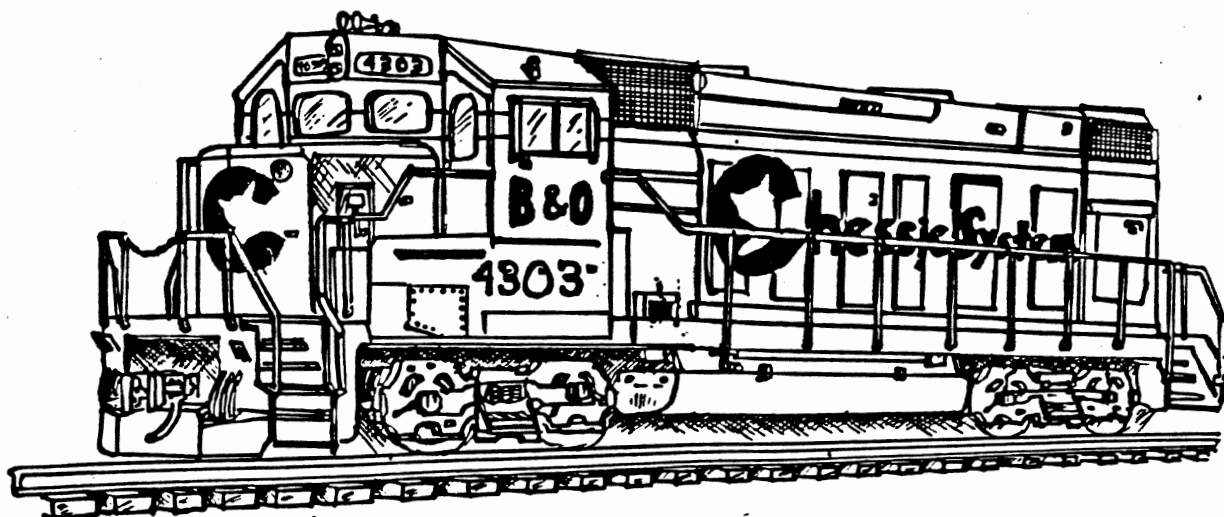
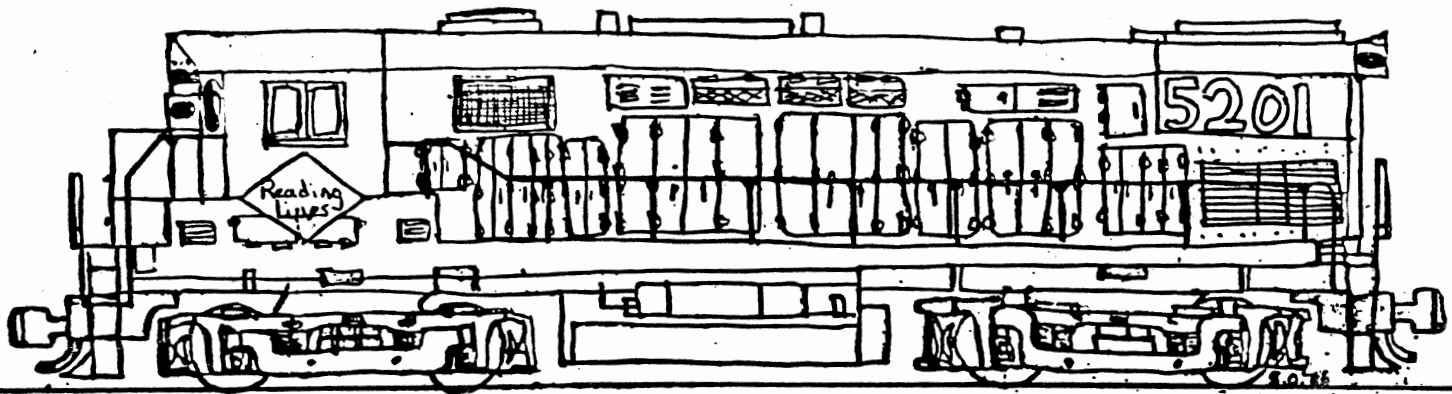




# HOTBOX

"The Bi-Monthly Magazine of Model Railroading"

JUNE — JULY — AUGUST      No. 231  
1987



CARL DRAKE



# HOTBOX

OFFICIAL PUBLICATION OF THE  
Teen Association  
of  
Model Railroading

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- 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  
La Grange 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 Ralph A. Heiss  
EDITOR : 47 Meggins Road  
Rockaway, NJ 07866

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 received 30 DAYS before the first day of the month of publication. All materials submitted become property of the TAMR UNLESS proper postage & packaging 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

Reading Railroad Alco C-424  
and Chessie System GP 15  
by Steve Ondik and Craig  
Drake respectively, grace  
this month's cover.

## BILL OF LADING

Allegheny Northern Railway  
- Layout Story - Pg. 2

The Head End - Editorial  
- Pg. 6

The Denville Switcher  
- Switching Problem  
- Pg. 6

Layout Planning Contest  
- Pg. 9

TAMR Fincial Report  
- Pg. 10

Special Election Results  
- Pg. 11



# CENTRAL RAILROAD OF NEW JERSEY

WHARTON AND NORTHERN RAILROAD  
MOUNT HOPE MINERAL RAILROAD

## TIME TABLE No. 2

Effective 2.01 A. M., Eastern Standard Time

SUNDAY, OCTOBER 25, 1964

For the Government of Employees only

DESTROY ALL FORMER TIME TABLES

J. A. CRADDOCK,  
Vice President and General Manager

A. E. BJORKNER,  
Asst. to Vice President  
and General Manager

ALLEGHENY NORTHERN RAILWAY  
by DAVE VALENTINE

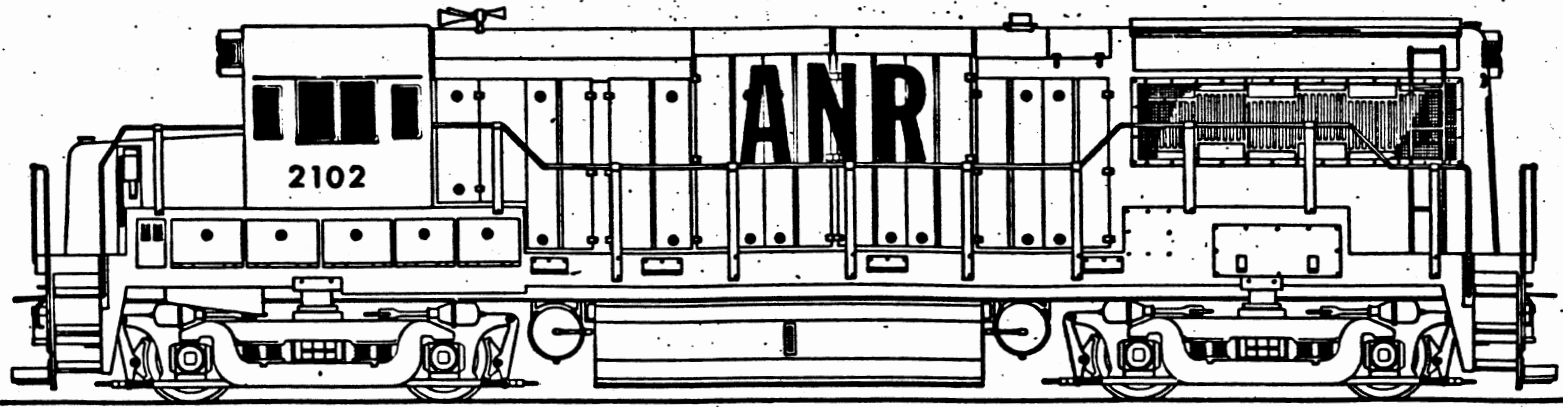
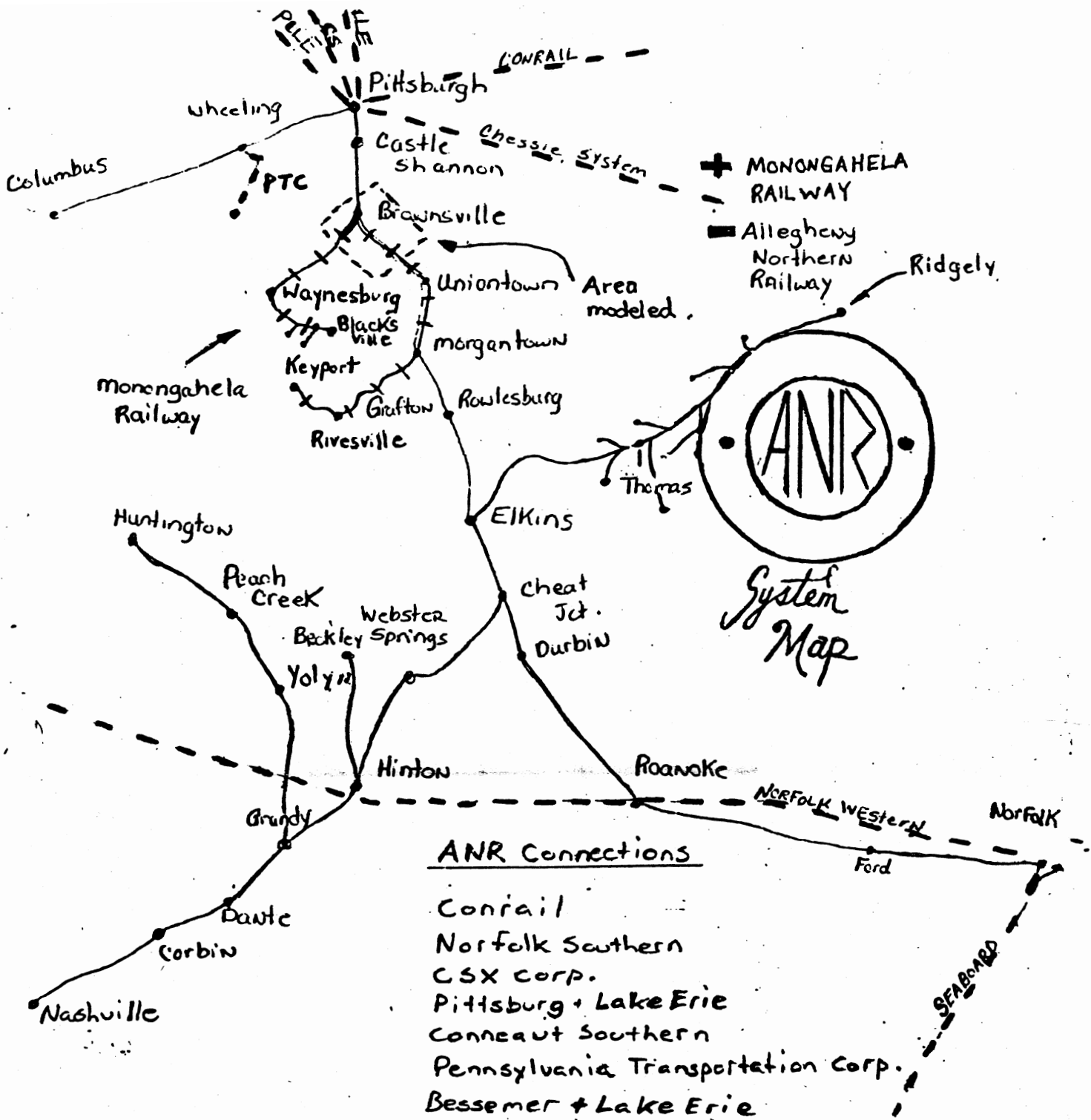
Appalachian railroads like the NORFOLK & WESTERN, CLINCHFIELD, CHES-  
SIE & VIRGINIAN have always been favorites of mine. In my opinion, no other type of railroading can match the Appalachian roads. Large ominous loco's dragging seemingly endless strings of coal laden hoppers through heavily foiled mountains to tidewater ports, just does something to me and a lot of other modelers. Naturally, I couldn't resist modeling my favorite type of railroading. Not only do the Appalachian prototypes have a great influence on me, but model railroads like Don Casslers' B&O, Allen Mc Clelland's V&O, Bill Edward's Southeastern Central, Tony Koester's Allegheny Midland, and the list goes on.

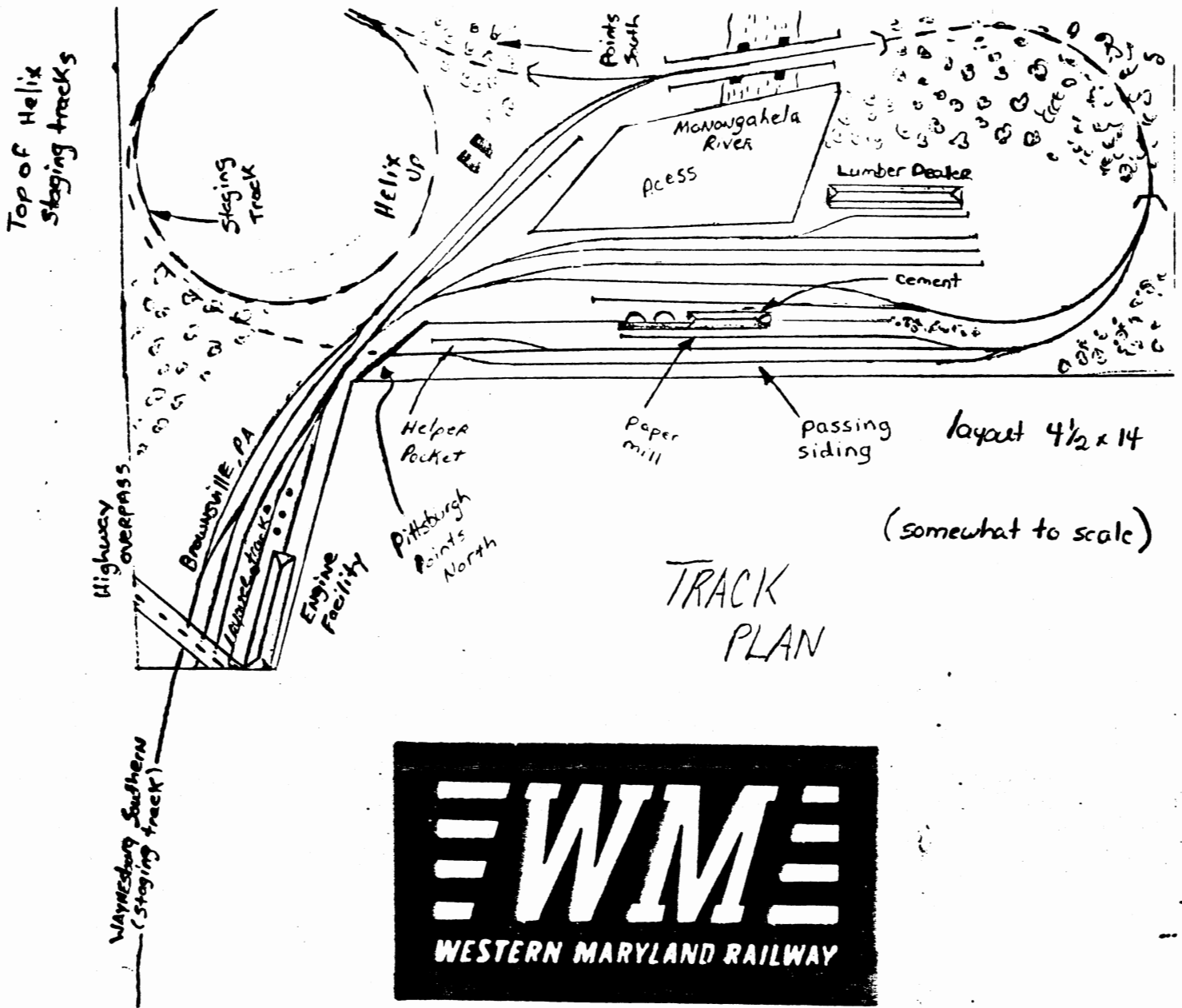
One Appalachian model railroad I've had the pleasure of visiting and even the chance to take "monster" coal trains "over the road" is Ted Wilkes C&O/Erie Southwestern. It simply must be seen to be believed.

As I model the N & W, (partly), you can see it is difficult to model a road that has C30-7's, C36-7 & C39-8 & none are available at reasonable prices. One 6 axle unit I can model is the ubiquitous S040-2. So this kind of limits me for the time being. So enter my own free-lanced Allegheny Northern Railway. My ANR takes various favorite features from my "pet" roads loco roster: Clinchfield influenced, as most locos on the Clinchfield are within a teens budget, so you get the idea.

The rolling stock is general Appalachian influenced hoppers, hoppers, hoppers. Paint schemes on general "coal" roads (Chessie is an exception) are not flashy, although a bit more exciting than CRR/N&W Black. The ANR company colors are black & yellow. The ANR's traffic base is mainly dependent on coal (coal accounts for over 60% of our traffic base)

I've decided to model the ANR around Brownsville, PA. An interchange with the Monongahela Rwy is also planned. Why the Monongahela Rwy? Well, you can have several different road's locos and still by prototypical. It is not uncommon to see Chessie, Conrail, P&LE or Detroit Edison locos on the Monogahela. As it stands now, I plan on a B&O Blue GP40 & a P&LE GP58 as Monogahela power. The Chessie scheme is great, but I don't think I'm ready to tackle a paint scheme of that complexity with my airbrush (at least not yet). CSX painted locos will be avoided like the plague. As you can see, I'm not a fan of this CSX stuff. Loaded coal will come onto the layout at Brownsville, and empty hopper trains can come from both the North & South (North: Great Lakes Ports, South: Tidewater Ports). This again means that loaded mineral trains can also go either North or South. I had to include other industries besides coal (don't they say that too much of one thing is bad for you)? So hopefully I plan on a mid size cement operation. I can't go too big on a single industry or it will take most of the layout space. It is strange that one cannot find a modeled coal tipple on the layout. Why? Well, most tipples are huge structures & I thought that it would be better to not model the actual tipples, but in actuality, the tipples are off the layout so I can include other sources of traffic that take less space to model. I couldn't resist adding a helper (pusher) district to the layout. I have a passion for helpers (it's only natural for an Appalachian coal RR, isn't it? Clinchfield Chessie, N&W all have and or had helpers somewhere on their respected systems. Older units are planned to handle the duty at hand. As Ralph can attest, I'm Ga-Ga over SD45's. Or I could substitute other units when the SD45's are in the backshop for maintenance, maybe your editor's favorite units: SD40-2's. (I knew you'd like that one Ralph). Fellow TAMR members know that I'm about as fast as a turtle with two broken legs when it comes to pro-





( continued from page 3 )

gress on the layout. My favorite phrase to others when they ask about the layout? "It's coming along slowly, very slowly." Well, I hope this layout story has inspired some of you to write a layout story any of you can do the same. How about something on the Delaware Susquehanna & Western or the Delaware & Lake Erie????



## THE HEAD END

Yes, I know, it's been a long time since the last Hot Box, and that I promised to be back on schedule, but we just aren't. Yes, I'm partly to blame, vacations and jobs, but our election didn't help much either.

I had expected return of results, but was told to hold off. Later, I found there was to be another election- another story in itself.

I thus awaited results again, but I felt I couldn't wait any longer. This month's issue, is like my first ones, a three month issue, which will get us up to September, on time.

You're more than likely saying, "Yeah, sure," but at least I'm giving it my all when I do it.

As for the election, you all should know what happened. If not, send me a letter and I'll tell you all I know, but for now, it's too much to explain in too little time and space. This issue should give you some good reading material, so read up and enjoy.

Until next month, keep on trackin'.

(This article was written before I knew about the tie in the election, number two, so we still do not have the final results and it was good that I decided to get this issue out without them)

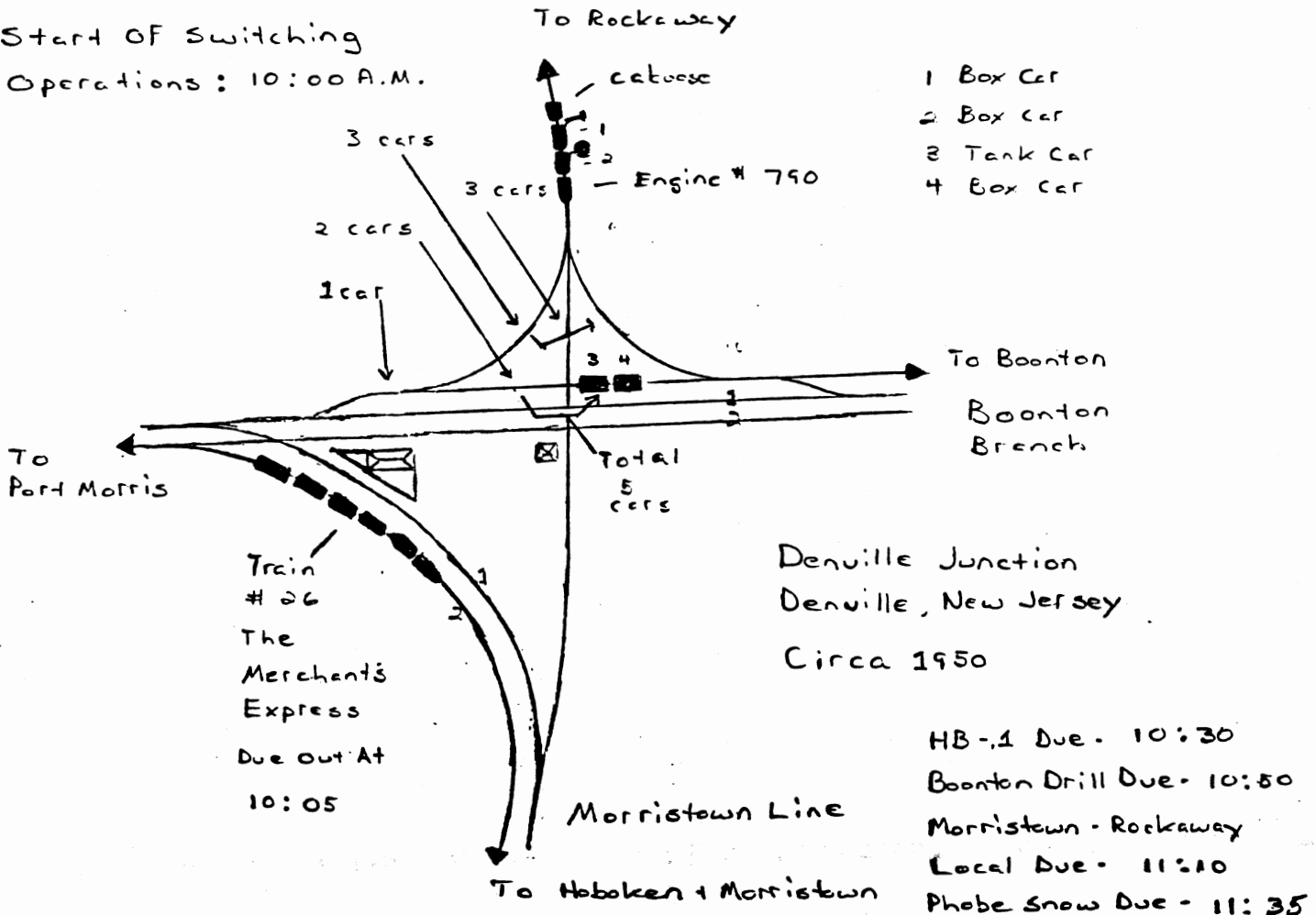
## NO TIME TO WASTE FOR THE DENVILLE SWITCHER/ RALPH HEISS

It's a fine summer day in 1950, and today you're the engineer of the Delaware, Lackawanna & Western's Rockaway Drill from Dover, NJ, to Denville, NJ via Rockaway. You've been assigned to be engineer out of desperation by the Division Superintendent, since all the other engineers on this division can't clear the tracks for meets or they keep forgetting simple things like keeping the tender filled with water, or they forget the brakeman.

Now, today your train is small- two boxcars, a caboose, and an old 2-8-0, #790. Your train is now at the head of the wye, and you're ready to roll. Your objective is to spot your two boxcars on the left bottom half of the wye, reverse your train, fuel up and go back up the line. The two boxcars must be picked up before the Boonton Drill from Port Morris yard shows. It's due at 10:50 A.M., so you've got to move the cars before 10:45. Unfortunately for you, the Denville dispatcher has just told you that you'll have to wait around for the Drill, since he has an extra tank car for you. The tank car must be placed between the two box cars, since it carries chlorine. As if this isn't enough, you've got to clear the main for HB-1, the Lackawanna's Hot Shot freight on the Boonton Branch, due at 10:30 A.M. on track one, the Morristown-Rockaway passenger local due at 11:10, and the Lackawanna's passenger flagship, the Phoebe Snow, due at 11:30 on the Morristown line, track one. Each train

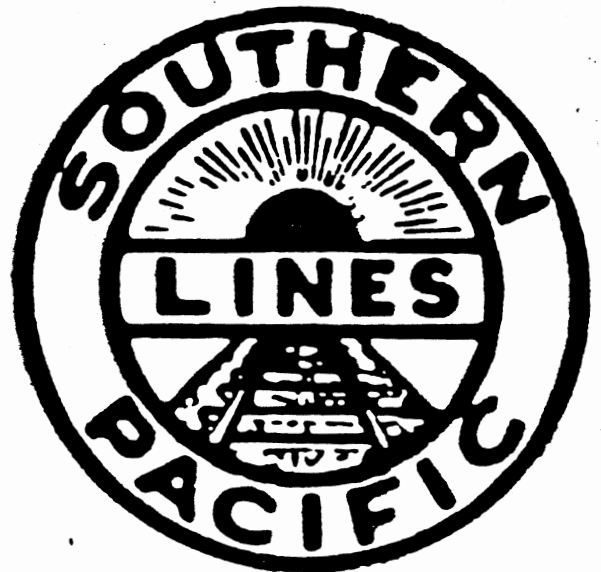
( continued on next page )

Start of Switching  
Operations: 10:00 A.M.



( continued from page 6 )

requires five minutes clearing time ahead of its arrival, and another five minutes before you can occupy the same track. Each moves five minutes. Each move forward or backward counts as a move, as well as any placing of cars. There will be enough brakemen and yard crew around to throw switches, so you just have to worry about the moves and time. So, if you're sharp, you can do it in exactly twenty-four moves, and be done by noon. Lots of luck!



# INTERCHANGE

if you have something to buy, sell or trade, use the INTERCHANGE to get results. Your ad is seen by all IAAH members. Rate: 10¢ per column inch (35 spaces), name and address printed FREE. Send all ads to the NORTON Editor who is temporarily handling all advertising.

## N SCALE FOR SALE

ONE - J3A U.P. Hudson - CON-COR  
TWO - BACHMAN CONSOLIDATION'S Z-8-0's  
ONE - BACHMAN GP40 U.P.  
ONE - TECH II 1500 TRANSFORMER (WITH MOMENTUM, BRAKE,  
SEPARATE AC/DC, DC TRACK)

30 - (THIRTY) FREIGHT CARS. VARIOUS BRANDS. MOSTLY  
ATLAS, CON-COR, SOME WEATHERED

WISH TO SELL THE WHOLE THING ; IN ONE SHOT ONLY.

\$275 - OR BEST OFFER

ALL LOCO'S RUN WELL, ESP. J3A, SEND ME YOUR BID:  
DAVID HOLDEN  
4722 MEHL AVE  
ST. LOUIS, MO 63129

NO CALLS PLEASE

---

## FOR SALE

HO SCALE FREIGHT CARS AND BRASS TRACK.  
FOR INFORMATION AND PRICE, CONTACT TOM BARRETT,  
130 ROSEWOOD AVENUE, BALDWIN, FL 32234

---

## FOR SALE

ERIE RR AND MAINE CENTRAL RR RAILROAD TIE DATE  
NAILS FOR SALE. YEARS RANGE FROM EARLY 1940's  
TO MID 1960's. MOST IN GOOD CONDITION. CONTACT  
THE EDITOR FOR MORE INFORMATION.



1st Prize  
 ATHERN SD40-2  
 2nd Prize  
 ATLAS GP38  
 3rd Prize  
 "Layout Planing  
 for Realistic Oper."

Gift Certificates to  
 Model Railway Post Office  
 will be substituted at  
 winners request.



11'0"

# LAYOUT PLANNING CONTEST

Open to all members of the TAMR

Simply design an HO scale layout to fit in  
 this space (smaller is OK).

Limitations

- Mainlines; Minimum radius 24"  
 Turnout minimum #6
- Branchlines; Minimum radius 20"  
 Turnout minimum #4
- Narrow Gauge; (HO-N3 only)  
 Minimum radius 16"  
 Turnout minimum #3

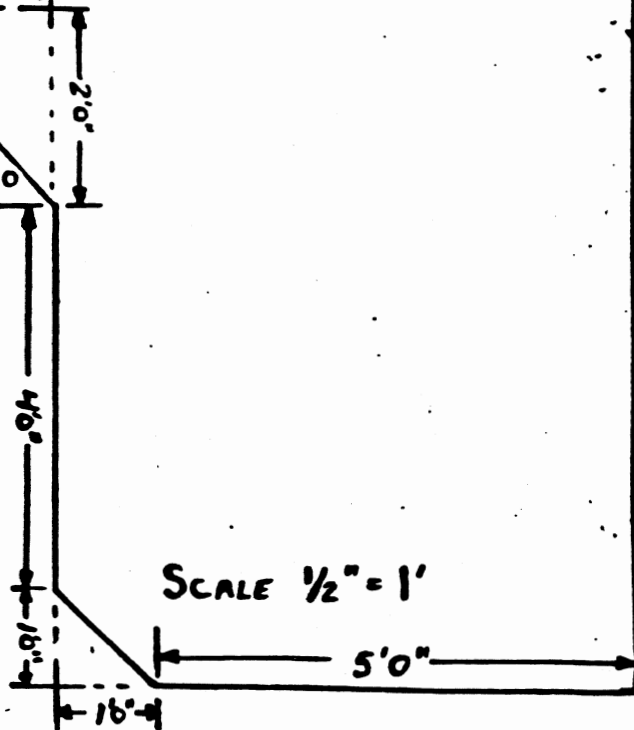
Any scheme of operation (point to point,  
 continuous, loop to loop) is OK.

Any theme of operation (industrial, mountain,  
 passenger, freight) is OK.

Do Not bother to show electrical blocks or  
 controls as the layout will have Command Control.



Prizes will be awarded based upon neatness,  
 originality, completeness and functionality.  
 Keep in mind that the layout must be possible to  
 build with grades (visable or not) that are  
 reasonable for the type of operation that they  
 represent.



Teen Association of Model Railroaders  
 1028 Whaley Road, R#4  
 New Carlisle, Ohio 45344

Steve Schwenk, Treasurer  
 5125 Russell Dr., NW  
 Albuquerque, NM 87114

Financial Statement: January 1, 1987 - June 31, 1987

January 1, 1987 Operating Balance	+\$ 546.44
January 1, 1987 Savings Balance	+\$ 500.00
January 1, 1987 Two-year Membership Fund Balance	+\$ <u>0.00</u>
January 1, 1987 Balance (Total available funds)	+\$ 1046.44

-----

January 1, 1987 Operating Balance	+\$ 546.44
Income (January 1-June 31, 1987)	+\$ 648.28
Expenses	-\$ <u>341.14</u>
Balance	+\$ 853.58

.....

Transfer of Funds to Savings	+\$ 0.00
Funds Transferred to Two-year Memb. Fund	+\$ 0.00
Funds Transferred from Two-year Memb. Fund	+\$ 0.00
June 31, 1987 Operating Balance	+\$ 853.58
June 31, 1987 Savings Balance	+\$ 500.00
June 31, 1987 Two-year Membership Fund Balance	+\$ <u>0.00</u>
July 1, 1987 Balance (Total Available Funds)	+\$ 1353.58

-----

Analysis of Income:

Membership Dues	+\$ 614.00	94.71%
Donations	+\$ 0.68	0.11%
Supplies (Buttons, hats, etc.)	+\$ 0.00	0.00%
Advertising in <u>Hotbox</u>	+\$ 0.00	0.00%
Interest	+\$ 27.85	4.30%
	Savings	
	Checking	<u>0.88%</u>
	+\$ 5.75	
Total Income	+\$ 648.28	100.00%

-----

Analysis of Expenses:

Hotbox Printing	-\$ 0.00	0.00%
Hotbox Postage (#227-228)	-\$ 74.00	21.69%
Promotional Material Printing	-\$ 41.18	12.07%
L.E.P. Promotionals	-\$ 56.54	16.57%
Postage Misc.	-\$ 20.43	5.99%
Office/Computer Supplies	-\$ 29.76	8.73%
Special Election Postage	-\$ 61.20	17.94%
Other (TAMR Pens)	-\$ <u>58.03</u>	<u>17.01%</u>
Total Expenses	-\$ 341.14	100.00%

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Teen Association of Model Railroaders  
1028 Whaley Rd., R#4  
New Carlisle, OH 45344

Special Election Coordinator  
2236 Dietz Pl. NW  
Albuquerque, NM 87107  
(505)345-1595

RESULTS OF SPECIAL ELECTION

Total number ballots mailed to membership: 160  
Total number properly marked ballots returned:\* 66  
Returned ballots as percentage of ballots mailed: 41.25%

ELECTION FOR TAMR PRESIDENT:

<u>Candidate</u>	<u>Total Votes Received</u>
John Dunn	24
Beth Wolstenholme	18
Stan Ujka	24

RESULT: Tie between John Dunn and Stan Ujka; final result to be determined by a vote of the TAMR Executive Board.

ELECTION FOR SOUTHERN REGION REPRESENTATIVE:

<u>Candidate</u>	<u>Total Votes Received</u>
Scott Gill	8

RESULT: Scott Gill is the new Southern Region Representative for the 1987-1989 term. Congratulations Scott!

ELECTION FOR WESTERN REGION REPRESENTATIVE:

<u>Candidate</u>	<u>Total Votes Received</u>
Jonathan Kostenko	1 (write in)
Dan Whitmarsh	3 (write in)

RESULT: Dan Whitmarsh will become the new Western Region Representative if he accepts the position.


PROPOSALS TO AMEND THE TAMR CONSTITUTION:\*\*

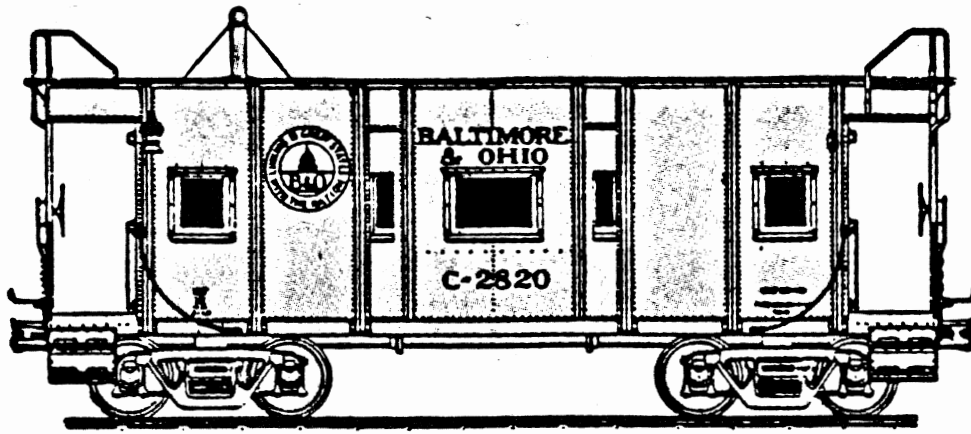
	<u>Total Votes in Favor</u>	<u>Total Votes Against</u>	<u>Unmarked Ballots</u>
Proposal A	47	18	1
Proposal B	58	7	1
Proposal C	42	23	1
Proposal D	49	16	1
Proposal E	60	6	0

RESULTS: Proposals A, B, D, and E pass; proposal C fails.

\*Only ballots postmarked July 14 or earlier were accepted; one exception was made for a ballot which was not received by a member until after the July 14 deadline had passed.

\*\*Proposals must have 2/3 in favor in order to pass.

  
CLAUDE J. MORRILL



## NEXT MONTH —

ANOTHER LAYOUT STORY  
PRODUCT REVIEWS  
SCRATCHIN' AN ENGINE HOUSE  
SERIES RETURNS  
AND MORE ON LIONEL

IN THE NEXT ISSUE OF THE HOTBOX, "THE UN-MAGAZINE  
OF MODEL RAILROADING"

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