your throttle as they provide you with protection against short circuits. The transformers must have a fuse and since the throttle draws an amp of house current for a three amp throttle current, a 1.5 amp fuse should be sufficient. On the secondary, I use a 3 amp resetable circuit breaker. This is very important in case of shorts as the breaker will trip before damage is done to the transformers »

Throttle (cont'd)

or other electrical components.

In wiring your layout, wire no smaller than #20 should be used because if the wire is smaller, there will be too much resistance and voltage loss on long spans. As for placement of the power supply, since mine is not mounted in a case, I chose to hang it vertically from one side of the layout inwards away from normal traffic. I did not cover the components as I wanted good air circulation for air cooling the diodes. If you decide to mount the throttle in a cabinet, be sure to drill some ventilation holes for this purpose.

The transformers do warm up, but mine never seem too hot to lay a hand on even after a four or five hour operating session with six to eight powered units on the go. With this throttle, you should be able to run your trains for an hour, non-stop, and then be able to place the motor mount portion of your locomotive on your upper lip without burning yourself. If it is too hot, you have too much load, a bind in the mechanism or something wrong with the motor itself.

PARTS LIST FOR THROTTLE

- 1 - 50-ohm, 75-watt Ohmite rheostat
- 2 - 6-volt, 6-amp filament transformers.
- 1 - 5000 mfd, 50 wvdc Electrolytic Capacitor.
- 4 - 400 volt, 12 amp silicon rectifier diodes.
- 1 - NPN power transistor (RS-2039 or equivalent).
- 1 - 12-volt regular IC TO-220(T) #7812 (or equivalent).
- 1 - .016 thick piece of aluminium, 2 foot square.
- 1 - $\frac{1}{4}$ " piece of plywood (12x18") for mounting components.

#16 wire for connections, solder, terminal strips, power line cord, bolts and nuts for mounting and electrical tape.

EVERY MEMBER WE GET IS AN ADDED CAR TO OUR TRAIN. Help promote the TAMR in your area, write: Mark Kaszniak, TAMR Auditor, 4818 W. George Street, Chicago, IL 60641 for details.

TAMR Happenings: Mark Kaszniak

New Services

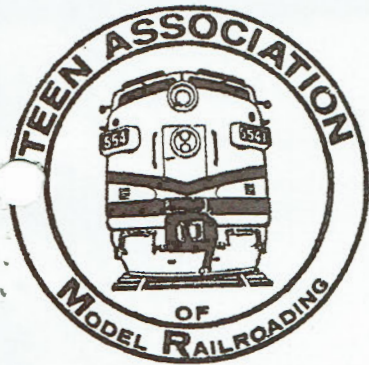
Critics of the TAMR point out that our association does not help its members enough. In fact, this is the most common reason members give when they decide not to renew their memberships. Up till now, there was no place in the TAMR to turn if you needed help with a modeling or prototype problem. Your Executive Board has studied this matter very carefully and as a result, we are announcing the establishment of a Member Services Committee (MSC). Dee Gilbert has been appointed chairman of this committee and in order to get the train under way, we have included with your HOTBOX a questionnaire. If you are interested in receiving or giving help in some model or prototype field, please fill it out and return it to Dee.

This new service will work very simply, Dee will try to match up those who need help in a particular area with those who are offering it. Now although you might have a modeling and/or prototype problem that you can't solve, it is more than likely that someone in the TAMR can help you.

As the TAMR was founded to help teenage modelers and railfans in our hobbies, your Executive Board feels that the Member Services Committee will go a long way in helping to achieve this objective. However, the service will only be as good as the members of this association want to make it. It is your responsibility to make it work by either getting or giving help.

Other "new services" that are in the works and hopefully will be made available some time next year are a column in the HOTBOX on the most frequently asked questions of the MSC and the establishment of a HOTBOX article reprint service.

Finally, to assure that these new services don't get "lost" (as in the past) in the workings of the association and the HOTBOX, we plan to promote them regularly in these pages as well as placing full details on their operation in subsequent issues of our annual Directory. This way, all TAMR members will be able to find the information when they need it.



Questionnaire:

Member Services Committee

Chairman: Dee Gilbert
Lot #133. Green Acres Mobile Home Park
Harrison, AR 72601

Do you have a problem with some facet of your modeling and don't know where to turn for help? Are you having trouble finding information on a particular prototype railroad? Do you consider yourself a fairly proficient modeler or railfan who wants to share information with others? If you answered: "Yes" to any of these questions, then perhaps you should investigate the TAMR's Member Services Committee (MSC).

All you have to do to get involved in this committee--so you can receive or give help (or maybe both)--is fill out this questionnaire. The questionnaire is divided into three sections. The first deals with basic information. The second section is to be filled out by those members interested in receiving help from the committee and the third, and final, section is to be filled out by those wanting to help the committee with its work. You can complete all three sections if you so desire.

When you have completed the questionnaire, simply mail it to our chairman, his name and address is listed above. The MSC may not be able to answer every question it receives, but it will try. Help may just be a letter away. Don't delay, send this questionnaire in today.

Section 1: General Information

PLEASE PRINT CLEARLY

Name _____ Scale _____

Address _____

City or town _____ State _____ Zip Code _____

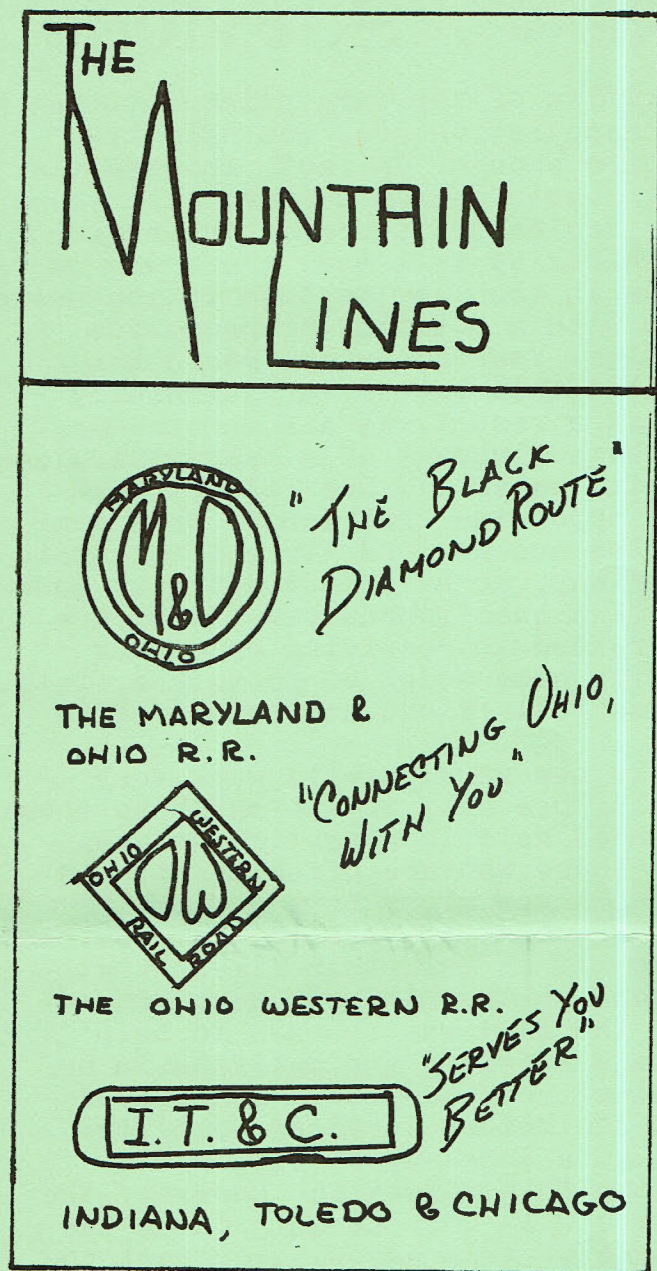
Section 2: Receiving Help

In what area(s) of modeling or the prototype are you having problems and would like assistance (please be specific)?

Section 3: Giving Help

In what area(s) of modeling or the prototype do you feel the most proficient and would like to lend your assistance to other members who may need it (please be specific)?

(You may use back side of sheet if you require additional space)



The Maryland & Ohio RR was begun in Fredrick, Maryland on June 7, 1856 as the Fredrick Western RR. This small line prospered and by 1860 had reached Princeton, VA (now WV), but then the Civil War intervened. The small line was destroyed as the fighting progressed up and down its mainline. Needless to say, the war sent the railroad into bankruptcy and it was not until 1870 that the railroad was reorganized. In 1871, the railroad was renamed the Maryland & Ohio.

Instead of building further southwest (as was the original plan before the Civil War), trackage was laid towards the Ohio Valley. Progress was swift and by 1874, the rails had

reached Caldwell, OH. By 1878, the M&O's western terminus--Dayton, OH--had been reached. Quite a few years later, the Madison branch was finally completed (see map, next page).

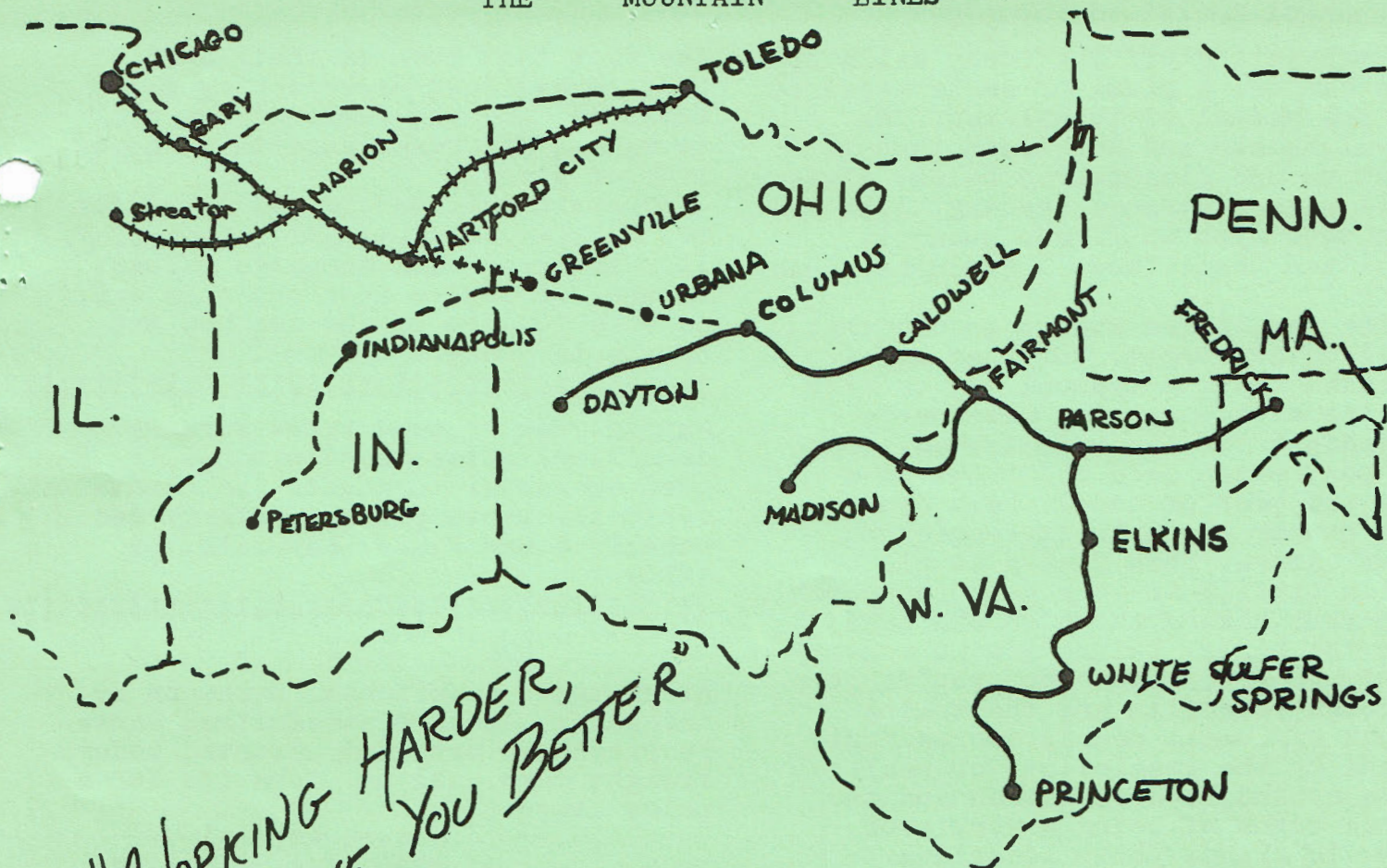
From 1893 to 1920, the railroad was moderately successful, but in 1922, the nation's enormous appetite for coal became apparent. During this period, 1922 to 1958, the Maryland & Ohio earned its slogan: "The Black Diamond Route." However, by 1959, the railroad's initial success had worn off and by the time the 1960's rolled around, the railroad began to further sink toward bankruptcy. The officials soon realized why the railroad was in such bad shape--no connections to any major railroad market (Pittsburgh, Chicago, etc.). There seemed to be only one solution, merge!

In late 1972, the Maryland & Ohio merged with the Indiana, Toledo & Chicago RR. Trackage rights were then obtained over the New York Central and thus the railroad gained entry into Chicago. In 1977, the Ohio Western RR was experiencing financial difficulties and it merged into the system as well. The three railroads then had to decide on a common name. After an employee vote was held, it was decided to name them the Mountain Lines. Hopefully, the future will be kind to this historic road.

The Mountain Lines, "LINKING FIVE GREAT STATES, WITH THE NATION"

Martin is a member of the Mid-Eastern Shortline System (MESS). Any TAMR member whose model railroad theoretically runs within a part of the Central Region may join. Consult your Directory for additional information.

A system map of the Mountain Lines appears on the next page.



Drawings by Martin McGuirk

Railfanning: John Huey

Part II

Tehachapi Revisited

On a cold, frosty morning, the pre-dawn gloom was disrupted by the distant flash of an approaching Mars light; the silence obliterated by roaring diesel and screaming traction motors. The gathering sunlight cast a familiar glow to the entire scene: the actors approach, the camera men are ready--Tehachapi awaits.

Southern Pacific Extra 9056 East trundles by with ninety cars in tow. The head unit, an SD45, is leading three of its sisters and a U33C. Still the day was young and the promise of steam lurked in the wind.

My dad assures me that as a youth, I did see some steam locomotives, but I have no recollection of the fire breathing behemoths that tied this country into a nation. Today an emissary from a Northernland was due for a visit. This promise held

for me visions of mainline steam in its heyday (almost). Nature was not at her best due to a dark overcast and drizzle, but still many of the best efforts of EMD and GE (the rarest of which was a Santa Fe U30cG) shot by while I anxiously waited.

Furthermore, the morning was not without its share of mechanical problems; an Espee downhill extra narrowly missing going on the ground when she pulled a drawbar completely out of a draft gear on an empty flat car. Again the Hudson was delayed while the disabled equipment was moved on to a siding for just that purpose. When all was righted, the freight train continued on its way down hill. Where was the Hudson?

Then from the other side of the mountain came an eerie sound, a strange staccato, a shrill whistle (cont'd)

MAP KEY:

++++ FORMER IT&C

---- FORMER OW

— FORMER M&O

+++++ TRAILAGE RIGHTS

Tehachapi Revisited (cont'd)

reverberating off the rocky walls of the canyon. A plume of smoke appeared at the portal of tunnel ten. The Royal Hudson and her train thrust past us and disappeared below. I was left with a strange feeling, like the poor slob on TV who suddenly realizes that: "Wow, I could have had a V8."

The day of the Hudson is one that I'll never forget, but that was a special trip. A typical day usually begins with a rousing California breakfast (to the uninitiated, this is most often cold chili out of a can and beer or soda). Next comes the number one priority--checking your camera. Then pack a couple of rolls of film in your grip (or pouch), get your hiking shoes on and head for the hills. Things are so convenient up here, about noon you've gone through your film and the trains slack off until nearly two pm. This opens up the possibility of real, live cooked food for lunch and the extra bonus of being a very good time to change photo locations.

The mountainous region also offers the photographer/railfan many different types of scenery to choose from, either gentle tree covered slopes or craggy cliffsides. The area lends itself well to both color and black & white film, but color seems to bring out more background material and detail. Temperatures are very mild as well; on my last trip, Los Angeles was boiling in 102 degree temperature, but out at the loop, temperatures were in the low eighties with a mild breeze. Now taking into consideration that Santa Fe has just signed a pool agreement with the Chessie System and is working on one with Conrail, the increased traffic along with the gentle weather make Tehachapi a summer railfan paradise.

Both the SP and Santa Fe are currently having motive power shortages due to increased traffic and thus trains frequently exceed 4500 feet in length. One Sp train had to actually double the hill after it stalled at Cliff and the Santa Fe has been using Chessie GP40's like they don't have any of their own! In a single consist, out of eight locomotives, six were Cheesie Geep's. Santa Fe seems to be hurting due to

the fact that much of their SD26 program has been experiencing major failures and the railroad has had to make a few reassignments to cover problem areas.

Mountain railroading, at least for me, is always varied and interesting. It's truly man and machines verses nature. If you're ever out this way, be sure to drop by and see how the battle is going.

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Wanted: New or used (good working condition) Atlas Snap-Switches. I need 40 manual turnouts (no remote control). Quote price. Contact: Ted Bedell, 6 Oak Place, Bayville, NY 11709.

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FOR SALE

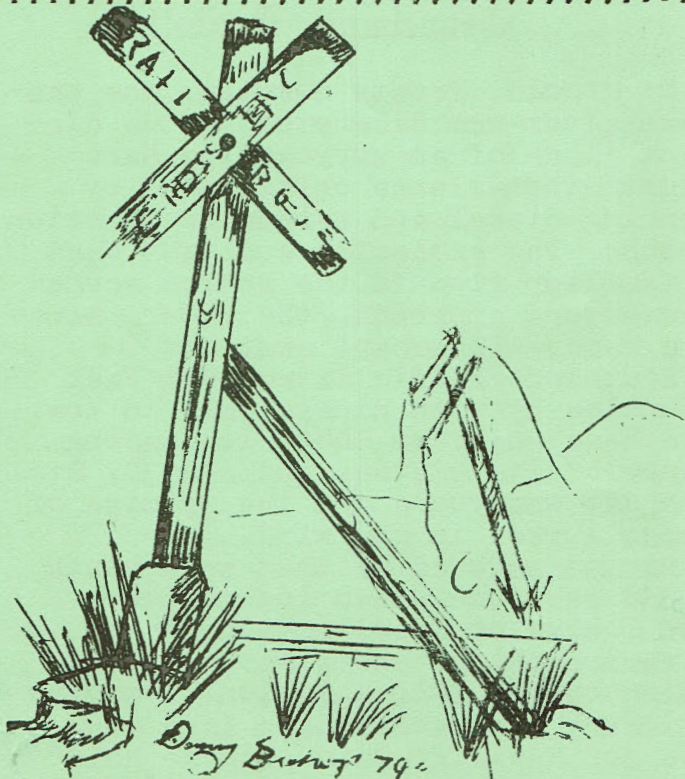
Atlas track & switches, Bachmann F9 mechanism, Athearn streamlined Santa Fe passenger cars and assorted modern freight cars. All HO. Send 15¢ for a price list.

Claude Morelli
2236 Dietz Place NW
Albuquerque, NM 87107

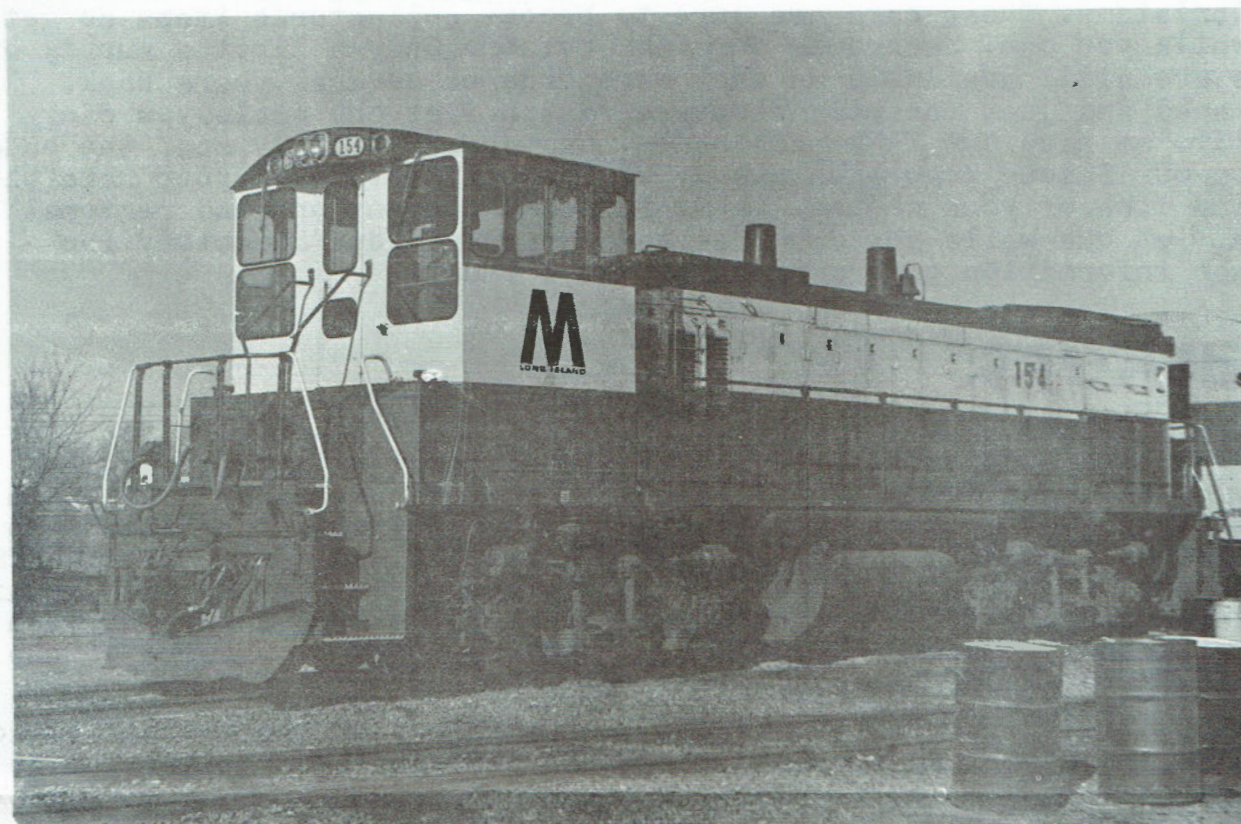
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WANTED: GE U50 by Con-Cor in N scale. State condition, road name and price. Contact: Dee Gilbert, Lot #133, Green Acres Mobile Home Park, Harrison, AR 72601.

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NR Convention



Long Island Railroad #154, an MP15AC, represents the latest-model switcher put out by EMD. The MP15 was introduced in 1974 and a DC model is also produced. This particular unit was built in March of 1977 and is pictured here at Ronkonkoma, NY. Photo by Ted Bedell.

The Northeastern Region Convention was held on Long Island on August 10-12. A total of nine people attended from as far away as Wilmington, DE. I thought TAMR members might be interested to learn what took place:

Everyone was assembled by Friday the tenth, so we began the convention by taking an all-day train ride to Greenport, NY and back on the LIRR. Our train consisted of an MP15AC and one coach. After the trip, we went to Ted Tait's house in Syosset, NY for supper and a couple of screenings of the movie: Model Railroad Un-limited. Our day finally ended with a three hour visit to the West Island Model Railroad Club to operate their 35x45 foot HO pike and a late evening bull session.

On Saturday, we began with layout tours of fellow TAMR member's pikes. Included were Ted Tait's HO RR, Bruce

Wolfeld's N scale RR plus Rich Byerly's HO pike (featured in the May/June 1979 HOTBOX). Rich's parents also provided us with a delicious banquet-style lunch.

Next it was off to my house for a slide show. Unfortunately, the bulb exploded after only two hours. Yet not to fear, I brought out my trusty game of RAIL BARON which we played for five hours!

Plans were made to visit LIRR's Holban yard on Sunday, but inclement weather dampened everyone's enthusiasm. However, four of us took the train/subway to Harrison and then Newark, NJ to catch some electric railroading on the Northeast Corridor.

While we had hoped that more people would have attended, the general consensus of those who did thought it was great. So much so that we plan to hold more in the future.

FRONT COVER: Here are some ideal stocking stuffers that any TAMR member would like to find in his/her stocking on Christams morning. First, our TAMR boxcar. Here is a chance for you to add a unique car to your layout and promote your favorite association at the same time. The boxcar is a stanadard HO Athearn 40 foot car painted boxcar red with white lettering. If you order now, you just might get it in time for Christams. These cars are sure to become collector's items so get one while you can. Second is our TAMR button. Only a limited supply of these are still available as they were ordered several years back, misplaced and just recently recovered again. Get one while you can. Finally, we have our TAMR name badge. As you can plainly see, the badge sports our famous logo with plenty of room left over for your name plus a third line of your choice. Great for TAMR conventions and regional meets. Get one while you can. See page three of your Directory for further information on ordering all these items.

Markers:

IN THE NEXT ISSUE: We'll take a look at passenger railroading at its Eastern best when Jon Kimnach gives us a tour of New Haven Station in Connecticut. Dee Gilbert returns with another article, only this time he'll be dealing with a problem that plagues all modelers--DERAILMENTS. Jim French will give us a tour of his Illinois & Eastern RR and explain why he developed it for prototypical operation! All of this plus much more will be in the consist of the January/February 1980 issue of the Un-Magazine of Model Railroading.

A LITTLE BIGGER....A LITTLE BETTER: In the spirit of the holiday season, the TAMR Treasurer has loosened the purse strings (and you thought he was Scrooge) so that we could put a couple of extra pages in this issue of the HOTBOX. We hope you will enjoy the extra reading material.

HOLIDAY MESSAGE: The officers of the TAMR and the members of the HOTBOX Staff want to wish all members of the Teen Association of Model Railroading best wishes for a Happy Holiday Season.

TAMR HOTBOX, "the Un-Magazine of Model Railroading"
145 E. Kenilworth Ave.
Villa Park, IL 60181



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