



HOTBOX

"the Un-Magazine of Model Railroading"
No 215
September 1985



GREER DEPOT ON THE ALLEGANY



HOTBOX

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

Annual dues are as follows:

REGULAR (under 21) \$10.00
ASSOCIATE (21 and up) \$12.00
OVERSEAS (outside N. Amer.) \$15.00
SUSTAINING (Regular & Associate) \$15.00

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

TAMR SECRETARY: Dee Gilbert
Box 1098
LaGrange Park, IL
60525-9198

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor

PUBLICATIONS: Mark Kaszniak
EDITOR 4818 W. George Street
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be received 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

Front Cover

Like a picture postcard from the early 1900's, Greer depot sits on Mark Miter's Alchesay & White Mountain Rk. Judging by the activity at the depot, a narrow gauge train is obviously due shortly which will whisk these passengers through the majestic scenery of Arizona's White Mountains. Photo by the author.



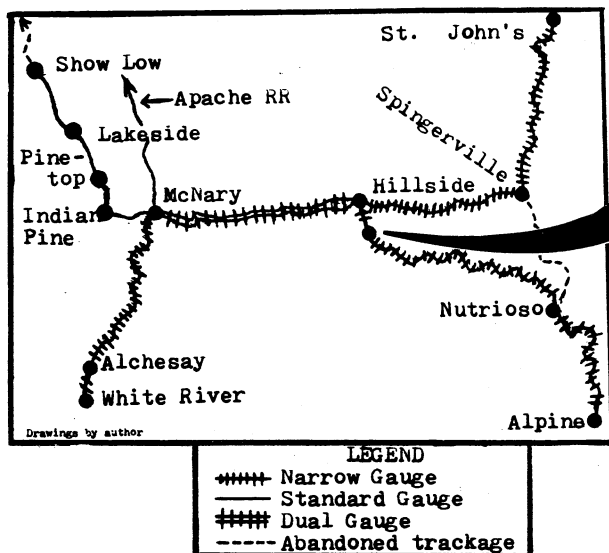
NOW IT'S MODELING TIME

The summer is over. The steam excursions have all gone by. The Kodachrome has been exhausted. Vacation is through--the convention in Milwaukee was super. School bells are beginning to ring. Obviously the time has come to sit down with a nice cold ... (Sorry, wrong commercial!) Obviously, the time has come to trudge down to the basement (or attic, or spare room, etc.), dust off the layout and get down to some serious modeling.

Believe it or not, this is the perfect time to start in again. Gather up the "Big Mo" (as the presidential candidates call it) before the grind of regular schoolwork sets in. You know what I mean, the first couple of weeks of school are kinda laid back and relaxed before they start putting on the pressure for homework and exams (college is an exception here). Budget your time wisely in this period so you can get a start on all those new modeling ideas that you gathered over the summer watching the prototype. Those who attended the convention have even a greater chore in sorting out all those great ideas. Plunge right in. Then ease off later when the schoolwork becomes more demanding. Come the winter holiday season, the projects you started in the fall will provide an attraction for keeping up the interest. Even when you can't keep active modeling, be sure to keep up the spirit by reading the modeling magazines (including this humble tome).

One of the hardest things for young modelers to do is keep their interest up in the hobby. We try to help here with the HOTBOX by printing articles of what other teens are doing to spur you on. Don't despair! Even the late John Allen, one of our greatest modelers, had periods where he lost interest for a time. That interest rekindled after awhile. Here's hoping the same for you.

TAMR HOTBOX



ALCHESAY'S

Greer Depot

By Mark Miter

Greer is a small farming and tourist community nestled at the end of a canyon in Arizona's White Mountains. This town of about fifty residents (the official off-season population) is known for the three reservoirs to the east that are popular fishing spots. The Greer lakes, as they are collectively called, are an excellent spot to spend a lazy summer afternoon listening to the wind in the pines while waiting for a rainbow trout to bite.

Greer was first established as an agricultural town by Mormon settlers plus other ranchers and farmers during the 1870's. When the Alchesay & White Mountain narrow gauge began building the Alpine branch in the early 1900's, Greer became an important watering stop for locomotives before the ascent of the grade to Alpine, by and far the most grueling section of track on the whole line. Greer was also one of the many cattle loading spots along the Alchesay. A small wood station was built there about 1906, but was destroyed by an accidental fire in 1921 which burned out some local businesses.

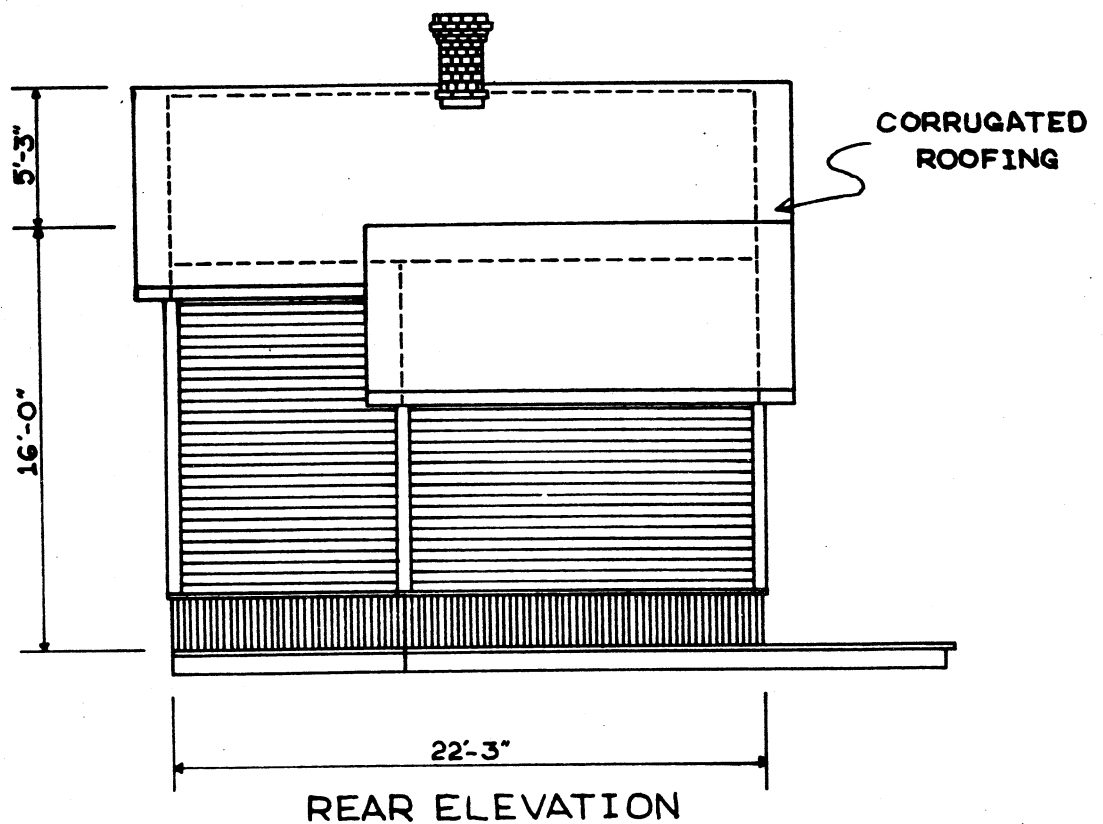
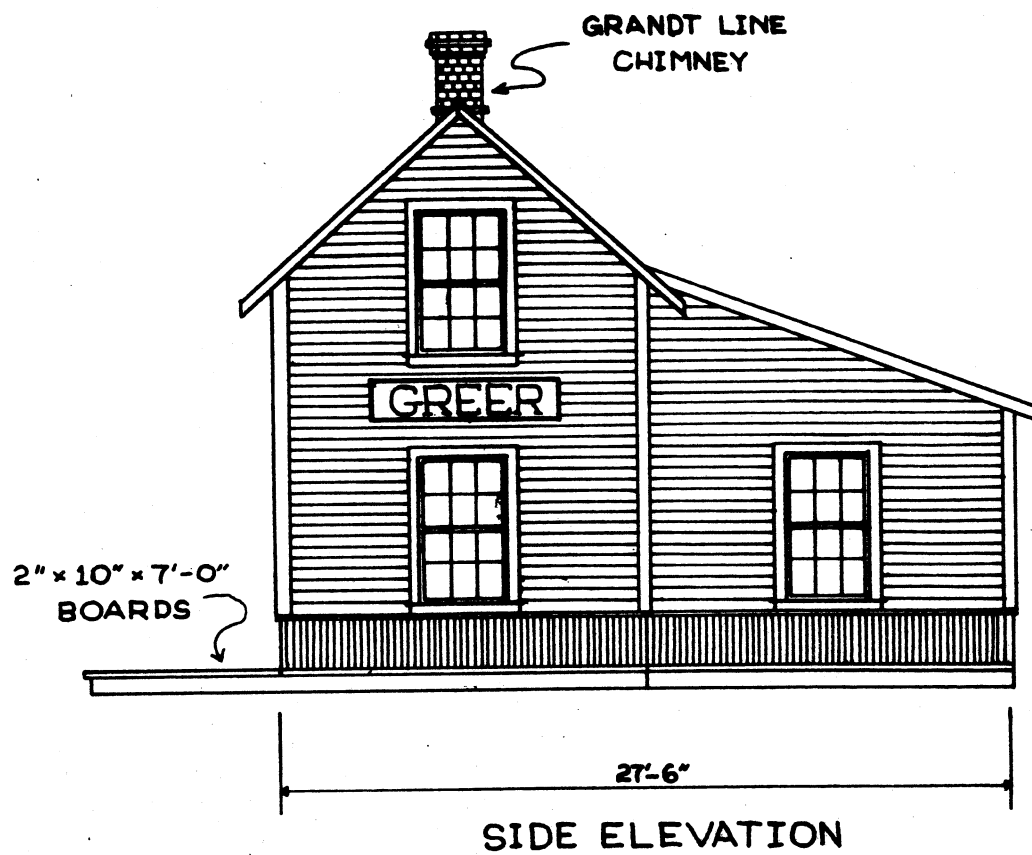
The station in the plans (see next page) is actually a section house that was located a short distance down the track and was rebuilt into the new Greer depot shortly after the fire. The section house hadn't been used in over a decade and was in pretty sad shape. New boards and windows were installed as needed and the building's appearance was further improved by the installation of wainscoting and a tin roof. The old kitchen was converted into a storeroom and the rest of the building was converted into a ticket office and waiting room with a spiral staircase leading to offices on the second level. A wood platform outside completed the rebuilding.

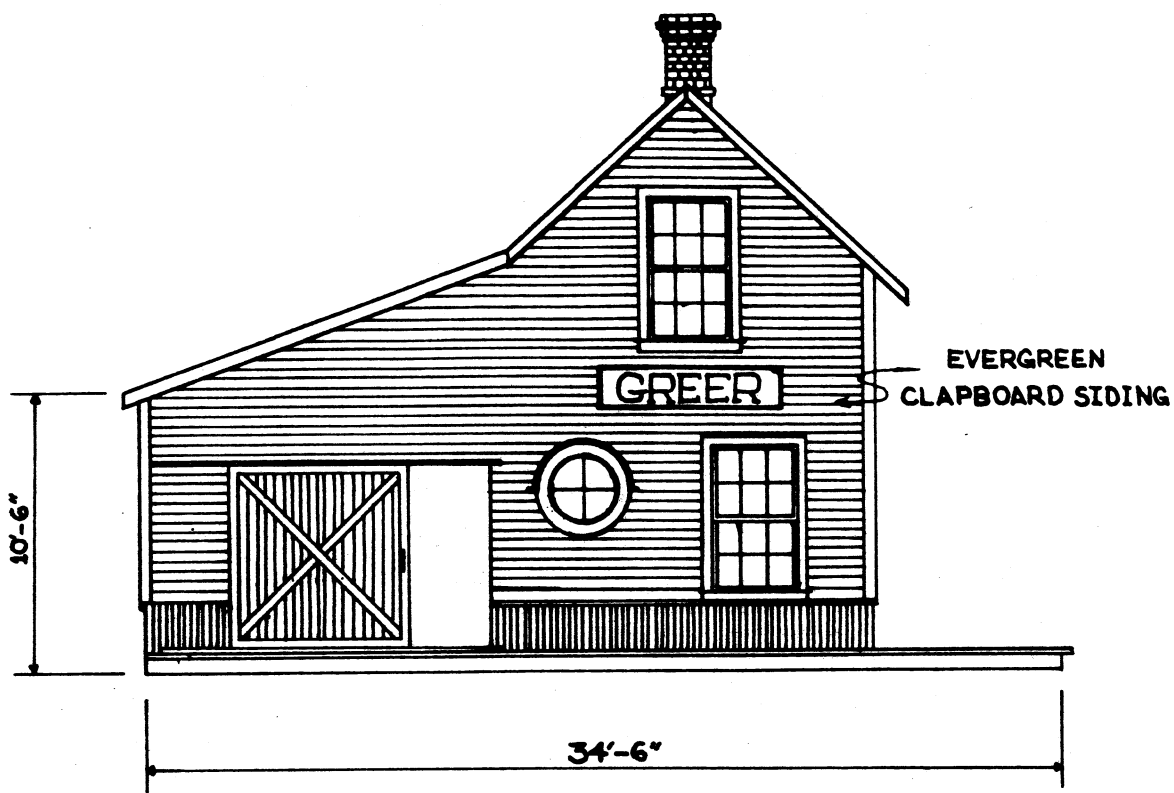
The little depot remained until the end of operations, seeing the comings and goings of many Alchesay narrow gauge trains. After operations ceased in the early 1960's, the depot was used for a short time as a cabin until the building and land were sold again in the early 1970's. The depot was never inhabited again and the weatherbeaten, aging structure was torn down in 1978 to make room for a new tourist resort.

The drawings show the second depot as it appeared throughout most of its existence. I built my model of Greer depot with Evergreen sheet styrene clapboard siding although basswood could be substituted just as well. The wainscoting, interior walls and the roof were built from styrene as well. The platform and first floor were built up from stripwood and scribed sheet. The platform itself was built board by board with randomly stained boards to give a more realistic appearance. The windows and front door are Grandt Line castings while the sliding door is from a Durango Press kit. This door could easily be built from scratch. Campbell aluminium siding was used for the roof. If you are going to build the roof from styrene, I suggest you secure the aluminium with ACC. I used Walther's Goo the first time around and the solvent caused the roof to warp.

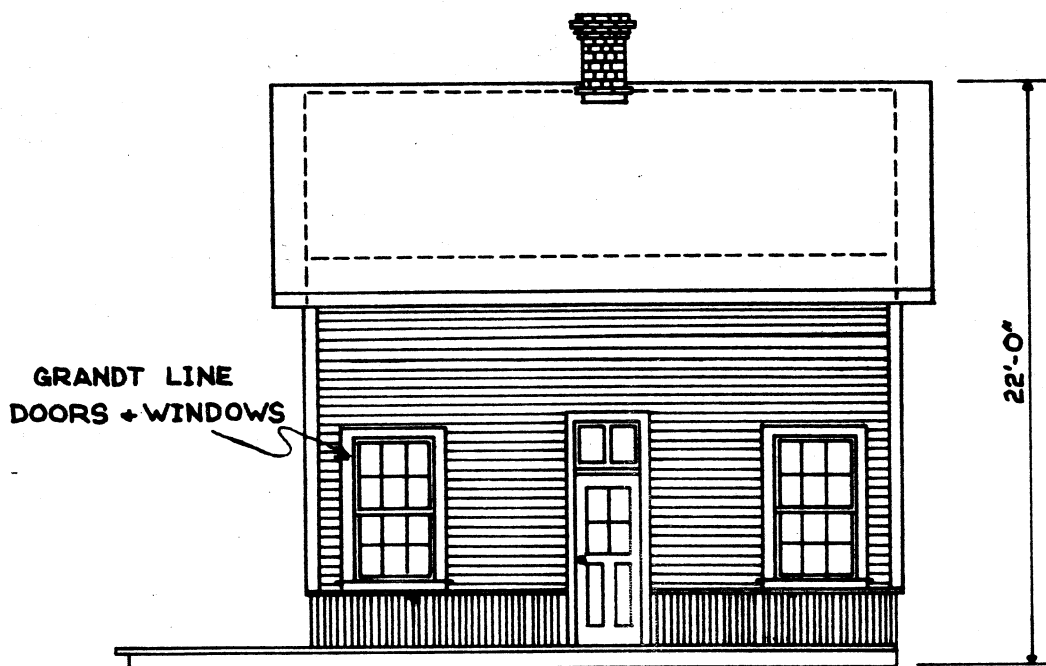
I painted the exterior walls with Floquil Depot Buff, while the wainscoting, doors, windows and trim were painted Roof Brown. When completed, the interior walls will be painted Antique White with Roof Brown doors and trim. The interior will also eventually receive furniture and other details from Scale Structures Ltd.

My model is situated in one corner of my layout which represents the town of Greer. Nearby are a handcar shed and water column. The depot's small size and attractive lines would make it ideal for those tight spots on your layout too. Although not quite complete, Greer depot is a nice addition to the layout and has received numerous compliments.





SIDE ELEVATION



TRACKSIDE ELEVATION

GREER DEPOT
ON THE ALCHEBAY

DRAWN BY:
MARK MITER

SCALE: 3.5mm=1'-0"



Do you have any helpful hints for making your model railroad look more realistic that don't take a lot of time or money? If you do, consider submitting them to the HELPERS column. All items are to be sent to the HOTBOX Editor.

Building Roads

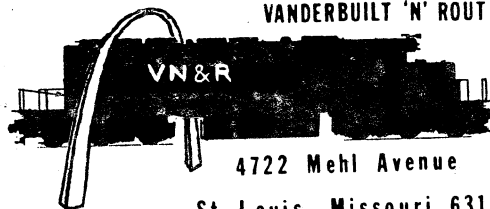
Here is a reply to David Wilson's plea for help with roads. For asphalt roads, I use automotive gasket material. This is available at any automotive supply house. Make a careful template of paper for the area where the roadway or parking lot is going to be. Cut this out and trace it on to the gasket sheet. Glue the gasket material down with waterproof contact cement. For center lines and edge markings, use white and yellow graphics tape. Apply tape from the dispenser roll, cut off with a sharp X-Acto knife and then lay a piece of paper over the tape and burnish the tape down firmly with a piece of wood scrap. The gasket material that I use has a weathered gray look that needs no further work. Yet, for interest, I usually add a few spills (water color paints or old Dio-Sol works well for this) and a couple of patches (flat black paint for new tar). You can also easily add modern day potholes by poking at the surface with the point of the X-Acto knife. At grade crossings, build up the height of the road with a few layers of scrap balsa, cork or gasket material. Sand this to a smooth ramp up to the tracks. On some minor roads, the asphalt comes right to the edge of the railhead. Boards or more asphalt is used between the rails. Or boards can be used outside the rails as well. Take a look at some local crossings in your hometown, you'll probably find that no two are exactly alike. The reason for using contact cement rather than a water base adhesive like Elmer's or Carpenter's Glue is that the cement will seal the surface of the gasket material rather than be absorbed by it. Also, contact cement is easier to work with. Once it has set on both surfaces, all you have to do is push the roadway into place and you are done. Water base glues have to be held and weighted until the glue dries. Also, the gasket material can swell up from such glues and ruin your roadway. --Paul Ingraham

First-Class Trees

I have always been skeptical about building trees in the past, but my last tree building venture changed my mind. The process is so easy that only a person with incredibly shaky hands could mess up a tree. The following materials are needed: (1) A good bush for the base of the tree; (2) some sort of glue, white or wood glue is fine; (3) a package of woodland Scenics "foliage," any color and (4) a pair of tweezers and a pair of scissors.

Now before you start, you should cover the area where you are working with newspapers because this process can get messy. You should work over an empty shoe box so you can catch the excess foliage that falls off the pieces you are working with. You need to get some stiff branches from some bush in your area. I used a lilac bush for the sole reason that it had the best base for the foliage and because I have three of these bushes in my backyard. Place some white glue on the bush in the areas where you want the foliage. Cut the foliage into small strips or crumps. Place the small bits of foliage strategically along the branch with the glue. Repeat these steps over and over until the tree is covered. When you are finished, you will have a tree that looks a lot like the real thing. One warning on this process, it takes a long time. This is not the process to use if you wish to cover a large area of your layout quickly. These trees should be used as foreground trees.


--James Lincoln



VANDERBILT 'N' ROUTE

4722 Mehl Avenue

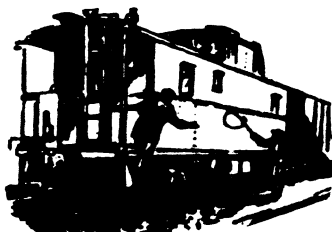
St. Louis, Missouri 63129



In 1983, the Missouri Pacific and the Western Pacific railroads merged with the Union Pacific. 1985 marks the merger of the VN&R with the Union Pacific system to bring better rail service to you.

The VN&R runs between Columbia, MO. (MIZZOU!) and St. Louis, MO. Main offices are in St. Louis County near the 270/55 Jct. David Holden, Superintendent of River Division. Our Superintendent trades passes.

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR MONTHLY where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR MONTHLY.

Scouts Like Trains Too!

Do you know what an explorer post is? Well if not, you will when you have finished this letter. In Colorado, an explorer scout post is dedicated to model railroading. They do everything from building HO scale model train layouts to full size steam locomotives. What is an explorer post? An explorer post is a co-ed scout troop which specializes in one area of interest. I belong to an explorer post, but it is not for model railroading. The scout masters were trying to get one started at the railroader's memorial museum, but plans fell through. This railroad post is rare, but if we (teen modelers) would like to get more started, it would be a great way of getting new modelers into the hobby.

MODEL RAILROADER magazine once took a survey that showed the average time a person stays with model railroading is 17½ years. Why? I think if there were more special interest groups in areas of teen modelers, they would stay with it for a long time. Model railroading would be in there blood as music is to a conductor or as art is to an artist. I think there are lots of kids who like trains, but they just get tired with them at 13 or 14 because they have few outlets to show them that model railroading is more than playing with toys. More model railroad explorer scout posts would possibly spark more teens to become more involved in the hobby. Maybe this would also result in more people joining the TAMR. I intend to do my part in trying to get an explorer post started in my area and I hope that you will write to the Boy Scouts of America to see what you can do to get one started in your area.

If anyone is interested in getting an explorer post started in central PA, write to me, Eric Miller, Rd#5, Box 1031, Altoona, PA 16601. To get one started in your area, write: Boy Scouts of America, 1325 Walnut Hill Lane, Irving, TX 75038-3096.

Train Trivia...

- *In Korea during the war, an American troop train was delayed a vital hour while the engineer and fireman fought over the privilege of blowing the whistle.
- *In 1872, so many horses died that an attempt was made to have horse-cars drawn by men.
- *The word "caboose" was originally a nautical term! Webster defined it as: "A house on deck where cooking is done."
- *A crack transcontinental passenger train was once stalled by caterpillars. Thousands of them on the rails caused the locomotive to spin its wheels.
- *In the mining town of Burke, Idaho, the canyon flanked main street was so narrow that shops had to raise their awnings when a train went through!
- *In India, where railroads are nationalized people have such pride of ownership that they have been known to attack the crew when a train was late.
- *An old Idaho law forbids railroad crews to shoot at anything but outlaws.
- *In the early days of transportation unions, railroaders who had joined a strike received favorable "letters of recommendation" like non-strikers. But these letters bore a secret watermark, a crane--and for strikers, the bird had a broken neck.
- *Today there are 3020 ties to a mile, but before faster trains required sturdier support there were only 2640.
- *President Franklin D. Roosevelt once awarded a medal to a Lake Shore Electric motorman who spotted a child on the tracks, climbed out on the cowcatcher, and snatched her to safety.
- *Early locomotives had simple foot brakes, or none! Eager by-standers grabbed the train at its destination and pulled it to a stop.

**Railroad... or Rail
and Road**



VIA P & P PIGGYBACK

Pecatonica & Pontoosuc RR
4818 W. George Street
Chicago, IL 60641
Mark Kaszniak, President
N Scale - Passes Traded

PIKE ADS-

Take advantage of the HOTBOX's latest service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications for a one time fee of a \$1.00.

All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMR (postage stamps will be accepted as payment for ads). The HOTBOX can not accept responsibility for cash sent through the mails. If you'd like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us about what's happening on your railroad or your future plans for expansion.

TAMR HOTBOX, the Un-Magazine of Model Railroading
Box 1098
La Grange Park, IL 60525

PLACE
POSTAGE
HERE

Issued 9-25-85

FIRST CLASS MAIL

