



HOTBOX

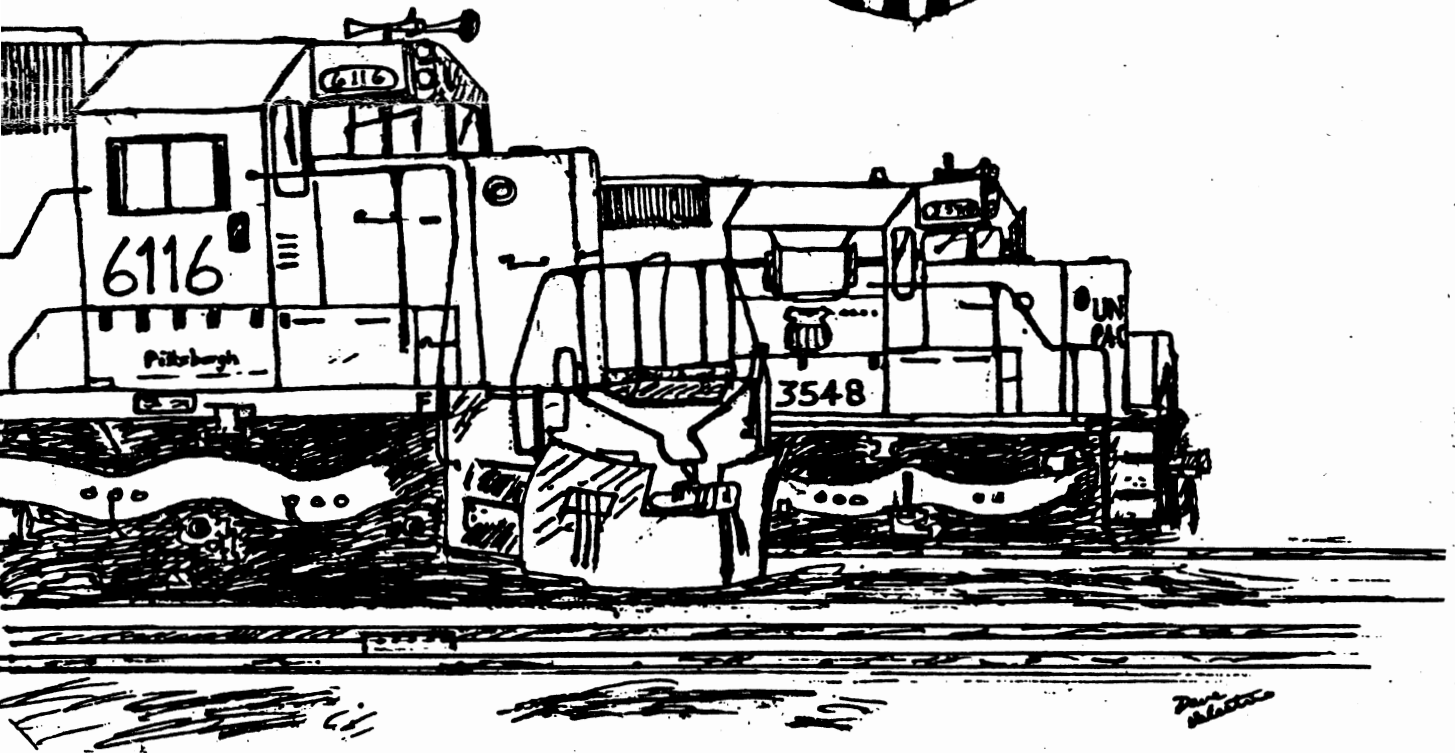
"the Un-Magazine of Model Railroading"

August—September 1986

No. 226



*East meets
West*



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BOOK REVIEWS / NYS&W RR UPDATE

CONVENTION COVERAGE



HOTBOX

OFFICIAL PUBLICATION OF THE

Teen Association of Model Railroading

The HOTBOX is issued eleven times a year, June through April, with a special mailing of the Directory of Membership in May.

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

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

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The TAMR HOTBOX is the official publication of the TAMR. The TAMR HOTBOX welcomes articles, photographs (B & W ONLY), artwork pertaining to model and/or prototype railroad subjects done in BLACK ink. All items for publication must be recieved 30 DAYS before the first day of the month of publication. All materials submitted become property of the TAMR UNLESS proper postage & packageing are included to insure their safe return. 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. Materials submitted are subject to editing at the discretion of the Editor. No part of this publication may be reproduced, by any means, without written consent from the TAMR Publications Editor; unless members feel that its necessary for the promotion of the TAMR and/or personal use.

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FRONT COVER

Here's one for both Eastern and West-Railfans. Dave Valentine's ANR SD meets UP's most popular EMD, presumably in the Alleghany Northern's Pittsburgh, Pa. yard.

---- Bill Of Lading ----

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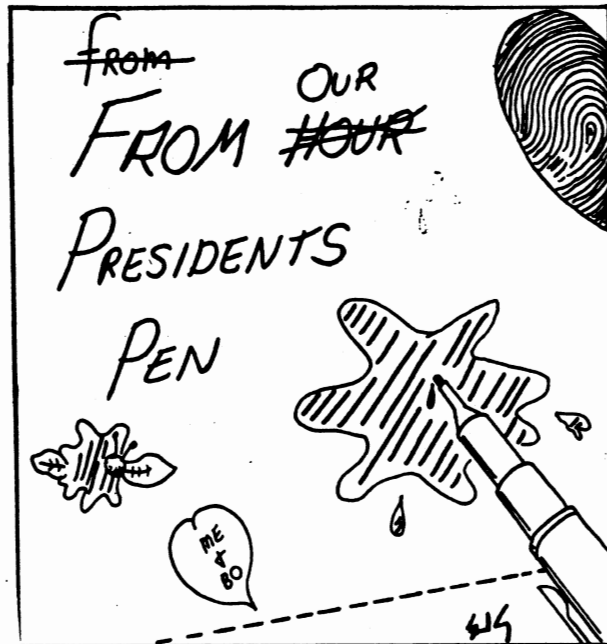
CONTEST

If you like to draw track plans, then this contest is for you. TAMR member Tom Mathews will be in the process of building a layout, and he wants your ideas. Prizes will be awarded for the best plan. Stay tuned for more info and layout specifications in the next Hotbox.

Extra Board and Region Newz will be back next month.

Editors's Notice

If you have the experience or desire to become a possible Hotbox editor, let us know. Drop a line to John Huseby 111, 311 Lunar Drive, Round Lake. Ill. 60073, and let him know what you can do.



Boston '86 was the second consecutive TAMR national convention, something not done since 1979/80. We had nine attendees who attended for various lengths of time. Chris Brindamour, Jon Dassler, George Dunn, John Dunn, Ralph Heiss, Bob Huron, Jim Lincoln, Jeff Patelski and Dave Valentine got in on the fun of a TAMR convention.

The convention officially got under way on Thursday, July 24. The first activity was to move Jim Lincoln's layout to the convention center to serve as our display. Jon and Jim took a truck while Bob, my father and I drove to Riverside where the Boston Transit System, the "T", has a terminus.

We hopped on an LRV, the modern day trolley, and sped into Boston at speeds reaching 60 m.p.h. The "T" was to be well used the next few days to get into and around Boston. Compared to the New York City system with which I am used to, the "T" was quite a shock. It was clean, safe and on time.

We began the afternoon with clinics. Jon Dassler opened up with Constructing Norfolk Southern power. It, like all clinics, was attended by NMRA as well as TAMR members. Jon gave a live demonstration on building diesel power that the NS runs today. Next Jim Lincoln and myself gave a slide presentation on Northeastern Railroading. (Northeastern being Potomac Yard in Virginia north) We went into the past as well as present and gave the attendees an idea of what they could see on the way home from the convention. I ended up the day's TAMR clinics with a forum on Teens in the Hobby which had such notables as Model Railroader's editor Russ Larson and noted author Bruce Chubb in attendance. The forum discussed such things as teens in the hobby, the problems teens faced in the past as well as today along with what the future of the hobby looks like from a teenage view. The forum was mentioned in the October issue of Model Railroader.

The rest of the day was spent operating the layout and looking at the trade show. Atlas had their S-2 on display; Front Range Products had their Front Runner TOFC cars and scale width GP9's. Stewart Hobbies had an AS616 to complement their fine AS16. Kalmbach Publishing had their Trains Calender (get it, it's a beauty) as well as the 3rd edition of the American Short Line Guide on display. Conrail was there giving away posters and folders, doing their best to show why they should stay independent.

Friday was more promotion and more clinics. Bob Huron and NMRA member Jeff Baker gave a clinic on photography, Bob covering the prototype and Jeff models. It did well despite its competition (RPI scenery and Bruce Chubb on computer interfaces).

"Pere Marquette Power", by author B. Million and Thomas W. Dixon, published by the C & O Historical Society, PO Box 417, Alderson, W. Va., 24010; 1984 (second printing). Cost- \$23.95.

As a state, Michigan is under covered, especially in regards to its railways, which were rather numerous. The Pere Marquette is an indiginous company, which has been only covered sparingly, until now, that is.

The components of the company go back to the 1870s, and were of the city connections and logging railroads type, and the kinds of locomotives inhirited by the PM show it.

The roster is based on the 1900 start up of the company, and is fairly well covered, but there are gaps. A lot of records didn't survive the C & O takeover and there was a fire in the →

A NEW EDITOR - A NEW LOOK

The Head End

by Ralph Heiss, Editor

Well, it seems like only yesterday that Dave Holden took over as editor of thr Hotbox and now he too, has left the ranks. Now it's my turn to step in and take a shot. I hope it works out and keeps going. Of course that means contributing articles or small snippets of things. I'm not going to keep harping or asking for articles, but, where else can I get them? We've got some great semi-regular contributors, but we can always use more. My article file is close to bone dry-I'd like it to be overflowing.

I'm not going to rehash what David said in his openingeditorial spot, but I would like to say one thing - I don't intend to change the Hotbox radically either, but I will try to find new ways to improve, as there always is room for improvement. That's where you, the member comes in. Again, just like every editor, I appreciate good constructive critism. I think it makes the Hatbox turn into something somebody, if not everybody, enjoys.

company's headquarters too. So this roster is more than creditable.

If you have Stofer's "C&O Power", the C&O HS "&O Diesel Review", this book is the perfect companion. And to add to this, there is still a "steamable" engine, an N-Class 2-8-4. No.1225 is being restored at Michigan State University. The N-Class is a kissin' cousin of the S-Class 2-8-4s of the NKP, and they are handsome engines, as 765 and the ex C&O K-4, 2716 can testify too. Long live the PM!!

Our second book is: "When Eastern Michigan Rode the Rails, Book Two", 'Detroit to Port Huron, by Rail, Water and Road', by Jack E. Schromm and William H. Henning, SPECIAL 105, Internebon Press, PO Box 6444, Glendale, Ca. 91205, \$35.95.

This book is a fourth in a series on Detroit and streetcars and railroads. The first three were put out under the auspices of the Central Electric Railfans Association (PO Box 503, Chicago Ill. 60690), though the Flint Division book was a joint project with Internebon Press. These books are still obtainable and worth every penny.

Port Huron is across from Sarnia, Ontario, and is a fairly old Great Lakes port. It is famous from the railroads point of view as a major interchange point between the Canadian National and the GTW, and PM(C&O), and the one and only, SARNIA TUNNEL. Since the Rapid Railway Division was constituted of several companies, the book gives a history of each of the components and a family tree too. The local lines in both Port Huron and Mt. Clemmons are given in detail with the various routings. The Grand Trunk/Grand Trunk Western is given rather good coverage, and some data on Tom Edison's family as it came upon both the Port Huron local lines and the GT is well explored.

Steamboats entered into the transportation scene, and car ferries at both Detroit and Port Huron are covered. The excursion steamers and Lake Michigan tour boats, of which there were few and they also are amply provided for, and shown in both photos and charts. Even SEMTA'S buses and commuter trains are covered and the political maneuvers that encompass Detroit's lack of rapid transit today. It is very interesting and a quick course in civics.

Saturday was a big day as TAMR officers talked with NMRA officials. Since it was more informal discussion than in Milwaukee, much more was accomplished. Stay tuned for developments. Once again we engaged in the excitement of promotion.

Sunday was a wrapup day with some members operating the layout and promoting while others went on a layout tour and railfanning jaunt. Dave, my father and I did the latter although the others also did some railfanning.

First stop was Braintree where the NHRS had arranged a locomotive display. On display were a Providence & Worcester M420; a Conrail SD60; a Bay Colony S2; a Clarendon & Pittsford GP9; a Central Vermont S4 and a Green Mountain RS1. While we were there, the Cape Cod & Hyannis train pulled in powered by two GP9s. The CC&H allows Bostonians to take the "T" to Braintree where the CC&H takes them to Cape Cod.

Next it was the layout tour. First stop was Mark Hall's On2 Sandy River & Rangely Lakes. Mark has about 85% of the trackwork and 25% of rough scenery complete on his 20' by 20' layout. Everything other than locomotives is scratchbuilt on the layout including some freight cars that looked fantastic. He also scratchbuilt his own toggle switches using two pieces of slotted wood and brass strips for contacts. I can't wait to return in a few years when the scenery is complete. Mark also had a 2' outdoor garden layout under construction, which will use former cranberry bog equipment.

Next stop was James Lipfer's HO-scale Old Colony Railroad. James roughly models the prototype in motive power but uses an urban setting to model the Eastern Massachusetts area. His 12' by 16' L-shaped layout is filled with interior detail. He estimates that he has between 300 and 350 figures on the layout! People are everywhere you'd expect them in real life: cabs of locomotives, in warehouses, on the street. This is something most of us neglect when building our own layouts: who is the railroad being operated by and serving. James also made excellent use of interior lighting be it to show stained glass windows in a church or to show workers unloading crates.

Boston '86 was a successful convention with something for everyone. I hope to see some of you at next years TAMR convention.

John Dunn
234 Jefferson Ave
St. James, NY 11780



B&M GP-40-2 317



MEC U-18B 408

MOVIE REVIEW

"Tough Guys", starring Burt Lancaster and Kirk Douglas. Warner Bros., 1986.

This is the second movie that stars steam locomotives and Burt Lancaster. The first was "The Train", which was done in the 1960's. That was done in black and white, and can be seen on late shows on Saturday T.V. movies now.

The "Tough Guys" is a railfans delight, as there are three railroad locations used, two rather obvious, one not so well known. The first is the Eagle Mountain, as written up by Railfans Jim Boyd, the second is the San Diego Santa Fe Station, now Amtrak, and the third is a real corker. The location of the strut gang's hideout in the old Taluca Yard Substation on the Pacific Electrics Subway. That I didn't know even existed. I had thought by now it would have been filled in. The PE's Subway line to Glendale and beautiful Downtown Burbank, ceased operation in the '50s.

The real star of the movies, is 4449, the SP GS-4, and it did well. The DAYLIGHT point was and is a beautiful sight and the stock talk of 4449 is worth the price of the movie alone.

Misters Douglas and Lancaster do a good job of acting and the movie has a fair plot to boot. It's nice to see a couple of grandfathers give some digs to a rather lousy system. There are parts of rather low comedy and some rather RAUNCHY language, but considering today's street language and lack of thinking, taint too bad.

The movie is rated PG, and has an 8½ rating from this reviewer.

Bob Huron, NR Depot Tech Editor

OFFICIAL EXECUTIVE BOARD BALLOT RESULTS

Only four out of nine ballots were returned.

1. Issue that deals with the removal from the TAMR by using Mr. Holden's Proposition E that was voted on in the last election.

The removal of Eric Miller and John Krattinger for their actions taken against the TAMR and it's members.

By a simple yes or no vote, this matter will be resolved and remaining membership can be given back to them and their names will be removed from our roster.

2 yes plus 2 yes NR Rep & Dee Gilbert
0 no

2. Issue that deals with giving Mark Kaszniak his well deserved Life Membership to the TAMR.

Mark served 5 years as Hotbox editor and 2 years as auditor. During his term as editor he kept the Hotbox rolling through our tough years with the membership loss we had a few years back. And by being such a good close freind to most of us all of these years, this is why I think Mark should be our new Life Member.

By this simple yes or no vote, this matter will be resolved. I can then proceed and get Mark's membership card from Dee Gilbert and personally present Mark with it from all of us.

4 yes 0 no

There was no vote from our President.

These results were recorded as of September 11, 1986

Rebirth of a Railroad - The NYS&W

Now adays, in the land of mega-mergers, obsolete or duplicate trackage gets a visit from the scrap trains. But when is the last time you saw a railroad get revitalized from a years slumber? Well, here in Northern New Jersey, the New York Susquehanna and Western is proving it can be done.

The NYS&W is the largest of the Delaware Otsego Corporation's railroads that also has lines in Pennsylvania and New York. It's most recent and notable events were thr running of Sea-Land Stack Packs, using Alco C430s and BN SD-455. But lets turn back the clock to see how this evolved.

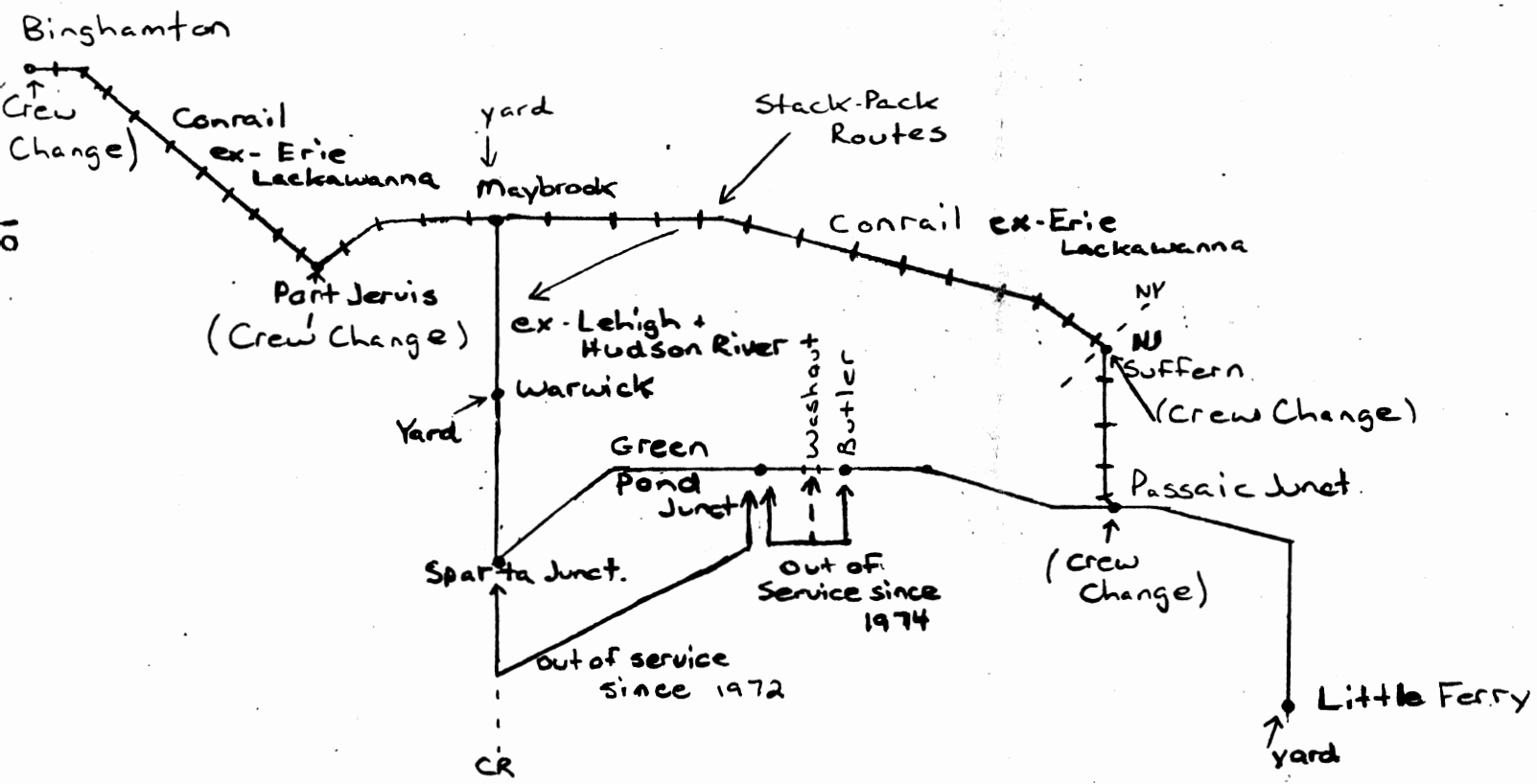
In 1972, the Suzie-Q (an affectionate nickname) was deep in bankruptcy, along with most of the other large North East railroads before Conrail. The year marked the end of service to Sparta Junction, NJ, where they connected to the Lehigh and Hudson River Railway, due to track conditions. The only connection open to interchange on the western end of the line was with Jersey Central RR at Green Pond Junction. In 1974, a section of track just below the junction was washed out and costs were to prohibitive to rebuild it. So now the Suzie-Q was left with no western connection and about thirty miles of unusable, rusting track.

In 1980, the Delaware Otsego Corp., headed by Walter Rich, saved the railroad. While not rebuilding the railroad, the DO Corp fixed up a lot of bad spots and brought some new industry to the line. The DO Corp's crowning acheivement was to get Sea-Land Corp to build a Stack Pack container facility at their Little Ferry, NJ yard in 1985. New power for the trains came in the form of ex-New York Central Alco C430's and this years ex-Burlington Northern SD-45's. Unfortunately, thr track, which only handled locals anyway, was in less than perfect shape, and the Stacks could only average 20-30 MPH between Conrail's connection and Little Ferry. The next problem was how to move these things to Binghamton, NY. Conrail had the only route and the cut-off date for trackage rights was comming up to soon. With the buying of ex L&HR trackage into Maybrook, NY (in Southern NY, and another CR connection), the NYS&W had their own western connection. Now they only had to bridge the gap between Sparta and the Paterson Conrail connection.

New York, Susquehanna & Western RR

1986

Suzie-Q Map



In early 1986 work began upgrading the L&HR division for general purposes. New ties, ballast and brush cutting was the order of day. Then in summer of this year, work began on the west end near Sparta. Crews worked fast and had bridges and bad ties replaced halfway across the line by mid August. The original plan was to have it ready by September 1, but a lot of bridge work was needed. Work has progressed very well up to now and only two small sections of track and two bridges stand in the way. New ties are being installed quickly with ballast slowly coming too. The rail, which is horrible looking (it kind of looks like 80 pound rail that had been left out in the sun to long and melted), is being temporarily spiked, and will eventually be replaced as the money situation does not warrant its immediate replacement. The new date for through operation is December 1, and at the rate they are going, it looks like they will.

The Head End, Cont From Pg. 4

For the new members, and members not familiar with me, my regional work in the North East Region, in my opinion, has prepared me very well for this job. For a year now, I've been editor of the North East Railfan Clubs newsletter, Shields, Rails and Horses. I put my all into it and I had to keep it going. Now that I'm the editor, at least for awhile, and I've got the resources and people behind me, I think I can produce a quality newsletter.

Before I close, I'd just like to thank some people who have helped me along the way - to Dee Gilbert, who has helped me get these mailed safely to you, to John Huseby III, for getting me started, Tom Mathews, John Dunn and Bob Huron from the N.E. territory for some starting contributions, and of course, David Holden for sending me everything. But, most of all leaving the Hotbox in some, hopefully, good hands. One more thing though, to set the record straight, I'm only semi-permanent at this time. Make sure you see the "add" on the side of the cover for more info on this continuing saga. Well thanks for giving me a try, and maybe we'll hear more from each other soon.

HOTBOX Articles

The smooth, continuous, quality publication of the TAMR HOTBOX depends on Y-O-U. All of the articles that appear in these pages are written by TAMR members. This means our members are a very important source of information. The HOTBOX is the ONLY national magazine which provides a measure of teenage modelers' interests and concerns. Thus your ideas and opinions are always welcomed because the HOTBOX is dedicated to serving your interests and solving your problems. Many readers ask: "What do I have to do to get something published in the HOTBOX?" In order to make both your and the Editor's job easier, here are some guidelines and suggestions to follow:

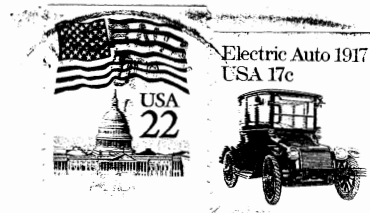
STYLE? , CONTENT? Your own writing style is fine by us; remember, you're among friends. Grammar trouble? Let the editor worry about that. The ideas are what is important. As for content, anything on modeling, using the prototype as a basis for modeling or prototype operations is welcomed. Just be sure that it is interesting to all our readers. If not, at least some of them are bound to like it.

TYPED ARTICLES? Although not required, save the Editor the cost of a seeing eye dog. HOTBOX columns are 40 spaces wide, so set your margins. If you can't type, don't let that bother you, simply print the article out in long hand.

PHOTOGRAPHS: Must be black & white only with a glossy finish and no larger than 8x10 inches. Smaller sizes (2x2 or 3x5") are preferred for inclusion in articles and larger sizes (5x7 or 8x10") for our cover. All photos must be accompanied by caption material. Please put this on a separate sheet of paper. Send negatives if you can, so proper size enlargements can be made. All negatives will be returned, photos returned when SSAE is provided.

DRAWINGS: Must be done in BLACK INK (pen, marker or Flair are all fine) on blank white paper (typing paper is good). Required artwork can usually be worked up IF detailed pencil sketches are provided. If you are drawing to scale, please include a scale measure with the drawing.

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FIRST CLASS POSTAGE

